



TOWN OF MELBOURNE BEACH

PLANNING & ZONING BOARD WORKSHOP

**THURSDAY, AUGUST 21, 2025
AGENDA PACKET**

Town of Melbourne Beach

PLANNING & ZONING BOARD WORKSHOP

THURSDAY, AUGUST 21, 2025 @ 6:30 PM

COMMUNITY CENTER – 509 OCEAN AVENUE

PUBLIC NOTICE

AGENDA

Board Members:

Chairman David Campbell
Vice-Chairman Kurt Belsten
Member April Evans
Member Dan Harper
Member Gabor Kishegyi

Alternate Board Members

Alternate Todd Albert
Alternate Jason Judge

Staff Members:

Town Manager Elizabeth Mascaro
Town Clerk Amber Brown
Building Official Roberto Moreno

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. NEW BUSINESS**
 - A. Discussion on adding a finger pier/dock at the Sixth Ave boat ramp
 - i. Documents from the June Regular Town Commission Meeting agenda packet
 - ii. Drawings provided by Alternate Member Todd Albert
- 4. PUBLIC COMMENT**

Please limit comments to items that are not on the agenda
- 5. ADJOURNMENT**

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, THE TOWN HEREBY ADVISES THE PUBLIC THAT: In order to appeal any decision made at this meeting, you will need a verbatim transcript of the proceedings. It will be your responsibility to ensure such a record is made. Such person must provide a method for recording the proceedings verbatim as the Town does not do so. In accordance with the Americans with Disability Act and Section 286.26, Florida Statutes, persons needing special accommodations for this meeting shall, at least 5 days prior to the meeting, contact the Office of the Town Clerk at (321) 724-5860 or Florida Relay System at 711.

Regular Town Commission Meeting Agenda

Section: New Business
Meeting Date: June 18, 2025
Subject: Finger pier (dock) at 6th Ave Boat Ramp
Submitted by: Robert Baldwin, Commissioner

Background Information

The boat ramp at Melbourne Beach has traditionally served small boats, kayaks and paddleboards. With a water depth of only 12-16 inches at the ramp, it accommodates shallow-draft boats that are 20 feet long or shorter, providing access to the Indian River Lagoon. On both the northern and southern sides of the ramp, there is a seawall that is currently in poor condition and will need to be replaced at some point. To mitigate potential failure, the town has placed coquina boulders in front of the seawall on the southern side.

For those unfamiliar with launching a boat at a boat ramp, and especially for those unfamiliar with the 6th Ave. ramp, here is the general procedure for launching a boat and boarding passengers there:

1. Back the trailer down the ramp until the boat can float off into the Indian River Lagoon.
2. If there's a second person, that person gets in the boat, starts it and waits for the driver to park the vehicle and trailer before moving the boat. If they are uncomfortable with starting the boat, then they must wade into the water and hold the boat away from the concrete ramp and coquina rocks to avoid damage to the boat's hull.
3. If there are other passengers, they will need to wade into the water, trying not to slip on the slimy ramp (this is one reason ramps have grooves in the concrete but that does not guarantee that a slip won't happen because slime still grows there).
4. Upon returning, the boat driver approaches the ramp, forcing the passengers and the vehicle driver to jump down onto the slimy ramp. The driver then retrieves the vehicle and trailer and backs down the ramp.
5. Finally, the boat is loaded back onto the trailer.

If a single person is trying to launch or recover their boat, this process is much more difficult as there is no place, such as a sandy beach to nose the boat up on or a dock to which to tie the boat.

This method of operation is notably different from standard boat ramps found throughout the county and state. Typically, such ramps feature a dock where the boat can be securely tied up after launching, allowing passengers to board safely before heading out. These common finger piers are also used to secure the boat while the driver retrieves the vehicle and trailer.

Since the addition of the coquina rocks, the process of loading passengers onto the boat has become more difficult and poses a risk of damage to the boat and potential accidents. Currently, the only way to access the boat is by wading into the water and climbing aboard, which can be hazardous due to slippery algae on the concrete ramp and may not be possible for some people with disabilities.

To enhance safety and streamline the boarding process, we recommend constructing a 4-foot wide by 30-foot-long loading dock on the southern side of the ramp per the attached drawing. This addition would significantly improve the ease of launching boats and safely loading passengers. We do NOT propose placing a deck at the end of the dock; this should diminish the attractiveness of the dock as a gathering place, alleviating privacy concerns of the neighboring residents. The pier would be able to accommodate one boat on either side.

Melbourne Beach resident, engineer and dock/seawall company owner, Mike Kalajian, has graciously offered to install the finger pier at no charge to the town. He has also offered to repair it in the event it is damaged in a storm.

Recommendation: Approve construction of the 30' x 4' finger pier at the 6th Ave boat ramp at no cost to the Town.

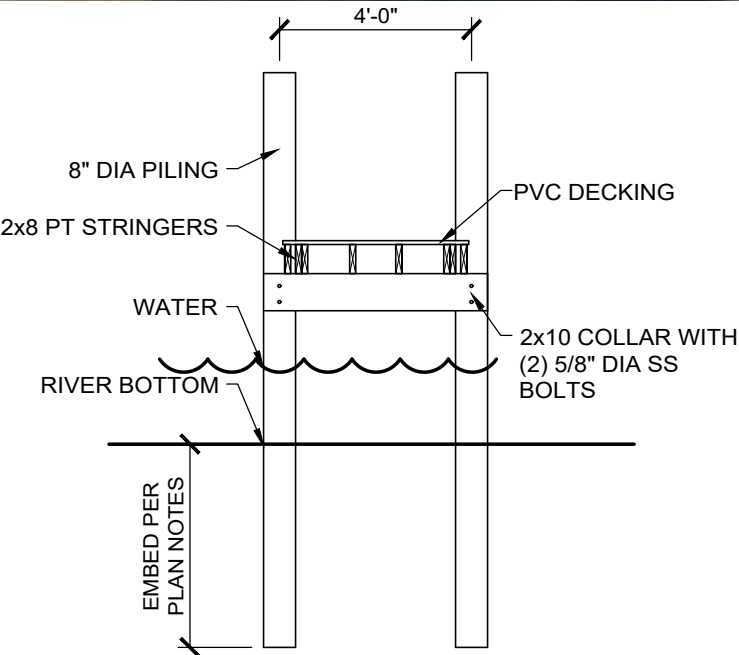
Attachment: aerial view of proposed finger pier.



STRUCTURAL NOTES

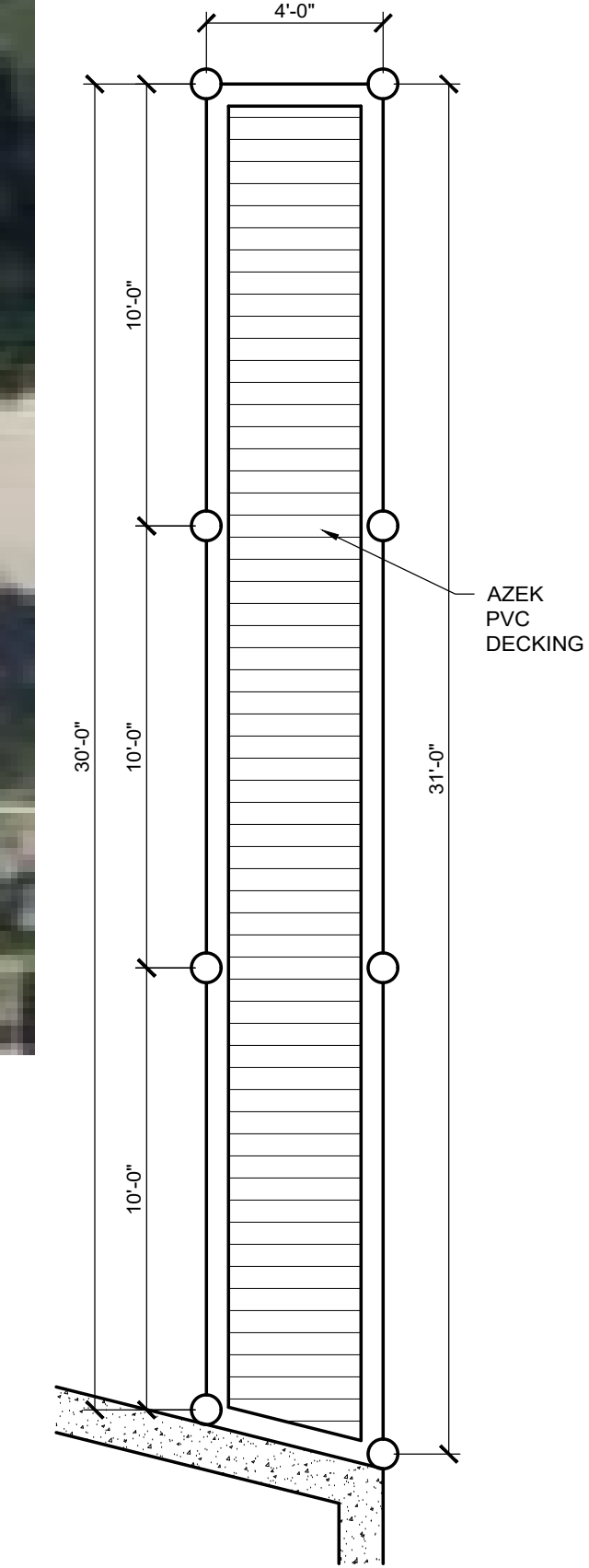
DESIGN CRITERIA

- D-1 CODES: - FLORIDA BUILDING CODE 2023, ASCE 7-22 "MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES"
- D-2 DESIGN WIND SPEED: 150 MPH (3 SECOND GUST)
EXPOSURE 'C', OPEN STRUCTURE, GCPI = 0
- D-3 DESIGN LOADS:
DECK LIVE LOAD: 50 PSF



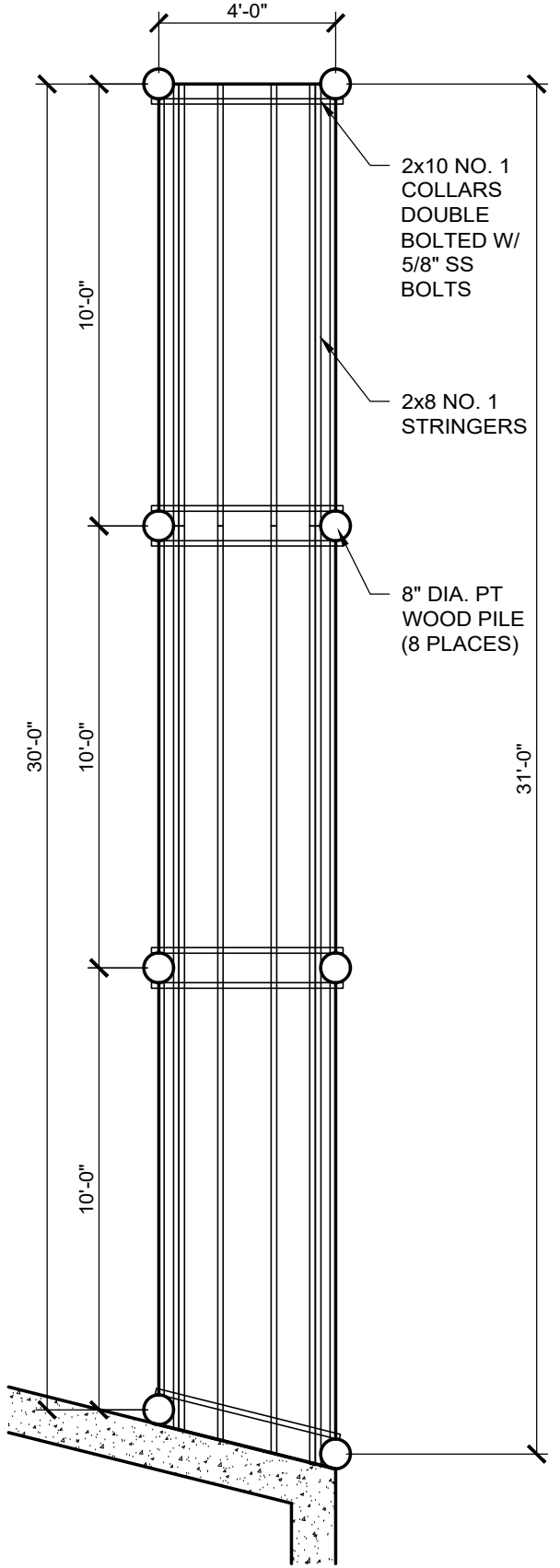
TYPICAL DOCK SECTION

SCALE: 1/4"=1'-0"



DECKING LAYOUT

SCALE: 1/4"=1'-0"



DECK FRAMING PLAN

SCALE: 1/4"=1'-0"

PROPOSED COST ESTIMATE TO BUILD LOADING PIER AT 6TH AVE BOAT RAMP IS \$9,000. THE DOCK WILL BE CONSTRUCTED BY SHORELINE MARINE CONTRACTORS AT NO COST TO THE TOWN.

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MARINE
587 WEST EAU GALLIE
BLVD SUITE 201
MELBOURNE, FL 32935



MELBOURNE BEACH
BOAT RAMP DOCK
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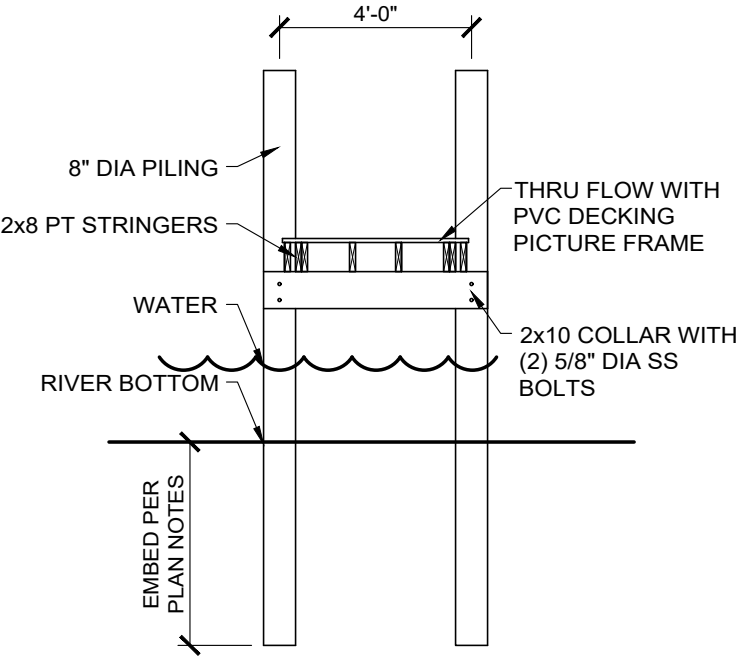


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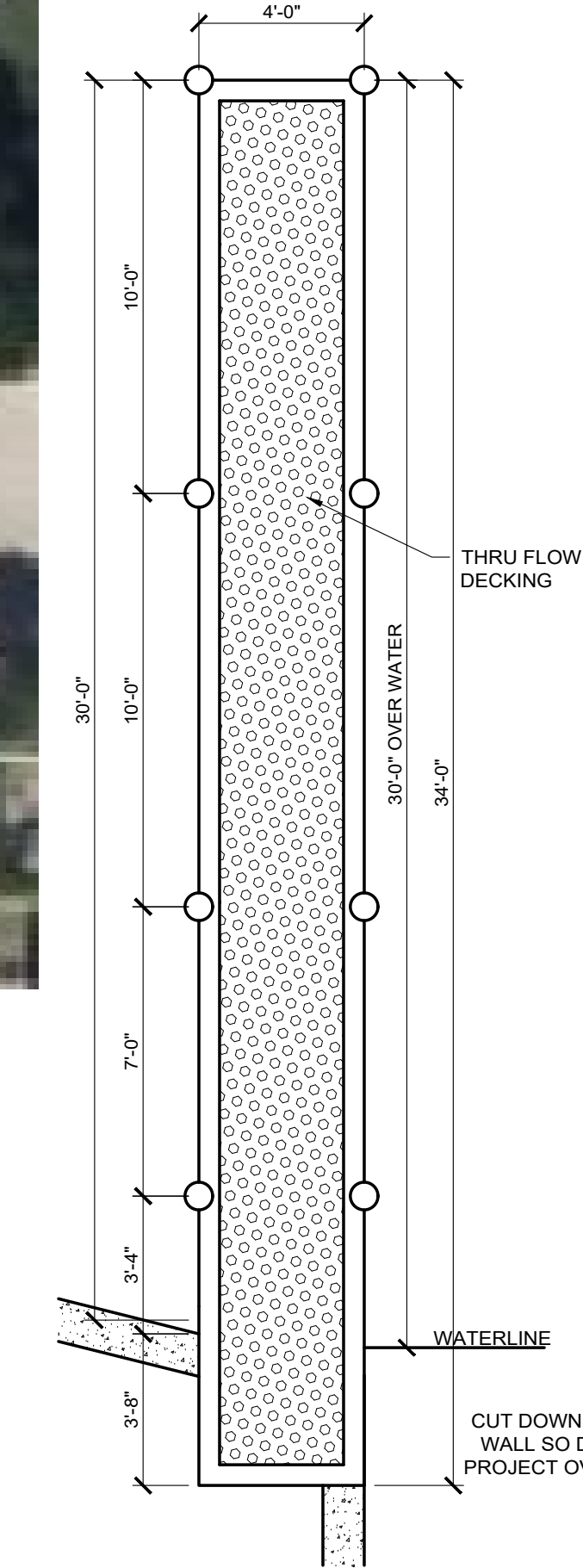
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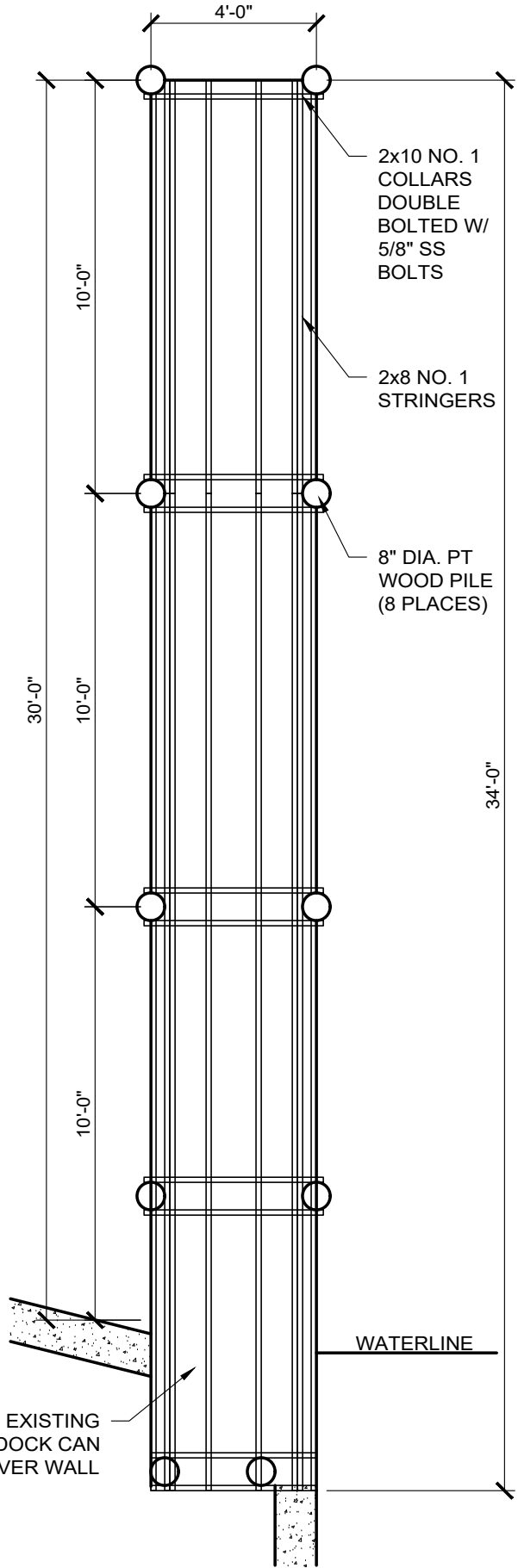
TYPICAL DOCK SECTION

SCALE: 1/4"=1'-0"



DECKING LAYOUT

SCALE: 1/4"=1'-0"



DECK FRAMING PLAN

SCALE: 1/4"=1'-0"

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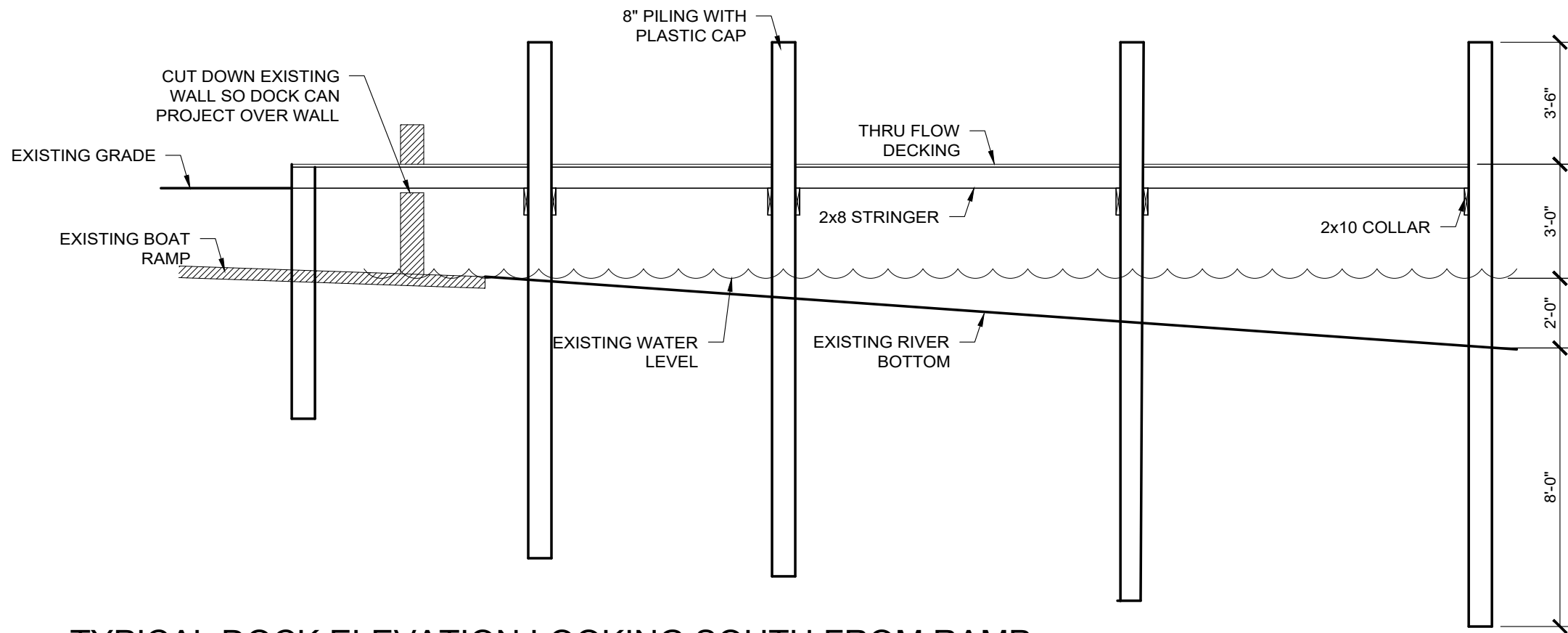
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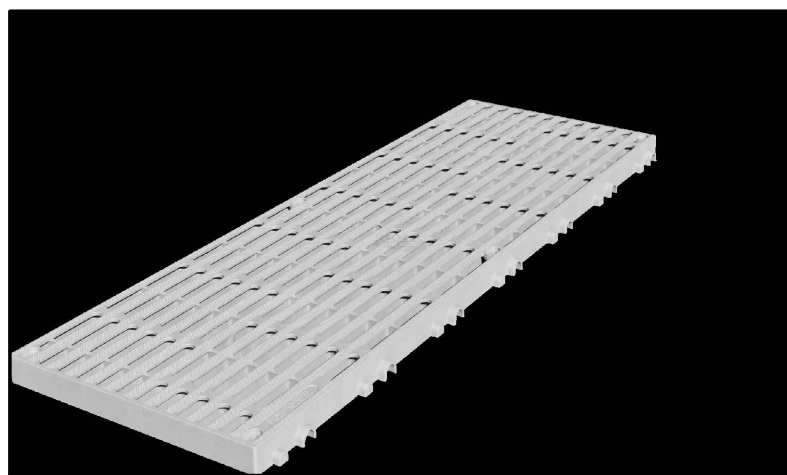
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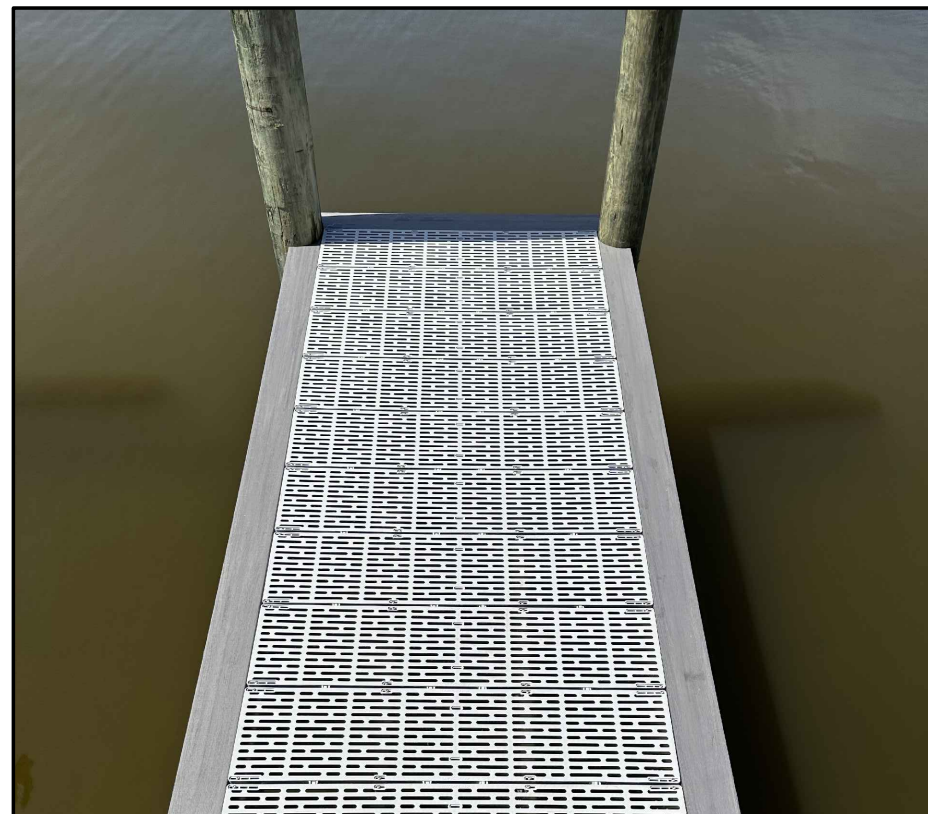
TYPICAL DOCK ELEVATION LOOKING SOUTH FROM RAMP

SCALE: 1/4"=1'-0"



THRU FLOW DECKING

SCALE: 1/4"=1'-0"



EXAMPLE OF LOADING PIER

SCALE: 1/4"=1'-0"

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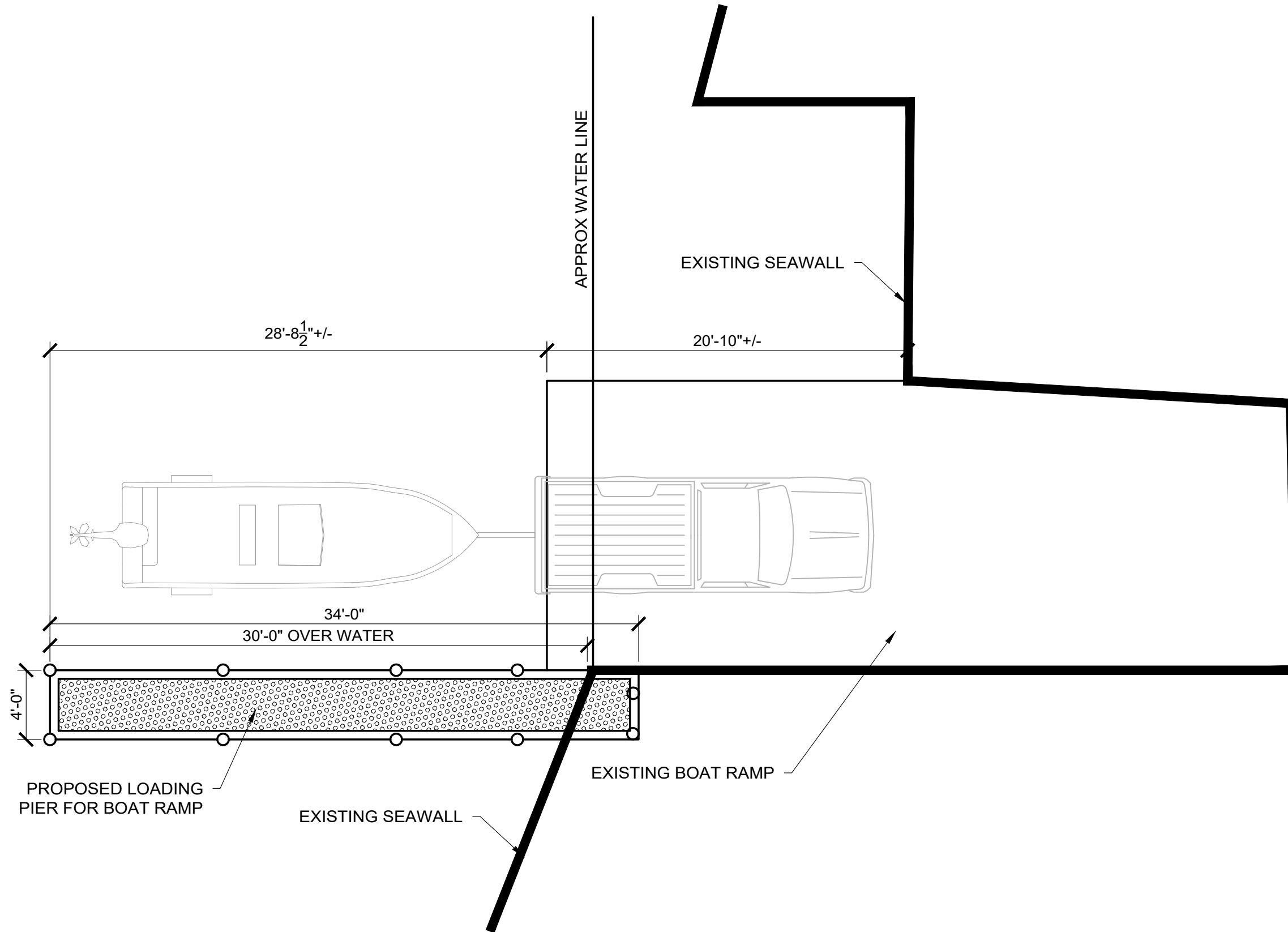
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BOAT RAMP PLAN WITH 30 FT LOADING PIER - TRUCK AND TRAILER

SCALE: NTS



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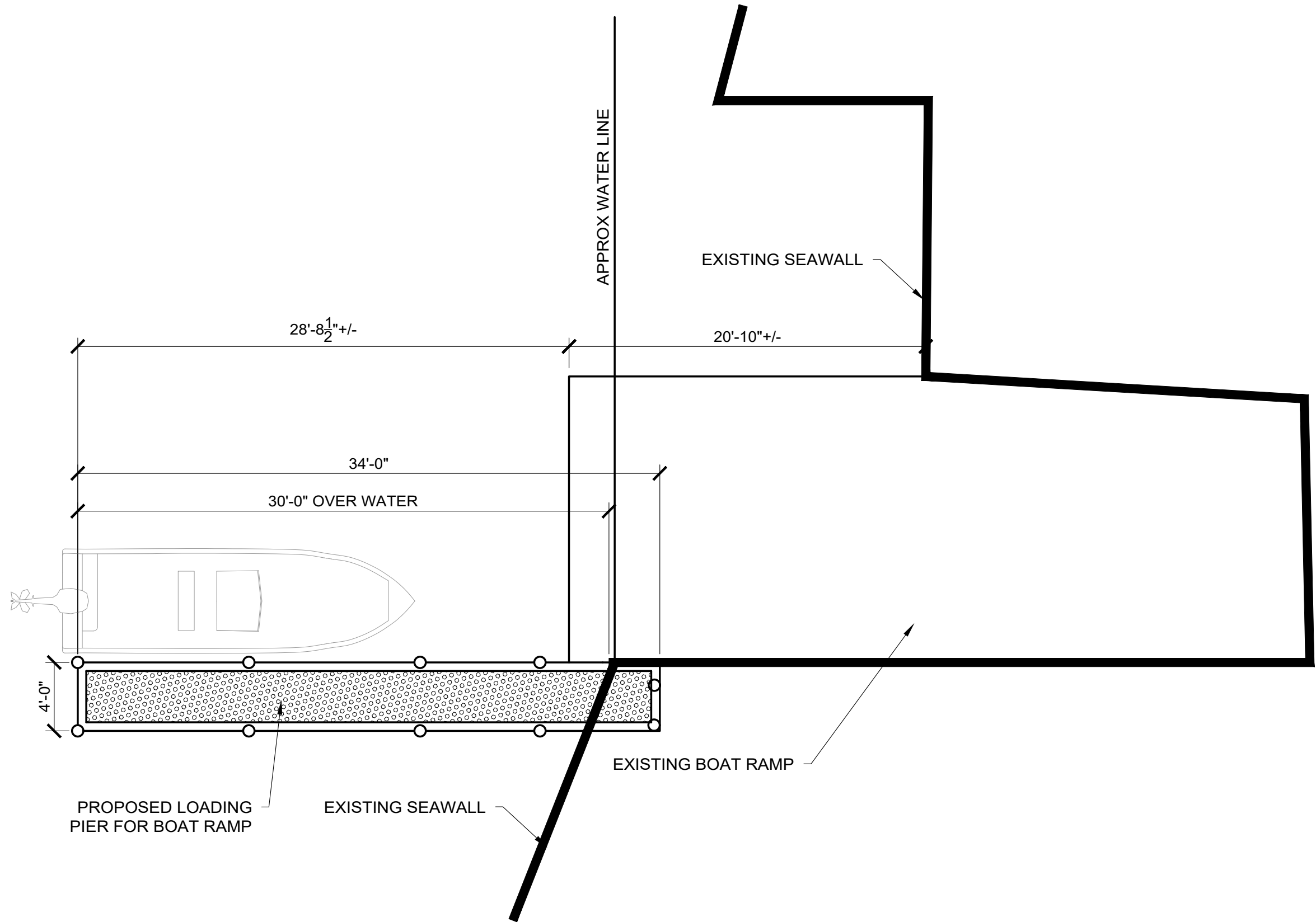
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BOAT RAMP PLAN WITH 30 FT LOADING PIER - BOAT TIED UP

SCALE: NTS



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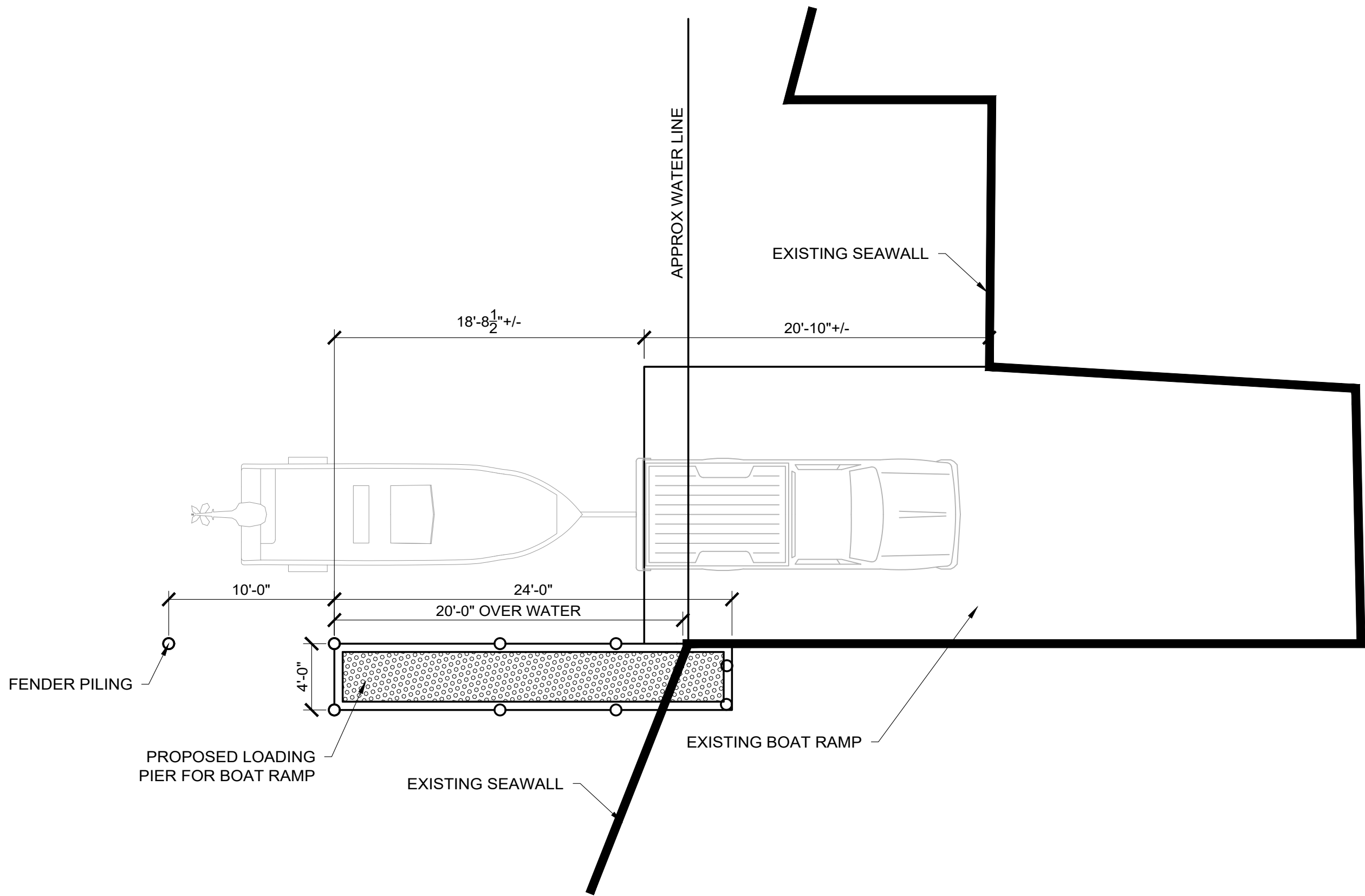
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BOAT RAMP PLAN WITH 20 FT LOADING PIER - TRUCK AND TRAILER

SCALE: NTS



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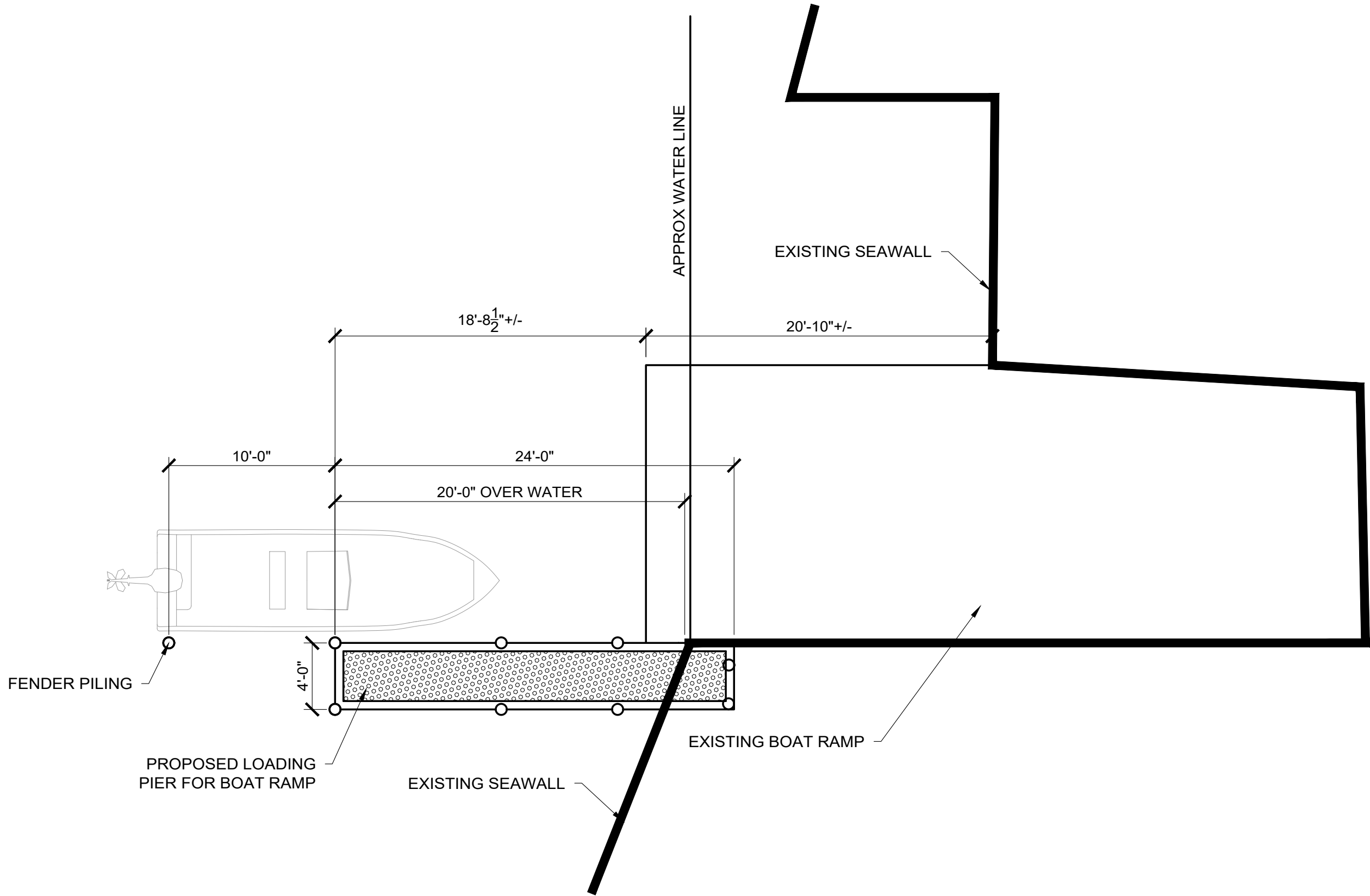
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BOAT RAMP PLAN WITH 20 FT LOADING PIER - BOAT TIED UP

SCALE: NTS



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