

**Mayor**

Joe Coviello

**Council Members**

District 1: John Gunter

District 2: John M. Carioscia Sr.

District 3: Marilyn Stout

District 4: Jennifer I. Nelson

District 5: Lois Welsh

District 6: Richard Williams

District 7: Jessica Cosden



1015 Cultural Park Blvd.  
Cape Coral, FL

**City Manager**

John Szerlag

**City Attorney**

Dolores Menendez

**City Auditor**

Andrea R. Russell

**City Clerk**

Kimberly Bruns

**AGENDA**  
**COMMITTEE OF THE WHOLE**

February 24, 2020

4:30 PM

Council Chambers

**PLEDGE OF CIVILITY**

We will be respectful of each other even when we disagree.  
We will direct all comments to the issues. We will avoid personal attacks.

VIDEO

**1. MEETING CALLED TO ORDER**

A. MAYOR COVIELLO

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

A. MAYOR COVIELLO, COUNCIL MEMBERS CARIOSCIA, COSDEN, GUNTER, NELSON, STOUT, WELSH, WILLIAMS

**4. BUSINESS:**

A. CITIZENS INPUT TIME

A maximum of 60 minutes is set for input of citizens on matters concerning the City Government; 3 minutes per individual.

B. DISCUSSION

- (1) FEMA/IRMA Reimbursement Uses Discussion - Presented by City Manager and Finance Department
- (2) Potential Marine Loading Points - Presented by City Manager, Public Works Department and DCD Department
- (3) Traffic Issues - (Traffic Calming and Overnight Commercial Parking Adjacent to Residential Area) - Presented by City Manager, Public Works Department and Police Department

- (4) Rules and Regulations regarding Seawalls, to include Height -  
Presented by City Manager and Public Works Department

**5. ROUND TABLE DISCUSSION**

**6. TIME AND PLACE OF FUTURE MEETINGS**

- A. A Regular Meeting of the Cape Coral City Council is Scheduled for  
Monday, March 2, 2020 at 4:30 p.m. in Council Chambers

**7. MOTION TO ADJOURN**

**GENERAL RULES AND PROCEDURES REGARDING  
THE CAPE CORAL CITY COUNCIL AGENDA**

In accordance with the Americans with Disabilities Act and Section of 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the Office of the City Clerk at least forty-eight (48) hours prior to the meeting. If hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8770 (v) for assistance.

Persons wishing to address Council under Citizens Input or the Consent Agenda may do so during the designated times at each meeting. No prior scheduling is necessary. All speakers must have their presentations approved by the City Clerk's office no later than 3:00 PM the day of the meeting.

Any citizen may appear before the City Council at the scheduled PUBLIC HEARING/INPUT to comment on the specific agenda item being considered. No prior scheduling is necessary.

When recognized by the presiding officer, a speaker shall address the City Council from the designated speaker's lectern, and shall state his or her name and whom, if anyone, he or she represents. An address shall only be required if necessary to comply with a federal, state or local law.

Copies of the agenda are available in the main lobby of Cape Coral City Hall and in the City Council Office, 1015 Cultural Park Boulevard. Copies of all back-up documentation are also available for review in the lobby of Council Chambers. You are asked to refrain from removing any documentation. If you desire copies, please request they be made for you. Copies are 15 cents per page. Agendas and back-up documentation are also available on-line on the City website (capecoral.net) after 4:00 PM on the Thursday prior to the Council Meeting.

**\*PUBLIC HEARINGS  
DEPARTMENT OF COMMUNITY DEVELOPMENT CASES**

In all public hearings for which an applicant or applicants exist and which would affect a relatively limited land area, including but not limited to PDPs, appeals concerning variances or special exceptions, and small-scale rezonings, the following procedures shall be utilized in order to afford all parties or their representatives a full opportunity to be heard on matters relevant to the application:

1. The applicant, as well as witnesses offering testimony or

presenting evidence, will be required to swear or affirm that the testimony they provide is the truth.

2. The order of presentation will begin with the City staff report, the presentation by the applicant and/or the applicant's representative; witnesses called by the applicant, and then members of the public.
3. Members of the City Council may question any witness on relevant issues, by the applicant and/or the applicant's representative, City staff, or by any member of the public.
4. The Mayor may impose reasonable limitations on the offer of testimony or evidence and refuse to hear testimony or evidence that is not relevant to the issue being heard. The Mayor may also impose reasonable limitations on the number of witnesses heard when such witnesses become repetitive or are introducing duplicate testimony or evidence. The Mayor may also call witnesses and introduce evidence on behalf of the City Council if it is felt that such witnesses and/or evidence are necessary for a thorough consideration of the subject.
5. After the introduction of all-relevant testimony and evidence, the applicant shall have the opportunity to present a closing statement.
6. If a person decides to appeal any decision made by the City Council with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**Item Number:** B.(1)  
**Meeting Date:** 2/24/2020  
**Item Type:** DISCUSSION

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

FEMA/IRMA Reimbursement Uses Discussion - Presented by City Manager and Finance Department

**REQUESTED ACTION:**

Informational

**STRATEGIC PLAN INFO:**

1. Will this action result in a Budget Amendment? No
2. Is this a Strategic Decision? No

If Yes, Priority Goals Supported are listed below.

If No, will it harm the intent or success of the Strategic Plan?

**Planning & Zoning/Staff Recommendations:**

**SUMMARY EXPLANATION AND BACKGROUND:**

Discussion regarding FEMA/IRMA Reimbursements

**LEGAL REVIEW:**

**EXHIBITS:**

Staff Presentation  
Memo

**PREPARED BY:**

Suzanne Lopez, Senior  
Administrative Specialist

Division- Administration

Department- Financial  
Services

**SOURCE OF ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

| Description                                 | Type            |
|---|-----------------|
| <input type="checkbox"/> Staff Presentation | Backup Material |
| <input type="checkbox"/> Memo               | Backup Material |





# Committee Of the Whole

February 24, 2019

FEMA reimbursement uses

# Discussed Uses at October 2019 C.O.W. meeting

7 Members present – 5 gave direction on each item below

- Assisting the City's Charter Schools with Athletic Field(s) construction – Estimated \$3 million to construct athletic facilities at the Oasis campus. 1 affirmative, 4 wanted more information
- Funding additional Median improvements throughout the City - \$1 million was discussed during FY 2020 budget workshops. 5 affirmative
- Funding additional Sidewalks throughout the City - \$1 million was discussed during FY 2020 budget workshops. 5 affirmative
- Funding a Seawall Hardship Special Assessment program - \$1 million Special Assessment revolving fund. 1 affirmative, 4 No or wanted more information
- Assistance with funding a new Fleet Facilities Building – Total Cost \$18 million, General Fund portion is \$9.2 million (51.3%). Requesting Study/Conceptual Design of \$175,000 and \$1,625,000 for design. 3 affirmative, 2 No
- Funding additional Disaster Reserves with the remaining balance of FEMA reimbursement. 4 affirmative, 1 no directive

[illegible]

# FEMA Reimbursement Revenue:

- The City has received to date: \$ 11,455,394
- The City has appealed a partial Category B denial \$ 1,200,722
- Over the next 24 months, the City expects to receive \$ 4,501,876
- Total expected reimbursement from FEMA: \$17,513,191
- Less: Requested Commitments \$ 3,800,000
- Balance to City's Disaster Reserves \$ 13,713,191




Next Step –  
Memorializing Council Direction  
through Budget Action

MEMORANDUM

CITY OF CAPE CORAL  
CITY MANAGER'S OFFICE

TO: Mayor Coviello and Council Members

FROM: John Szerlag, City Manager 

DATE: February 24, 2020

SUBJECT: Mobile and Portable Radio Purchases and  
Flash Upgrades not to Exceed \$1,400,000.00

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The attached Memorandum explains the need for making technological upgrades to our mobile and portable radio purchases for an amount not to exceed \$1,400,000.00. This is a new development. As you know, communications are a critical component of our public safety response system. As such, we would like to incorporate this item as part of the potential FEMA reimbursement discussion.

JS:pd  
Attachment

C: Connie Barron, Assistant City Manager  
David Newlan, Chief of Police  
Ryan Lamb, Fire Chief  
Christopher Phillips, Acting Finance Director  
Kimberly Bruns, City Clerk  
Dolores Menendez, City Attorney





## CAPE CORAL FIRE and POLICE DEPARTMENTS

TO: Mayor Coviello and Council Members

FROM: John Szerlag, City Manager  
Ryan W. Lamb, Fire Chief  
David Newlan, Chief of Police

DATE: February 24, 2020

SUBJECT: Mobile and Portable Radio Purchases and Flash Upgrades

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The Cape Coral Fire and Police Departments are requesting funding to support the demands of technological advancements within the Lee County Public Safety P25 communications system.

### Background

The Cape Coral Fire and Police Departments currently utilize Motorola portable (handheld) and mobile (in-vehicle and in-fire station) radios in conjunction with the Lee County Public Safety Government Communication network.

In 2016, the network implemented Project 25 (P25) Phase 1, which is a specific public safety radio standard. The departments began to replace portable radios in anticipation of Motorola no longer servicing or providing repair parts for older radios. The portable and mobile radios would no longer be under warranty by December 2018. At that time, we were advised by Motorola there was no drop-dead date for the older radios. The Motorola technology for the replacement portable radios is currently P25 Phase 1 compatible.

Lee County Public Safety reported they submitted a Request for Proposal, which was awarded to Motorola in September of 2019 for the P25 Phase 2 upgrades, and the implementation is projected to be completed in December of 2022. The cost of this upgrade was not previously or properly communicated to the affected countywide public safety departments until February 2020.

P25 Phase 2 requires each portable (handheld) purchased by the departments, since 2016, to receive a "flash update" to be P25 Phase 2 compatible.

P25 Phase 2 will also render every mobile (in-vehicle and in-fire station) radio, purchased before 2016, obsolete and incompatible with the Lee County Public Safety P25 system.

### Recommendation

The Cape Coral Police Department is recommending the purchase of 290 Motorola flash updates for portable (handheld) radios at an estimated cost of \$286,000. Portable radios purchased in the future will be P25 Phase 2 compatible.

We are also recommending the purchase of 66 Motorola flash updates for current mobile (in-car) radios, P25 Phase 2 compatible, at an estimated cost of \$63,000. P25 Phase 2 Flash updates for both portable and mobile radios will cost an estimated \$349,000.

In addition to the flash updates, the CCPD is required to purchase and replace 157 mobile (in-car) radios. All of these radios pre-date 2016, and many are fifteen to twenty years old; they will be rendered obsolete as P25 Phase 2 is implemented.

Currently, Motorola is offering volume incentive pricing, NASPO Value Point State contract, that equates to a substantial discount if new mobile radios are purchased by December 15, 2020. The cost to replace these mobile radios is estimated at \$518,000. The technology in these mobile radios is P25 Phase 2 compliant, and Motorola estimates a fifteen to twenty-year service life for each mobile radio.

The Cape Coral Fire Department is recommending the purchase of 125 Motorola flash updates for portable and mobile radios at an estimated cost of \$125,000. All radios purchased in the future will be P25 Phase 2 compatible.

In addition to the flash updates, the CCFD is required to purchase and replace 60 mobile (in-vehicle and in-fire station) radios, 20 of which are in-station and 13 portable radios. All of these radios pre-date 2016, and many are fifteen to twenty years old; they will be rendered obsolete as P25 Phase 2 is implemented.

Currently, Motorola is offering volume incentive pricing, NASPO Value Point State contract, that equates to a substantial discount if new mobile radios are purchased by December 15, 2020. The cost to replace these portable and mobile radios is estimated at \$386,100. The technology in these mobile radios is P25 Phase 2 compliant, and Motorola expects a fifteen to twenty-year service life for each mobile radio.



### Summary

The Cape Coral Fire and Police Departments are requesting an estimated total of \$1,378,100 (CCFD-\$511,100 and CCPD-\$867,000), but not to exceed \$1,400,000 in funding to support the demands of technological advancements within the Lee County Public Safety P25 communications system.

It is understood this is a significant investment in response to a communication system upgrade process that was poorly communicated to affected public safety agencies countywide. Communications is a critical component of the City of Cape Coral's public safety response system. Flash updates for currently compatible radios and the purchase of newer radios are necessary and will support the City's public safety communication well into the future.

**Item Number:** B.(2)  
**Meeting Date:** 2/24/2020  
**Item Type:** DISCUSSION

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Potential Marine Loading Points - Presented by City Manager, Public Works Department and DCD Department

**REQUESTED ACTION:**

**STRATEGIC PLAN INFO:**

1. Will this action result in a Budget Amendment?
2. Is this a Strategic Decision?
  - If Yes, Priority Goals Supported are listed below.
  - If No, will it harm the intent or success of the Strategic Plan?

**Planning & Zoning/Staff Recommendations:**

**SUMMARY EXPLANATION AND BACKGROUND:**

**LEGAL REVIEW:**

**EXHIBITS:**

Memo  
Loading Points Spreadsheet  
Map  
Staff Presentation  
LDC Section 5.9.13

**PREPARED BY:**

Division- Department-

**SOURCE OF ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

| Description   | Type            |
|---|-----------------|
| <input type="checkbox"/> Memo                       | Backup Material |
| <input type="checkbox"/> Loading Points spreadsheet | Backup Material |

- ▣ Map
- ▣ Staff Presentation
- ▣ LDC Section 5.9.13

Backup Material  
Backup Material  
Backup Material

## MEMORANDUM

### CITY OF CAPE CORAL PUBLIC WORKS DEPARTMENT

TO: Mayor Coviello and Council Members

FROM: John Szerlag, City Manager  
Paul Clinghan, Public Works Director *PRL*  
Dawn Andrews, Property Broker  
Persides Zambrano, Permitting & Planning Manager  
Jay Murphy, Business Manager

DATE: January 10, 2020

SUBJECT: City Owned Waterfront Properties for Potential Marine Loading Points

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#### **Introduction**

The following information is being provided in response to City Council's request to review city-owned waterfront properties that might be suitable for use as a potential Marine Loading Point for the benefit of marine industry contractors (seawall and dock builders). The attached map represents real-time parcel inventory. The attached table is divided into saltwater and freshwater, and then sub-divided by area or basin. The labels indicate the various freshwater basins and saltwater areas that were determined based on access and known obstructions, such as weirs and low-clearance bridges. The areas and basins are then labeled A-E for saltwater areas and 1-18 for freshwater basins, which coincides with established labeling of the freshwater stormwater basins. Each potentially suitable location is listed separately and labeled for the saltwater areas which is the focus of this review.

The locations are provided in response to the original task of identifying potential sites. The criteria for these possible locations are city-owned waterfront properties large enough to accommodate the activity. However, except for the Everest Compound site, the sites are neither properly zoned or have a conforming land-use.

#### **Saltwater**

It is evident when reviewing the data table that an abundant number of waterfront sites exist in the northwest area, west of Burnt Store Rd. (Area A). A closer inspection will reveal the majority are single-family residential lots of significant value and in relatively close proximity to existing homes. The potential sites listed in the table are some of the few waterfront sites that are not single-family residential.

In contrast, the southwest section of the city behind the Chiquita Lock is void of any city-owned waterfront property (Area B). The density of waterfront homes is quite high, and land prices are some of the highest in the city.

Moving to the east, the housing density of the Blue Jay Canal – Eight Lakes area (Area C) is similar and perhaps higher. Unlike Area B, there is an existing ramp that was constructed many years ago to service the now abandoned Lake Finisterre outflow. The ramp is constructed on the right-of-way at the end of SW 44 St. and is bordered on three sides by waterfront single-family homes, whose combined Property Appraiser Just Value approaches two-million dollars. It is also located north of the Blue Jay Canal bridge in the 1200 block of Cape Coral Parkway West, which is one of the smaller passages in the city.

Area D, which is the area often referred to as the Yacht Club area, is the most densely constructed area of the city. The current city-owned inventory consists of the Yacht Club and Four Freedoms Park. While these areas may be large enough, we remain cognizant of the historical concerns surrounding alternative uses.

Area E includes all waters contiguous to the river, north of the Cape Coral Bridge. It extends inland to the Rubicon Canal, north to the Mid-Cape Industrial area, and the canals that return to the river via Chantrey Canal. Excluding the city complex on Everest Parkway, all city-owned property in this area is either a park or designated single-family residential with prior conversations suggesting a park area.

Staff began this review with a goal of identifying a minimum of one and in some areas, two locations for the use of the marine contractors. When it became apparent we did not have a sufficient inventory of city-owned property, we turned to the current commercial real estate MLS listings. We did locate one site adjacent to the Mid-Cape Industrial Park that could be purchased, similar to the purchase by one marine contractor a few years ago. The suitability of the four or five remaining sites was not conducive to the stated outcome.

### **Freshwater**

The vast majority, 15 of the 18, freshwater basins have established access points. Five of the basins have identified access areas with yet to be constructed access points. One of the locations is an improved boat ramp next to the BMX Park. The remaining existing ramps are all semi-improved dirt ramps located on residential lots.

### **Conclusion**

The table provided represents a listing of city-owned waterfront property. No determination of appropriateness is stated or suggested. This review established that the actual inventory of city-owned waterfront sites consists of some residential property and established or identified parks. The catalog of privately-held properties that may be suitable is also quite small.

Reference has been made to the City of Naples operation. It must be remembered the City of Naples land mass (16.5 sq. miles), much of which is inland, is equivalent to the area that comprises Area C, D, and E. Similarly, unlike Cape Coral the waterfront properties encompass a small area of approximately 4-6 square miles that is associated with the Gordon River - Downtown, Port Royal, Royal Harbor and Aqualane Shores. The use of the city facility is fee-based, and the hours and type of operation are severely regulated.

**Next Steps**

If it is the Council's desire, staff is prepared to discuss this inventory of potential sites and the preliminary design of the Everest Compound site at the next appropriate Committee of the Whole or Council Meeting.

JS:cm

Attachments: Map – Potential Marine Loading Points  
Table – City-Owned Waterfront Properties

City-Owned Waterfront Properties  
suitable for potential Marine Loading Points

1/10/2020

1 of 2

| Basin / Map Designation | Location   | Site Address              | Existing Ramps | Location Options | Improved Concrete Ramp | Remaining City Waterfront Inventory | Current Predominant Zoning | Area (sqft) | Comments                                     |
|-------------------------|--|---------------------------|----------------|------------------|------------------------|-------------------------------------|----------------------------|-------------|--|
| Saltwater Basins        |  |                           |                |                  |                        |                                     |                            |             |  |
| A                       | Northwest Cape Coral   |                           | 2              | 1                | 2                      | 20                                  |                            |             | Remaining sites comprised of R1              |
| 1                       | 4322 NW 20th Street  | 4322 NW 20th Street       |                | X                |                        |                                     | R - Park                   | 51,588      | Proposed park area                           |
| 2                       | D & D Properties   | 3918 Pine Island Road NW  | X              |                  | Y                      |                                     | Lee County                 |             | Part of a larger tract                       |
| 3                       | Burnt Store Boat Ramp  | 230 Burnt Store Road S.   | X              |                  | Y                      |                                     | R - Park                   | 203,861     |  |
| B                       | Southwest Cape Coral   |                           | 0              | 0                | 0                      | 0                                   |                            |             | No city owned sites suitable for use         |
|                         | None   |                           |                |                  |                        |                                     | NA                         | NA          |  |
| C                       | Blue Jay Canals - Eight Lakes Area   |                           | 1              | 0                | 0                      | 1                                   |                            |             |  |
| 1                       | End of Right of Way  | SW 44th Street            | X              |                  |                        |                                     | ROW                        | NA          | Site is bordered on three sides by R1        |
| D                       | Yacht Club and Santa Barbara Canal   |                           | 1              | 1                | 1                      | 0                                   |                            |             | City Parks only city property                |
| 1                       | Bimini Basin / Four Freedoms Park  | 4818 Tarpon Court         |                | X                |                        |                                     | R - Park                   |             |  |
| 2                       | Yacht Club   | 5815 Driftwood Parkway    | X              |                  | X                      |                                     | R - Park                   |             |  |
| E                       | Rubicon Canal & Del Prado River  |                           | 0              | 2                | 0                      | 4                                   |                            |             | Excl. Everest, City Parks only city property |
| 1                       | Everest City Complex   | 1720 Everest Parkway      |                | X                |                        |                                     | NR                         |             | Public Works area                            |
| 2                       | Chantrey Canal   | 2414 SE 16th Street       |                | X                |                        |                                     | R                          |             | Southside of canal adjacent to residential   |
|                         | Total Inventory  |                           | 4              | 4                | 3                      | 25                                  |                            |             |  |
| Freshwater Basins       |  |                           |                |                  |                        |                                     |                            |             |  |
| 1                       | Gator Circle - NE Cape   |                           |                |                  |                        |                                     |                            |             |  |
|                         | Leets Canal  | 1624 NE 33rd Lane         | X              |                  | N                      |                                     | R                          | 16,250      | Corner lot of Averill & NE 33rd Lane         |
|                         | Cosmonaut Canal  | 4125 & 4132 NE 19th Place | X              |                  | N                      |                                     | R                          | 3,750       | Constructed in 30' walkway                   |
| 2                       | Unincorporated Lee and Gator Slough  |                           |                |                  |                        |                                     |                            |             |  |
|                         | None   |                           |                |                  |                        |                                     |                            | NA          |  |
| 3                       | Lake Meade   |                           |                |                  |                        |                                     |                            |             |  |
|                         | Hearthstone Canal  | 2119 NE 12th Avenue       | X              |                  | N                      |                                     | R                          | 15,250      | Lake Meade Park                              |
| 4                       | Central NE Cape - Chiquita to NE 24th Ave north of Pine Island Rd in general |                           |                |                  |                        |                                     |                            |             |  |
|                         | Lake Argosy  | 921 NW 27th Street        | X              |                  | N                      |                                     | R                          | 10,625      | Festival Park                                |
|                         | Gator Slough Canal   | 935 Wilmington Pkwy       | X              |                  | N                      |                                     | R                          | 10,000      | Festival Park                                |
|                         | Zurich Canal   | 1609 NE 12th Street       | X              |                  | N                      |                                     | R                          | 10,000      | 24,000 sf city parcel adjacent               |
|                         | Hermosa Canal  | 1519 NW 8th Terrace       | X              |                  | N                      |                                     | NR                         | 10,000      | 30k incl 2 adjacent city parcels             |
| 5                       | Nelson Road-Tropicana Parkway West-Chiquita Boulevard N-Pine Island Road     |                           |                |                  |                        |                                     |                            |             |  |
|                         | Sunben Canal   | 1510 SW 1st Street        |                | X                | NA                     |                                     | R                          | 11,125      | SE corner of SW 1st Street & Chiquita        |
| 6                       | Gator Slough-adjacent lands west of Chiquita Parkway to Burnt Store          |                           |                |                  |                        |                                     |                            |             |  |
|                         | Gator Slough Canal   | 2700 NW 25th Street       |                | X                | NA                     |                                     | R                          | 209,699     | Large Tract east of Burnt Store              |
| 7                       | Coral Oaks - East  |                           |                |                  |                        |                                     |                            |             |  |
|                         | None   |                           |                |                  | NA                     |                                     |                            | NA          |  |

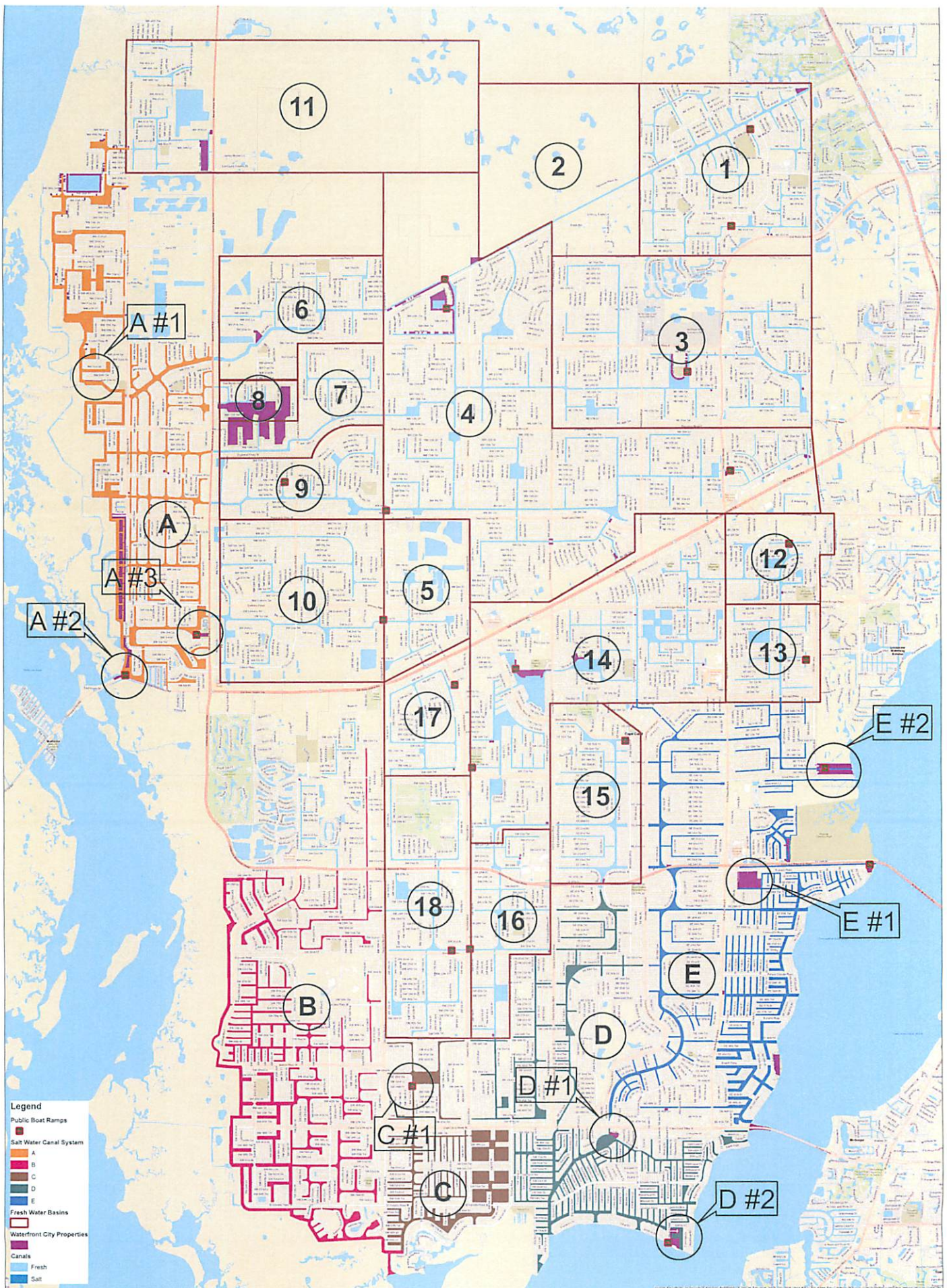
Prepared as only a listing of properties that are large enough to accomodate the activity. No determination of appropriateness is stated or implied

City-Owned Waterfront Properties  
suitable for potential Marine Loading Points

| Basin / Map Designation | Location   | Site Address                | Existing Ramps | Location Options | Improved Concrete Ramp | Remaining City Waterfront Inventory | Current Predominant Zoning | Area (sqft) | Comments                               |
|-------------------------|--|-----------------------------|----------------|------------------|------------------------|-------------------------------------|----------------------------|-------------|--|
| 8                       | Coral Oaks   |                             |                |                  |                        |                                     |                            |             |  |
|                         | Tyre Canal   | 2800 & 2808 NW 18th Terrace |                | X                | NA                     |                                     | R - Park                   | 59,656      | Coral Oaks Overflow Parking            |
| 9                       | Chiquita Boulevard-Diplomat Parkway-Burnt Store Road-Tropicana Parkway |                             |                |                  |                        |                                     |                            |             |  |
|                         | Bruja Canal  | 1100 Blk NW 25th Avenue     |                | X                | NA                     |                                     | R                          | 26,354      | Not constructed                        |
| 10                      | El Dorado Parkway N.-Burnt Store Road-Ceitus Pkwy-Tropicana Parkway    |                             |                |                  |                        |                                     |                            |             |  |
|                         | None   |                             |                |                  | NA                     |                                     |                            | NA          |  |
| 11                      | Burnt Store Rd - RV Resort Area  |                             |                |                  |                        |                                     |                            |             |  |
|                         | Olmos Canal  | 3719 NW 32nd Place          |                | X                | NA                     |                                     | R                          | 158,524     | Large Tract Caloosa Pk & NW 32 Place   |
| 12                      | NE 6th Street and Del Prado Blvd                                       |                             |                |                  |                        |                                     |                            |             |  |
|                         | Logan Canal  | 2111 NE 5th Terrace         | X              |                  | N                      |                                     | R                          | 35,881      |  |
| 13                      | Hancock Bridge Park  |                             |                |                  |                        |                                     |                            |             |  |
|                         | King Canal   | 520 SE 23 Place             | X              |                  | N                      |                                     | R                          | 10,000      | 30k incl 2 adjacent city parcels       |
| 14                      | Lake Kennedy - Saratoga System   |                             |                |                  |                        |                                     |                            |             |  |
|                         | BMX Park - Shelburne Canal   | 1509 SW 7th Court           | X              |                  | Y                      |                                     | R - Park                   | 57,083      | Concrete Ramp                          |
|                         | Lake Kennedy - Sunsplash   | 426 SW 3rd Place            | X              |                  | Y                      |                                     | R - Park                   | 87,85       | Restricted to Government Use           |
| 15                      | Academy Boulevard-Veterans-Santa Barbara Boulevard-Nicholas Parkway    |                             |                |                  |                        |                                     |                            |             |  |
|                         | Nicholas Canal   | 1208 Academy Boulevard      | X              |                  | N                      |                                     | R                          | 61,411      | corner of Nicholas and Academy         |
| 16                      | Cape Coral High School   |                             |                |                  |                        |                                     |                            |             |  |
|                         | Barkentine Canal   | 716-724 SW 31st Terrace     | X              |                  | N                      |                                     | R                          | 32,367      | 3 total parcels                        |
| 17                      | Northern End of Skyline Blvd. (West of Skyline Boulevard)              |                             |                |                  |                        |                                     |                            |             |  |
|                         | Malay Canal  | 802 SW 7th Terrace          | X              |                  | N                      |                                     | R                          | 21,163      | 4 lot site on Skyline & SW 7th Terrace |
| 18                      | Palmetto Pines south toward Mohawk                                     |                             |                |                  |                        |                                     |                            |             |  |
|                         | Barkentine Canal   | 845 & 851 Gleason Parkway   | X              |                  | N                      |                                     | R                          | 25,000      |  |
|                         | Total Inventory  |                             | 15             | 5                | 1                      |                                     |                            |             |  |

Legend:  
R - Residential  
NR - Non Residential





# City of Cape Coral Potential Marine Loading Points



DRAFT - 01/10/2020

This map is not a survey and should not be used in place of a survey. While every effort is made to accurately reflect the subject of this map, the City of Cape Coral does not warrant the accuracy of the information presented on this map. This map is not intended for use in any legal proceeding. For more information, please contact the Department of Public Works with any questions regarding this map.



# **Seawall Staging Areas & Potential Marine Loading Points**

**City of Cape Coral City Council  
Committee of the Whole Meeting  
February 24, 2020**

# **Seawall Staging and Zoning Four Unique Circumstances**

- **Staging for construction on an individual lot**
- **Staging in a residential area (on one or more lots) for construction in that area – multiple construction sites**
- **Staging on commercial or industrial property**
- **Marine loading points on City-owned property**

# **Staging for Construction on Individual Lots**

- **Allowed with an active building permit for a seawall on the lot in question**
- **Allowed with an active building permit for an adjoining lot with property owner's permission**
- **This has been the historical practice – no changes proposed**

# **Staging for Multiple Sites**

- **Staging on property with residential zoning for seawall construction on multiple sites was prohibited in the former Land Use and Development Regulations (LUDRs)**
- **Post Irma, the City developed a mechanism to allow this temporary activity under certain standards. These standards are incorporated in the LDC (Sec. 5.9.13):**
  - **Written permission of property owner**
  - **2-year time limit; one 1-year extension allowed**
  - **Hours limited to 7 a.m. to 7 p.m. Monday – Saturday**

# **Staging for Multiple Sites**

- **No outdoor lighting**
- **No land clearing and site restoration required**
- **Barges cannot interfere with neighbors' boat access**
- **Jackhammering or breaking up concrete not permitted on-site**
- **Grinding or saw cutting of concrete and rebar debris prohibited**
- **Written notice to neighbors if staging will last more than 9 months**
- **Application forms available on-line or at DCD**

# **Staging on Commercial or Industrial Sites**

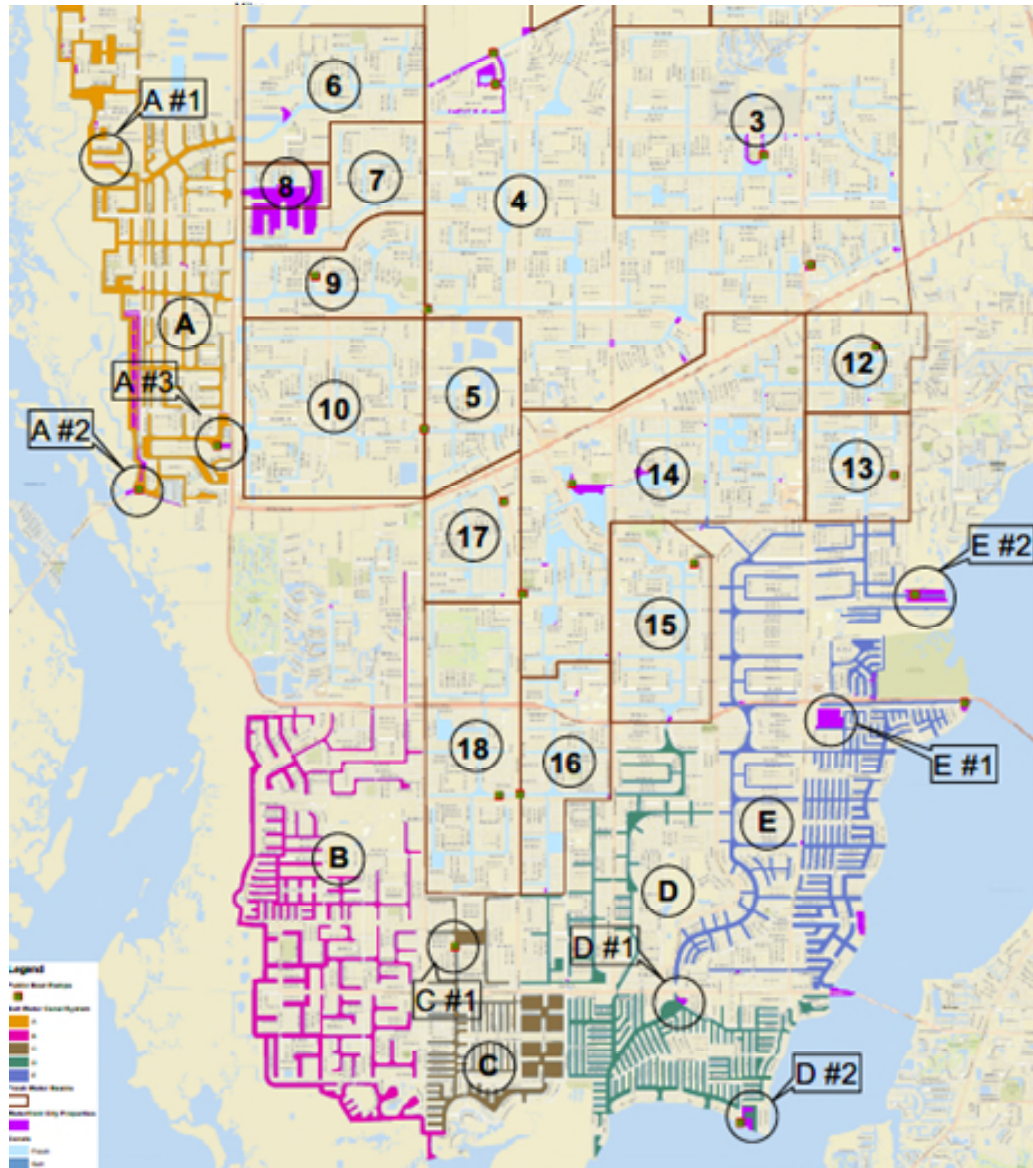
- **Construction Staging allowed in C-Commercial, CC-Commercial Corridor, and I-Industrial districts where outdoor storage is allowed**
- **Requires Site Development Plan approval**
- **This has been the historical practice – no changes proposed**





# City of Cape Coral

## Potential Marine Loading Points



### Legend

#### Public Boat Ramps



#### Salt Water Canal System



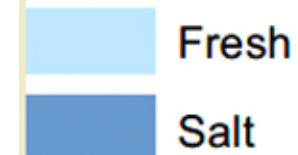
#### Fresh Water Basins



#### Waterfront City Properties

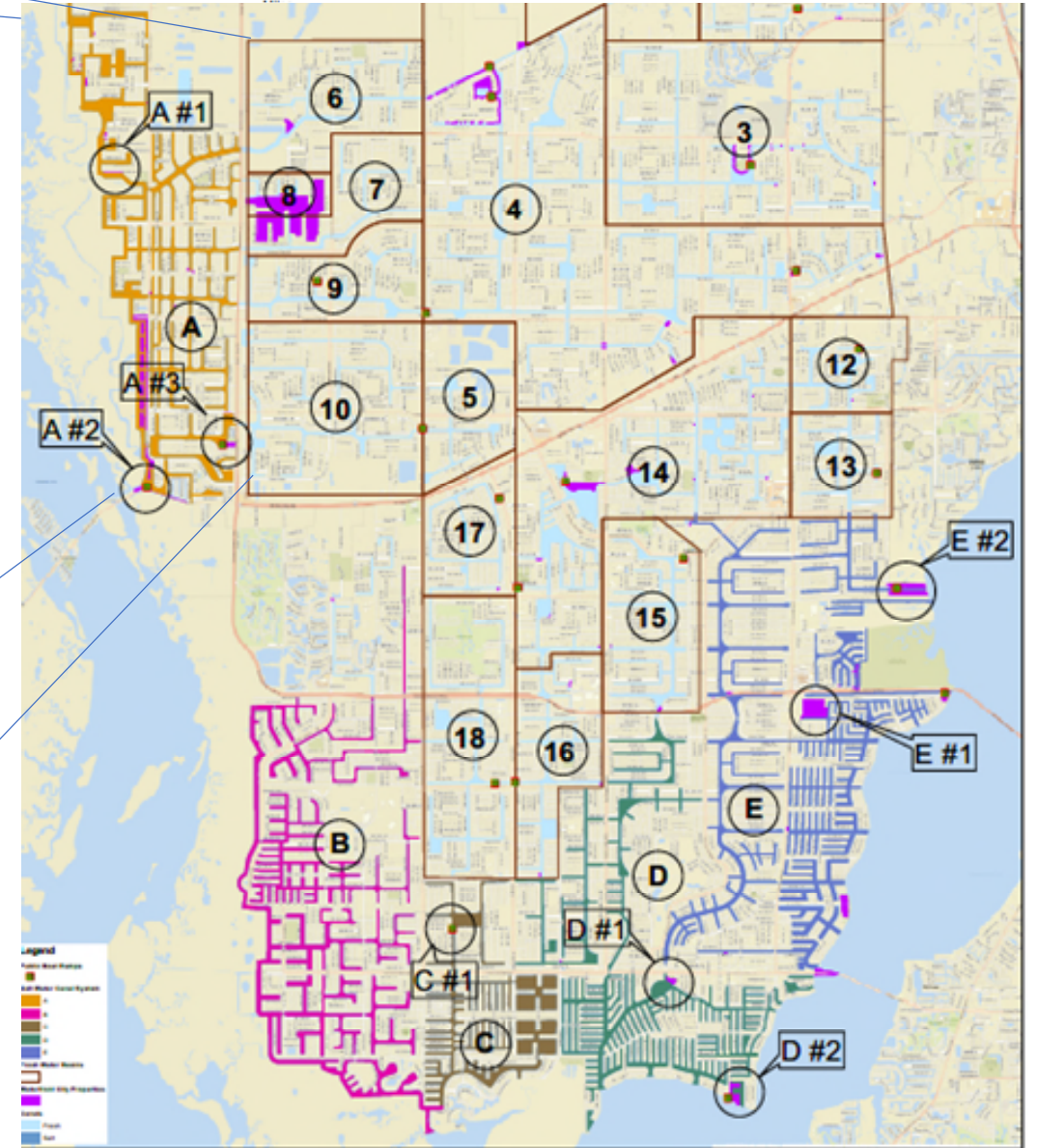
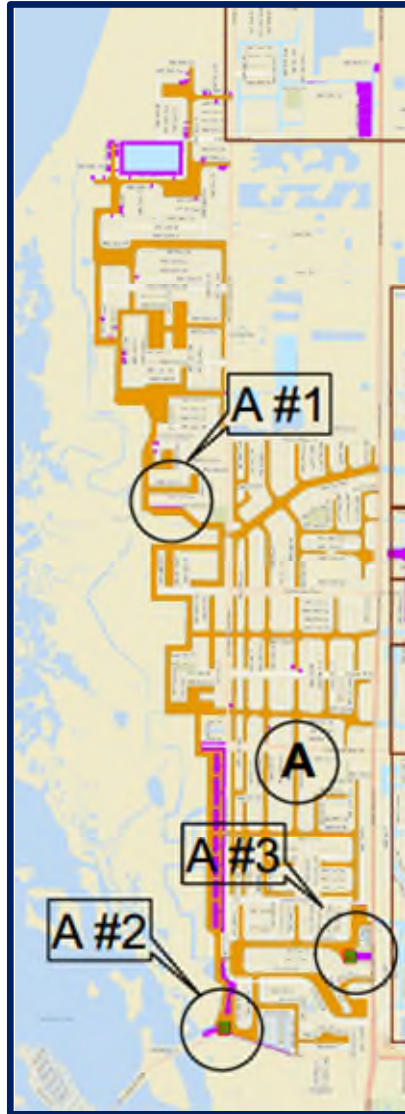


#### Canals



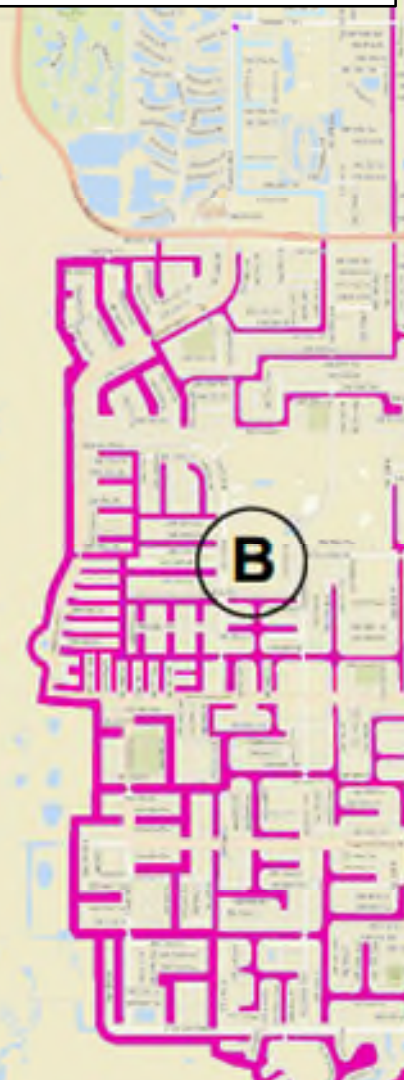
## Saltwater Canal System A

# City of Cape Coral Potential Marine Loading Points





## nal System B

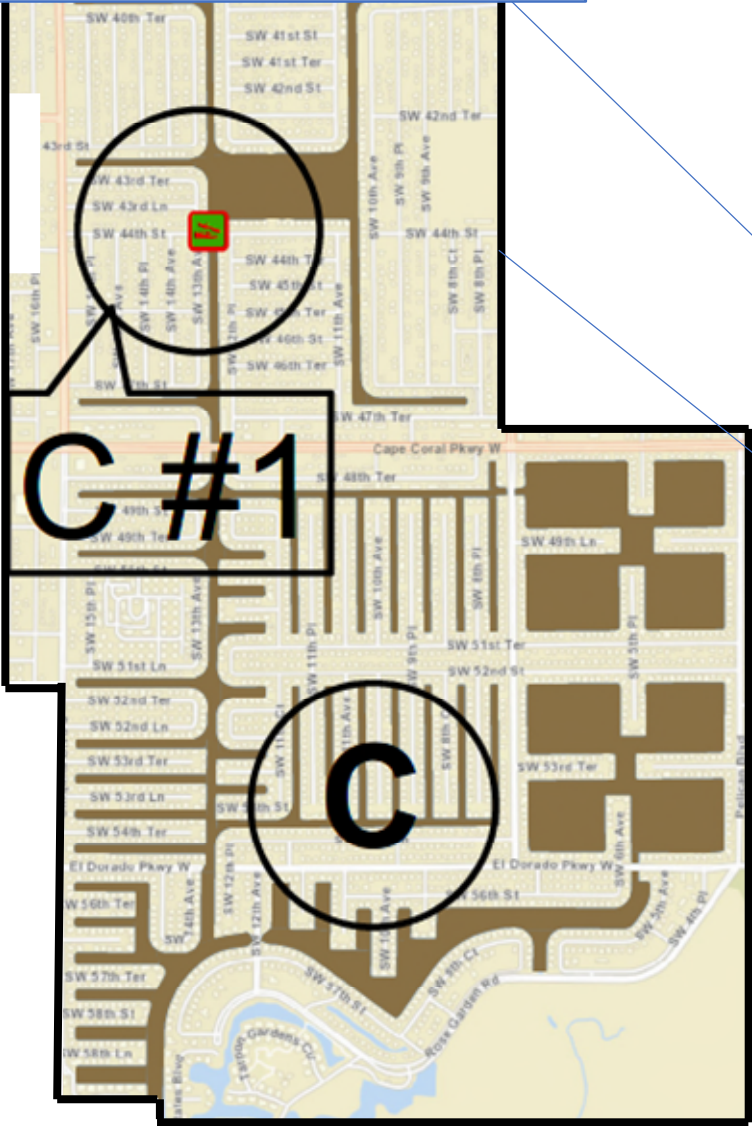


A map of a city grid with a highlighted area labeled B. The highlighted area is a large, irregularly shaped region in the center of the map, outlined in red. It contains a dense network of streets and buildings. The label B is placed in the center of this highlighted area. The map shows a mix of urban and suburban areas, with a river or water body visible on the left side.

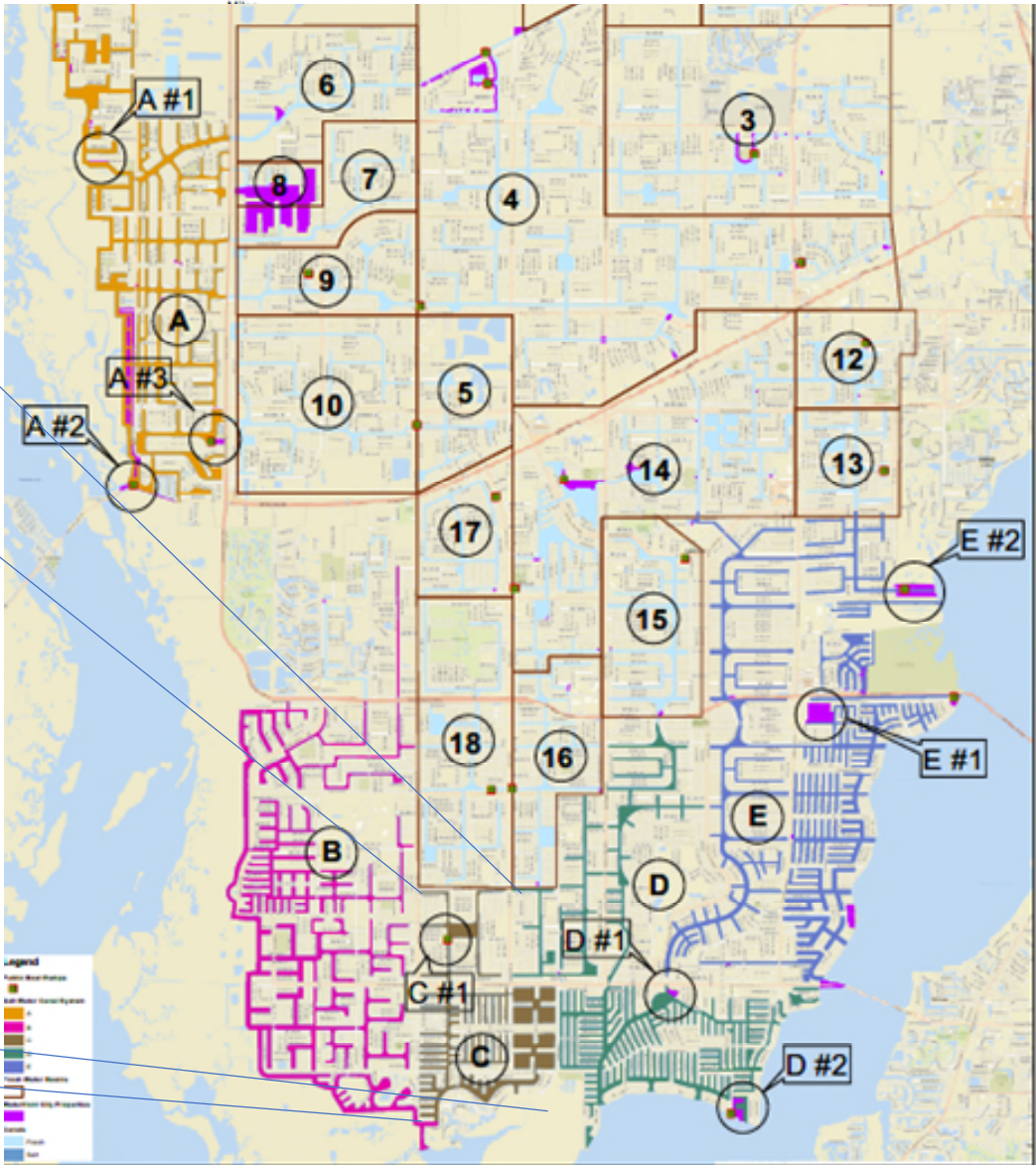
[illegible]



# Saltwater Canal System C

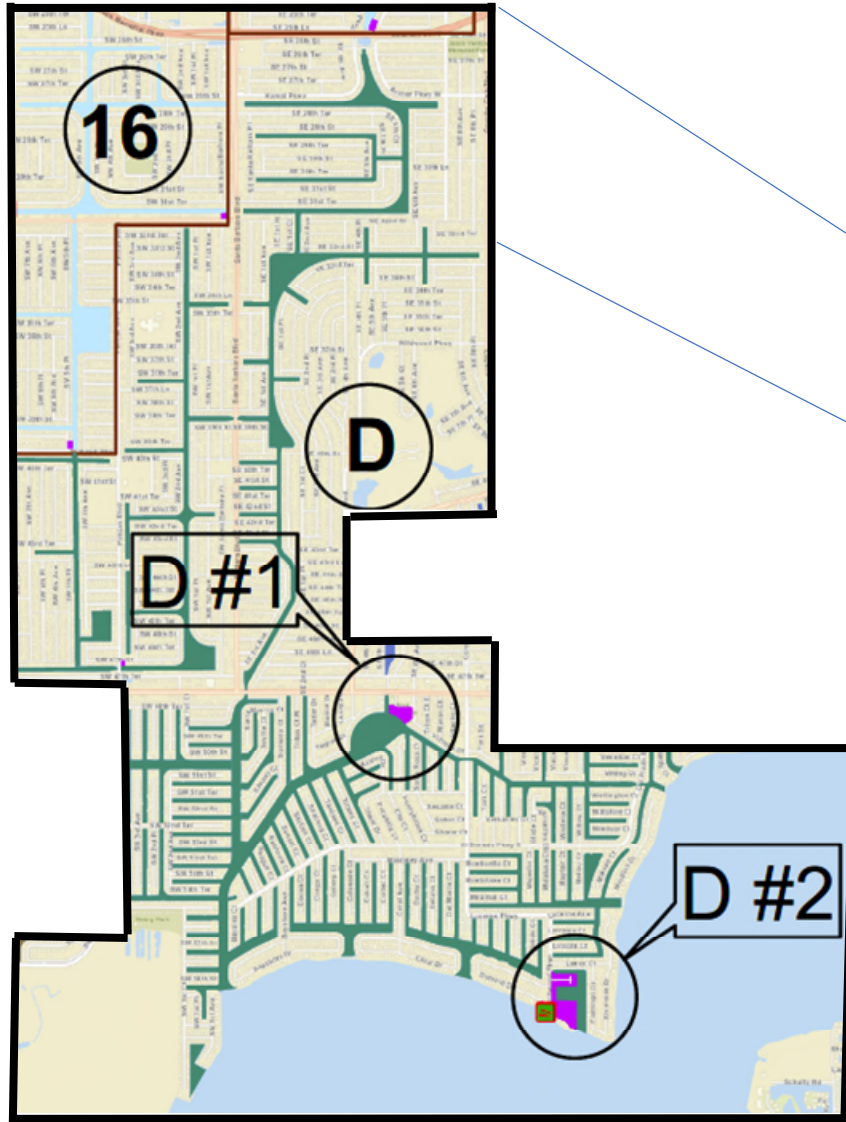


# City of Cape Coral Potential Marine Loading Points

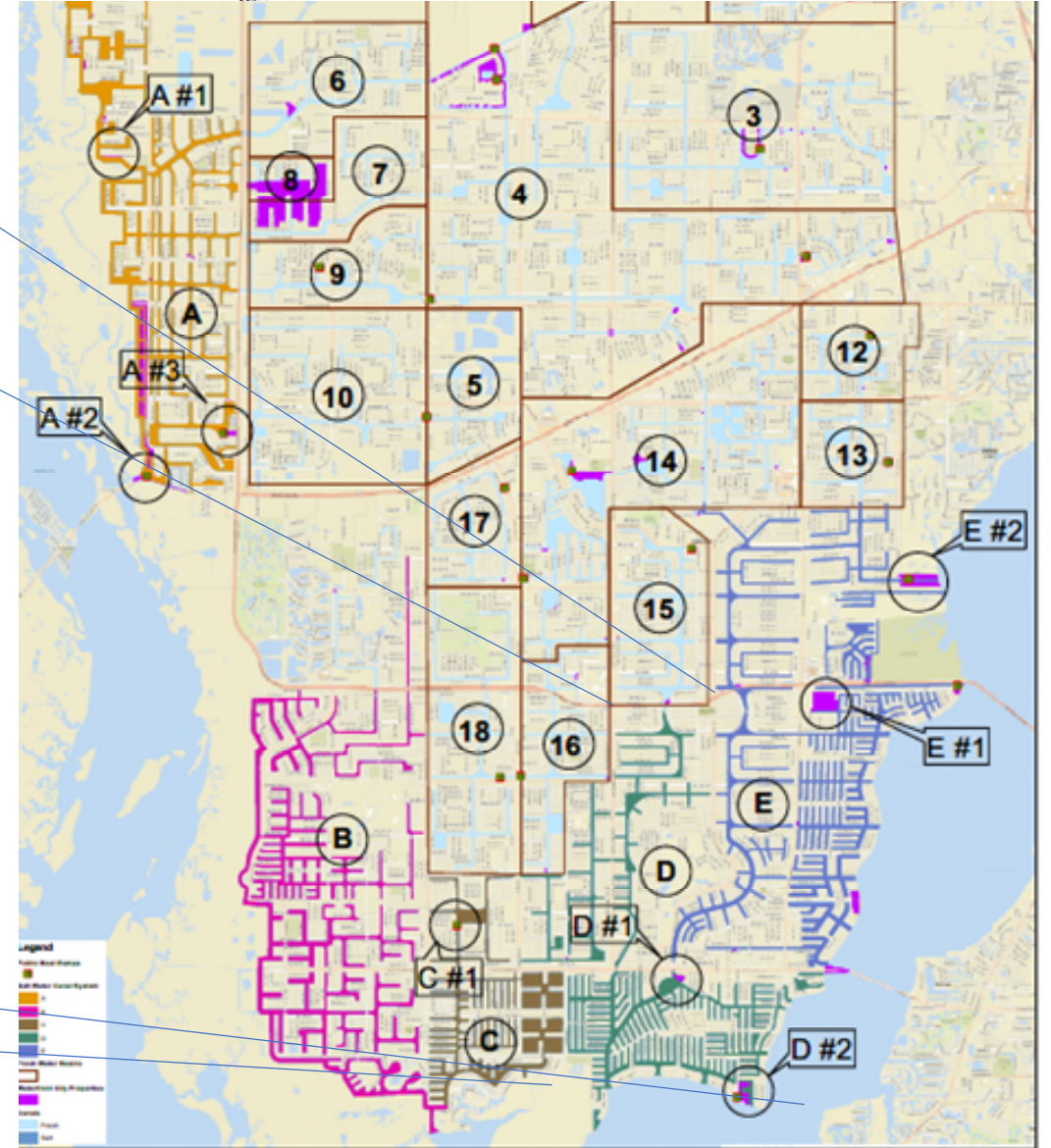




## Saltwater Canal System D

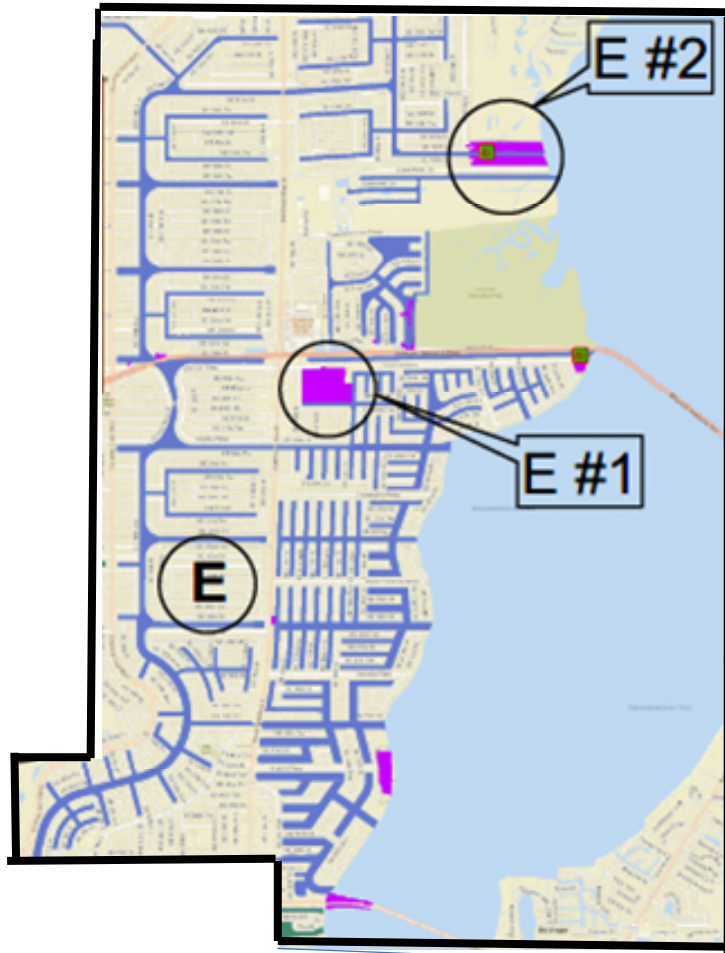


# City of Cape Coral Potential Marine Loading Points

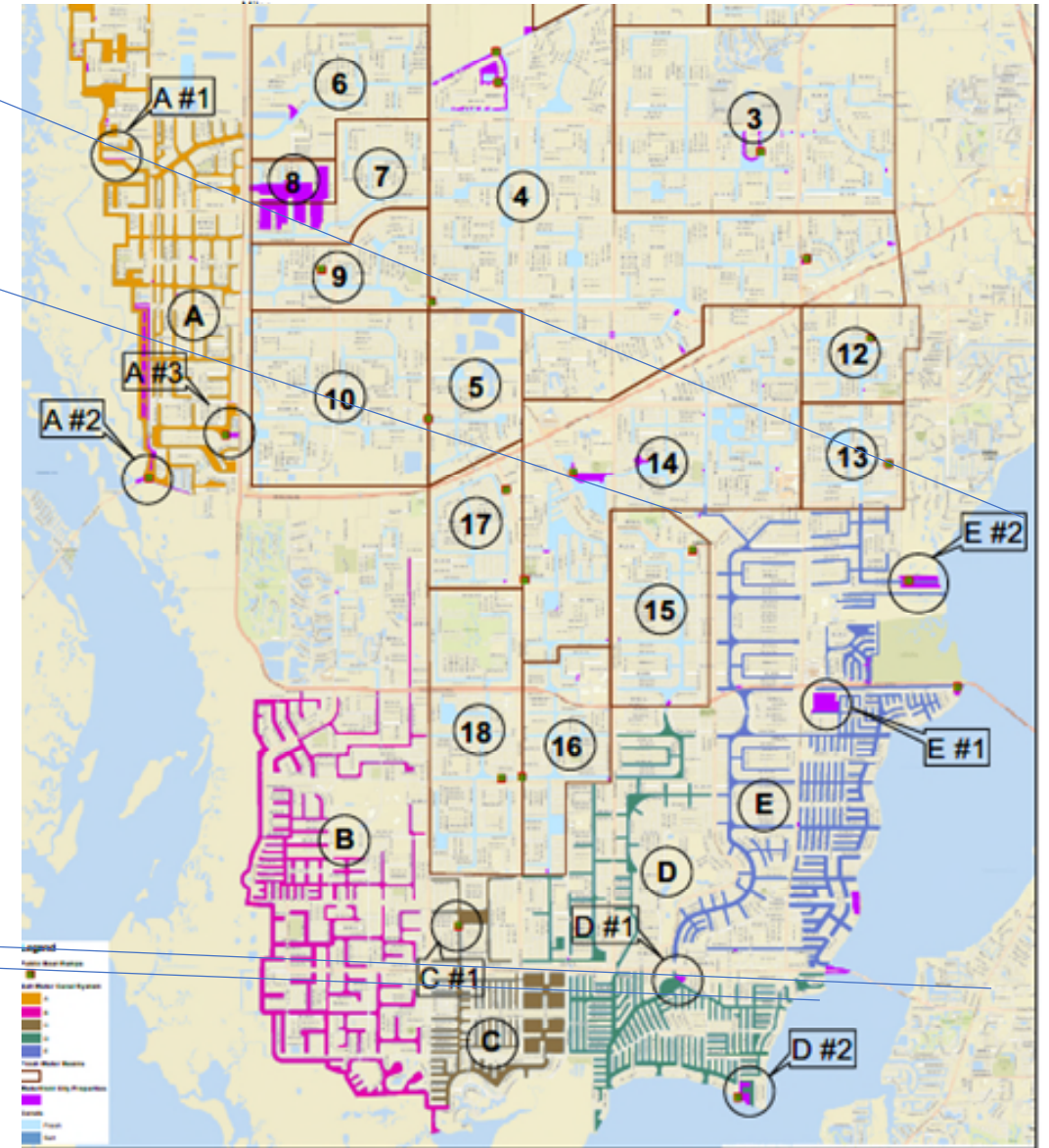




# Saltwater Canal System E



# City of Cape Coral Potential Marine Loading Points



# **Potential Marine Loading Points - Summary**

## **Saltwater Canal System**

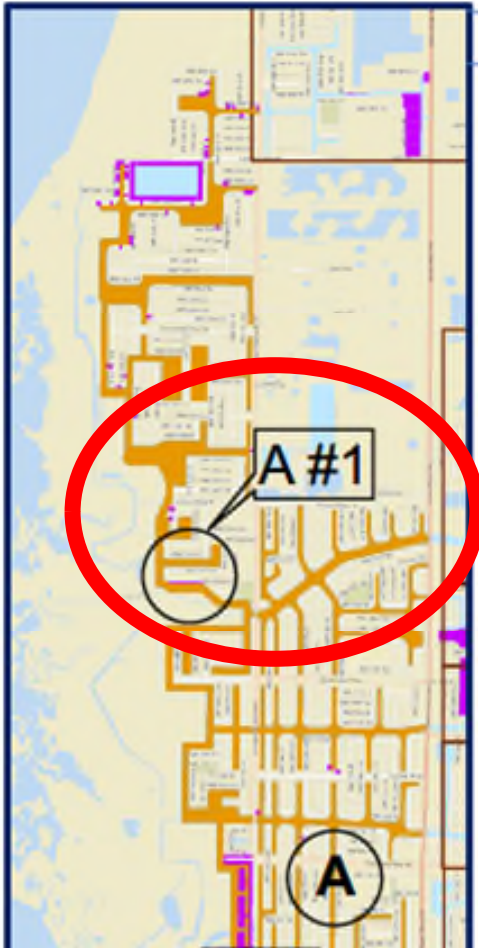
- **Five basins in Cape Coral**
- **Four basins have city-owned waterfront properties**
- **In general, these city-owned waterfront properties are of significant value and in close proximity to existing homes**
- **Except for the Everest Annex site, the parcels do not have a Future Land Use or Zoning classification that permits marine loading points**

# Potential Sites

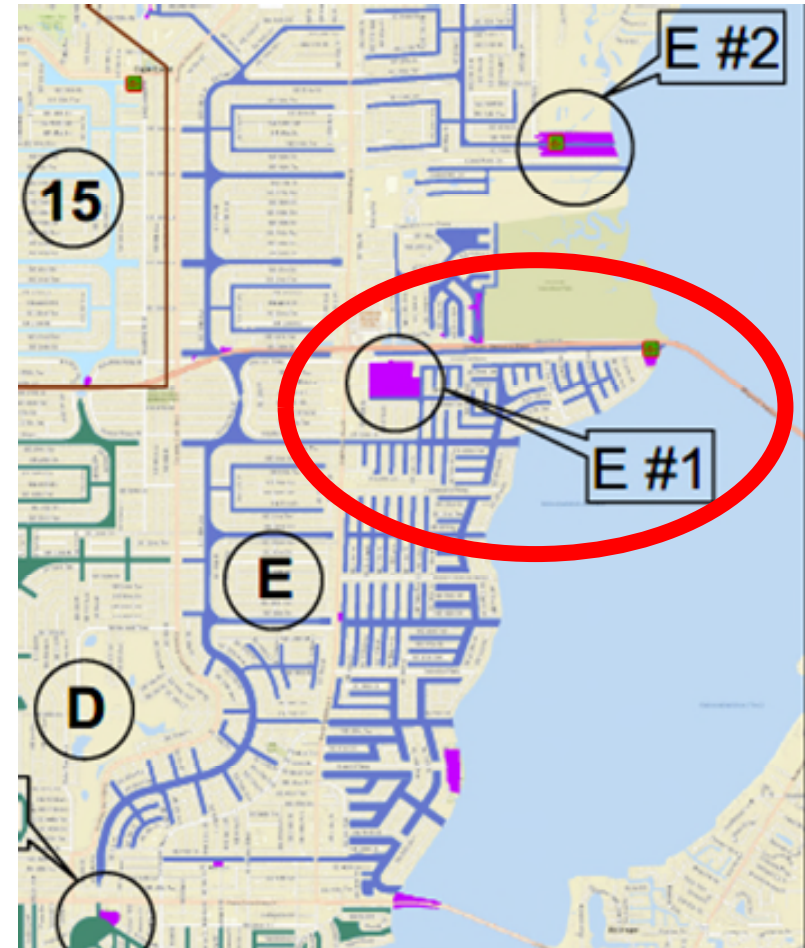
## Saltwater Canal System

- Two sites identified as potential loading zones:

4322 NW 20th Street (A#1)

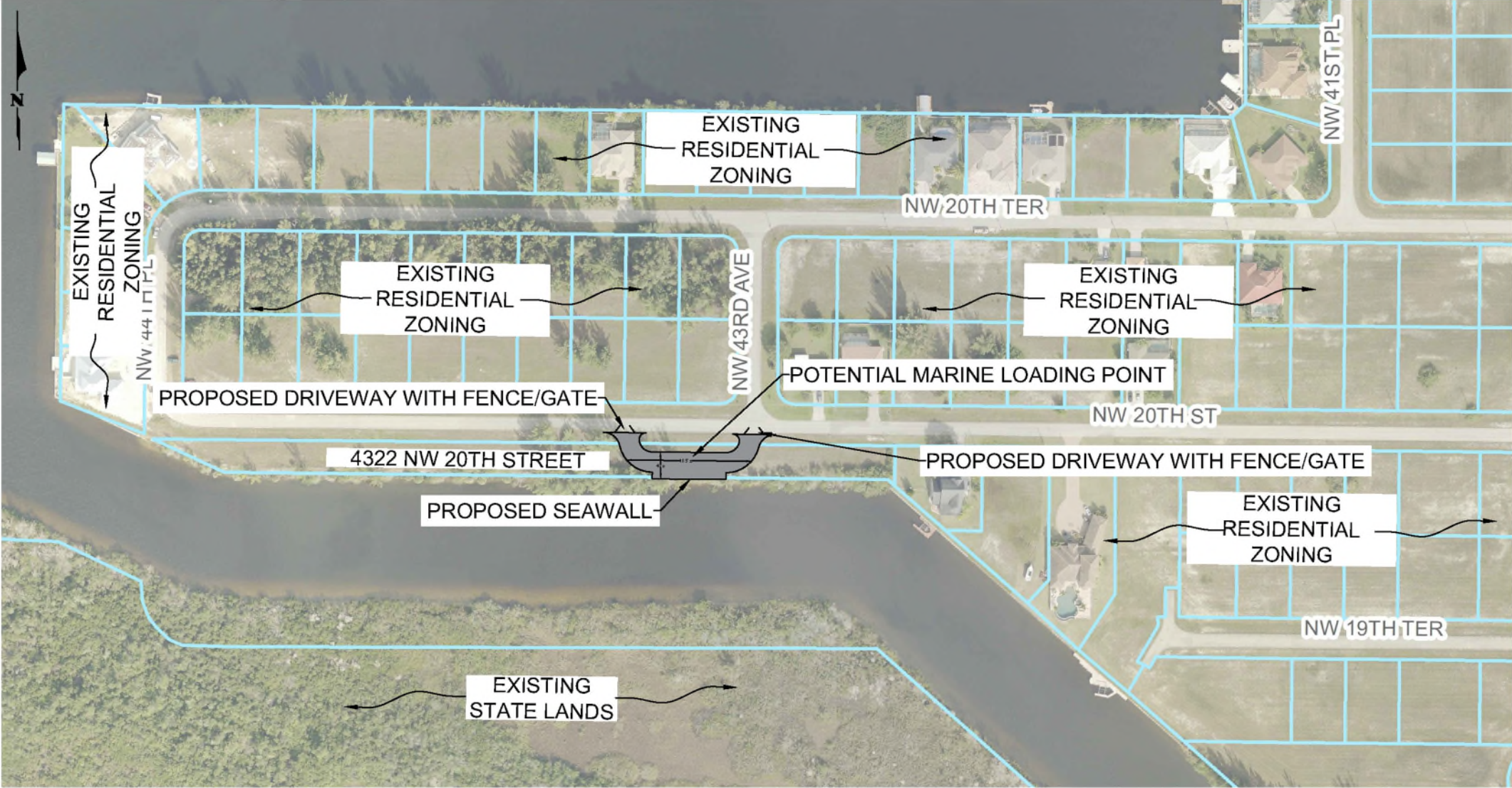


Everest Annex (E#1)





POTENTIAL MARINE LOADING POINT - A#1



4322 N.W. 20TH STREET  
N.T.S.

# Potential Marine Loading Point A#1

## Pros:

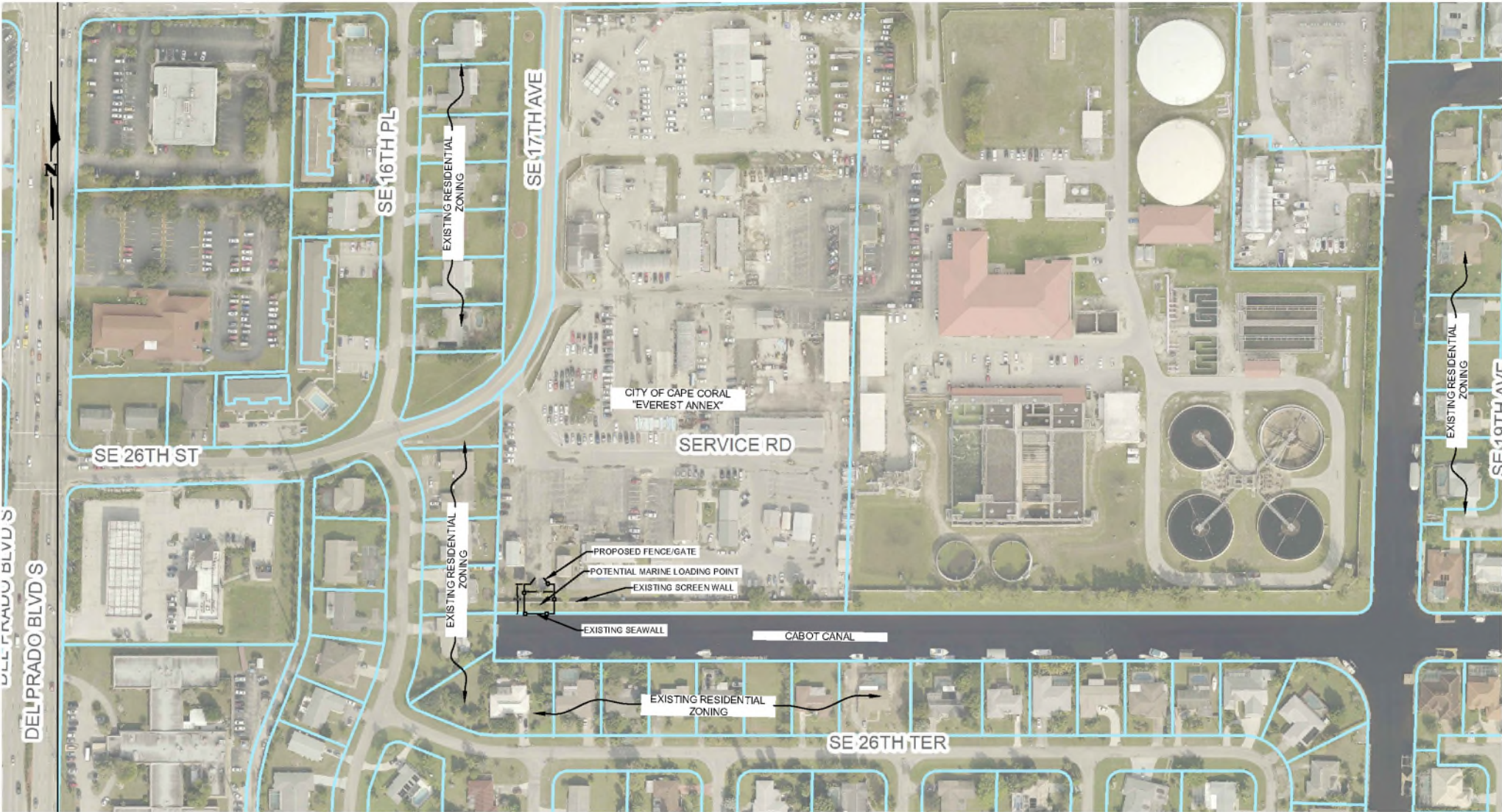
- Vacant available city property with no immediate planned use
- Not suitable for residential development
- Access to the Spreader Canal Basin A
- No residential across the canal

## Cons:

- Residential parcels and zoning; several nearby residences
- Land Use and Zoning amendments required
- Access via local streets
- Seawall and site improvements needed
- Potential liability issues
- Noise



# POTENTIAL MARINE LOADING POINT - E#1

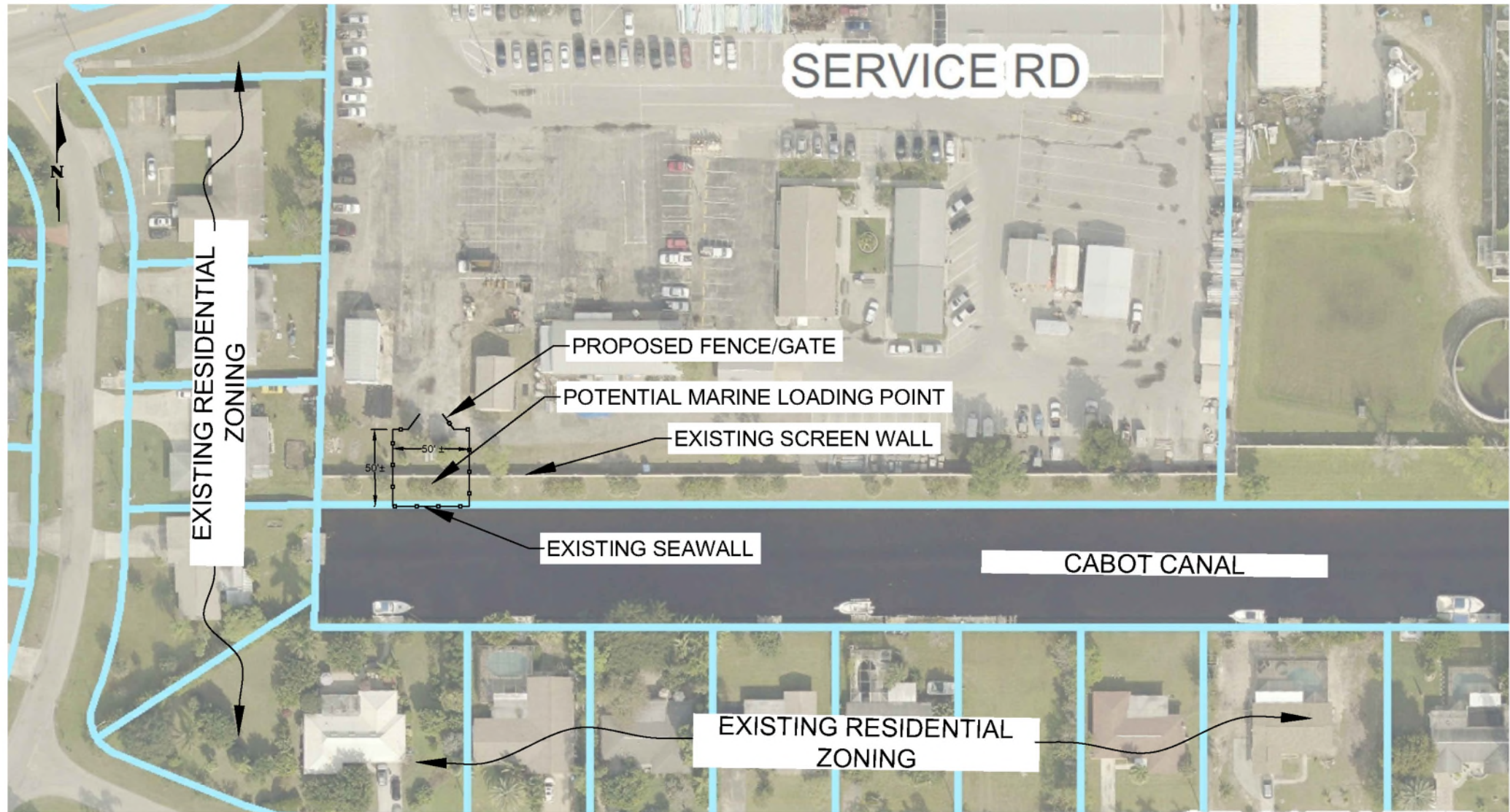


**EVEREST ANNEX**

N.T.S.



# POTENTIAL MARINE LOADING POINT - E#1



EVEREST ANNEX

N.T.S.

DRAFT 2/20/2020

# Potential Marine Loading Point E#1

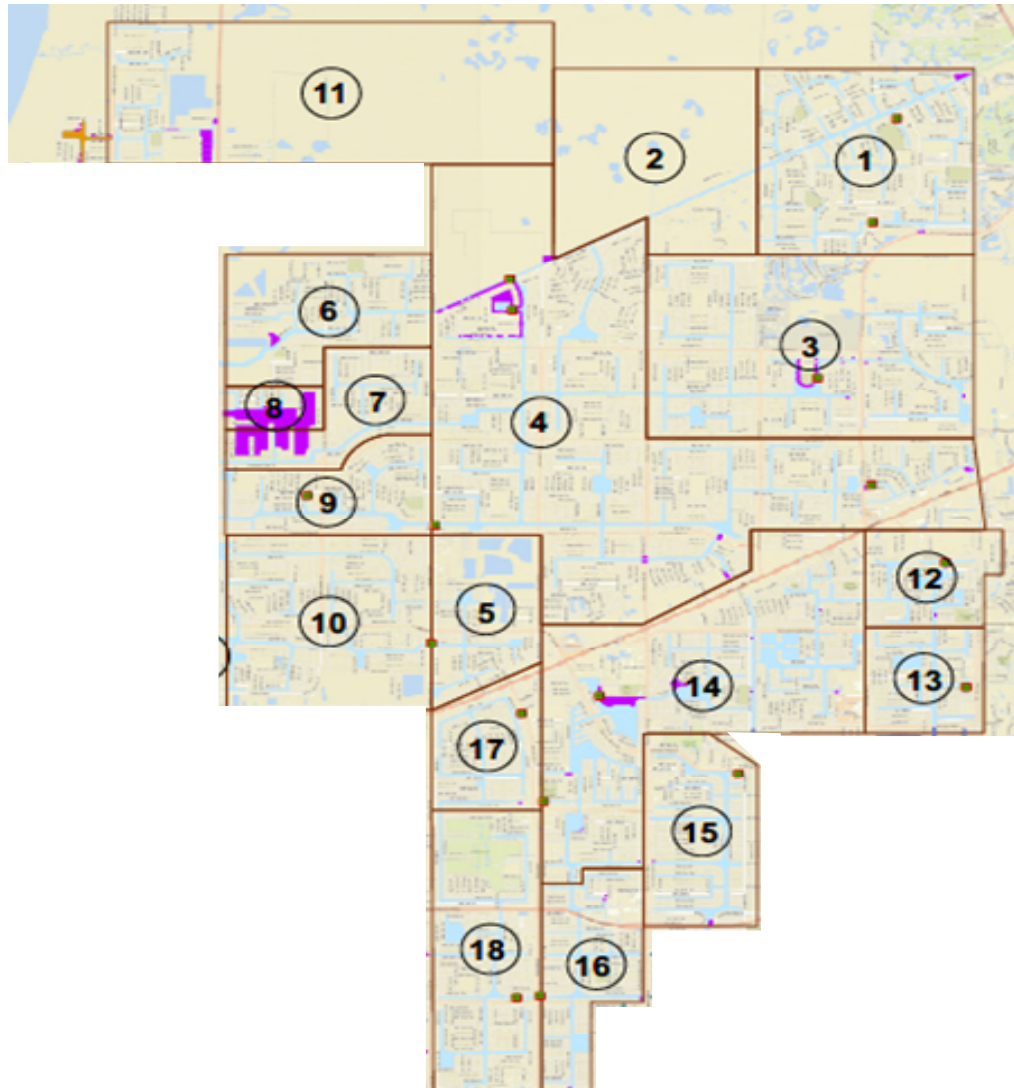
## Pros:

- Existing Commercial Zoning
- No Land Use or Zoning amendments required
- Access to the Saltwater Canal Basin E and the river

## Cons:

- Residential homes across the canal
- Loss of existing usable space for City operations
- Access/security/liability issues
- Site improvements needed

# Freshwater Canal System



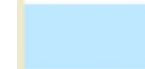
**Fresh Water Basins**



**Waterfront City Properties**



**Canals**



Fresh

# Potential Marine Loading Points

## Freshwater Canal System

7 basins have one ramp

3 basins have multiple ramps

5 basins have city-owned property with no ramps built

3 basins have no city-owned property

---

18 freshwater basins total

- Seawalls in freshwater canals are optional



# Questions/Comments?

## Land Development Code

...

### Section 5.9.13 Temporary seawall staging areas.

- A. Temporary seawall construction staging in residential zoning districts. Temporary off-site staging areas for seawall construction are allowed in residential zoning districts subject to the following requirements:
  1. Requirements for temporary seawall construction staging areas:
    - a. Time limits. Temporary seawall staging areas may be permitted for up to two years;
    - b. Allowable storage of materials. Only materials used in the repair or reconstruction of seawalls may be stored on the permitted staging site. Materials shall not be located in the side yard setbacks of the staging site. All rubble or debris shall be stored in dumpsters;
    - c. No land clearing, removal of vegetation, or fill shall occur to accommodate the staging area;
    - d. All activities at the staging area shall occur between 7:00 a.m. to 7:00 p.m. Monday through Saturday only. No work shall occur on New Year's Day, July 4<sup>th</sup>, Thanksgiving, or Christmas Day;
    - e. No structures other than a permitted construction trailer may be placed on the property;
    - f. No outdoor lighting is permitted for any staging area in a residential zoning district;
    - g. The permittee shall be responsible for restoration of the staging area upon completion of the work and restoration of any damage to any City facilities, such as roadside swales, pipes, catch basins, pavement, signs, striping, etc.;
    - h. Barges may not be docked or moored in any manner that obstructs navigation or use of docks or boats; and
    - i. Prohibited on-site activities. The following activities are prohibited:
      - i. Jackhammering or other methods of breaking up concrete or other demolition debris from damaged seawalls;
      - ii. Grinding or saw cutting of concrete or rebar debris; and
      - iii. Any dust creating operations.
  2. Permit application and submittal requirements. A permit shall be required for a temporary seawall staging area. The applicant shall submit the following information to the Department of Community Development:
    - a. A scaled drawing of the site showing the location of all material to be stored or staged for construction;
    - b. The name and notarized written consent of the property owner(s). Such written authorization may be revoked at any time;

- c. The length of time the site is to be used for staging, including post-staging clean up; and
  - d. The name, address, and contact information for the person(s) responsible for the staging area activities.
3. Notice to Neighbors. Mailed notice to surrounding property owners is required for any individual seawall staging area expected to be used for a period exceeding nine months. The notice shall be mailed to all property owners of record in a 500' radius from the site. The applicant shall be responsible for the cost of notice.
  4. Extensions and expiration of seawall staging areas. Seawall staging area permits shall expire two-years from issuance unless an extension is granted. Permitted staging areas may apply for a (1) one-year extension.
  5. Inspection by City officials. In order to ensure compliance with all applicable laws and regulations, temporary seawall construction staging areas shall be held open for reasonable inspection, without court order, by employees or agents of the City of Cape Coral or any other duly authorized governmental agency.
  6. Penalty. Any violation of the provisions of this subsection shall be subject to a \$500 fine. Each day of violation shall constitute a separate offense and fines.

**Item Number:** B.(3)  
**Meeting Date:** 2/24/2020  
**Item Type:** DISCUSSION

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Traffic Issues - (Traffic Calming and Overnight Commercial Parking Adjacent to Residential Area)  
- Presented by City Manager, Public Works Department and Police Department

**REQUESTED ACTION:**

**STRATEGIC PLAN INFO:**

1. Will this action result in a Budget Amendment?
2. Is this a Strategic Decision?
  - If Yes, Priority Goals Supported are listed below.
  - If No, will it harm the intent or success of the Strategic Plan?

**Planning & Zoning/Staff Recommendations:**

**SUMMARY EXPLANATION AND BACKGROUND:**

**LEGAL REVIEW:**

**EXHIBITS:**

1. Staff Presentation - Traffic Calming
2. Revised Staff Presentation - Nuisance Parking on Local Streets
3. Updated presentation from COW meeting - Traffic Calming

**PREPARED BY:**

PT    Division-    Council    Department-  
                         Offices

**SOURCE OF ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

| Description  | Type            |
|--|-----------------|
| ▢ Staff Presentation - Traffic Calming                           | Backup Material |
| ▢ Revised Staff Presentation - Nuisance Parking on Local Streets | Backup Material |

- ▢ Updated Presentation from COW meeting - Traffic Backup Material Calming

# City of Cape Coral Traffic Calming



Committee of the Whole – February 24, 2020

# Requested Action from Council

Seeking approval from City Council regarding the traffic calming policy terms and funding for implementation of physical traffic calming devices on residential streets as requested by citizens and develop a policy for Council adoption.

- Staff recommends utilizing cost sharing through a special assessment to fund the installation of physical traffic control devices in accordance with the traffic calming point system included herein.



## Requested Action from Council

- The City Manager recommends prior to a traffic calming policy being adopted for long term use, a funding source be identified for the City's contribution toward cost sharing in conjunction with a special assessment.

## Requested Action from Council

- Any road conditions identified as a safety concern are addressed immediately as part of the City's Capital Improvement Plan.

There are no hazardous roadways addressed through traffic calming.

Traffic calming may address poor driving habits through physical improvements.

# Background

- In April and May 2016, discussions took place at CTAC and City Council regarding a traffic calming program.
- As part of the FY 2017 budget process, staff presented costs associated with several alternate traffic calming programs.
- The funds for the implementation of a traffic calming program were not approved by City Council for the FY2017 budget.

# Background

- On October 31, 2016, Public Works staff presented to City Council information regarding traffic calming methods and the steps necessary to develop a viable traffic calming program.

At this meeting, City Council directed staff to:

- Develop a term sheet indicating the elements of a traffic calming policy.

# CTAC

- Staff presented the following Traffic Calming Policy Terms to the City Transportation Advisory Commission in December 2016 for evaluation and feedback prior to presentation at a future City Council meeting. Further information was presented at a COW in April 2017.

# Identified Safety Needs

- Public Works continuously evaluates City traffic safety and congestion needs. If needs are identified within the City, Public Works plans the necessary improvements as part of the City's Capital Improvement Plan.

Improvements requested by residents which are separate from an identified safety or congestion need often relate to the volume or speed of traffic through a neighborhood. These are best addressed through the following available solutions and traffic calming policy.

# Currently Available Solutions

Where safety issues are not identified, Public Works Staff can work with the Cape Coral Police Department to implement various solutions **without a traffic calming policy** to address resident's concerns regarding the traffic conditions and quality of life on City streets. These solutions do not use physical traffic calming devices.



# Currently Available Solutions

• Current solutions include:

- Implement a program whereby the Cape Coral Police Department educate local residents about driving safely at the posted speed limits.
- Post short term police radar speed trailers to display to motorists their vehicle speed.
- Conduct targeted enforcement to address specific complaints from residents.

# Currently Available Solutions

- Conduct enforcement programs such as the *Traffic Target Initiative* to saturate the area of concern with law enforcement officers to cite drivers who are operating vehicles at unsafe speeds.
- Install pavement markings including centerline striping, and edge line striping.
- Install radar speed feedback signs to display to motorists their vehicle speed as a “pilot” project.

# Current State of Practice

- Staff conducted research to collect data on traffic calming practices in other cities and counties, including master planned pre-platted communities, throughout the state and country.
  - City of Deltona, FL
  - City of Delray Beach, FL
  - City of Fort Myers, FL
  - City of Orlando, FL
  - City of Port St. Lucie, FL
  - City of Winter Park, FL
  - City of San Antonio, TX
  - Lee County, FL
  - Hillsborough County, FL
  - Pasco County, FL

# Current State of Practice

◦ In each locale, the elements of the traffic calming policy includes:

- **Initial request procedure**
- **Preliminary Evaluation**
- **Data Collection**
- **Data Analysis/Study**
- **Comparison to minimum criteria (warrants)**
- **Public Meetings and Community open house**
- **Staff recommendations**
- **Petitions for citizen input**
- **Implementation**
- **Evaluation**

# Recommended Criteria

- Staff developed a list of policy items for each element to define the minimum criteria and other parameters necessary to successfully implement traffic calming on City roadways.

Staff recommends the following criteria and parameters based on the best available research to fit within the City of Cape Coral transportation network.

# Recommended Criteria

| Traffic Calming Policy    |  |  |  |                             |
|---------------------------|--|--|--|-----------------------------|
| Element                   | Policy Item                            | Observed Ranges                                  | Staff Recommendation   | Policy or Technical Related |
| Initial Request Procedure | Minimum request to begin evaluation    | 1 to 20 property owners; 51 - 70%                | <b>5 property owner requests</b> submitted in writing to Public Works Department (or 51% if less than 5 homes)   | Policy                      |
|                           | Identification of Neighborhood Contact |  |  |                             |
| Preliminary Evaluation    | Roadway Type                           |  | <b>Local roads only.</b> No collector or arterial roadways.  | Technical                   |
|                           | Land Use                               | 50% - 75% residential                            | Adjacent land use on either side of any road to be calmed must be a combined minimum of 50% residential development. Proposed traffic calming devices shall not impede business operations or obstruct vehicular or delivery access to adjacent commercial developments. | Policy                      |
|                           | Posted Speed Limit                     | 30 MPH maximum                                   | Roads with posted speed limit at or below 30 MPH may be calmed. Over 30 MPH shall not be calmed.   | Technical                   |
|                           | Road Length                            | 1000 ft - 1 mile                                 | Road segment to be calmed shall be at least 1/4 mile long (1,320 ft)   | Technical                   |
|                           | Study Area                             | Roads abutting calming devices to 1 mile radius. | Include all roadways connecting to proposed road without direct access to an arterial or collector roadway, as determined by Engineer.   | Technical                   |
|                           | Emergency Route                        |  | Roads identified by EMS, Fire or Police as evacuation or other emergency routes shall not be calmed.   | Technical                   |

# Recommended Criteria

| Traffic Calming Policy                        |   |  |  |                             |
|---|---|--|--|-----------------------------|
| Element                                       | Policy Item   | Observed Ranges  | Staff Recommendation   | Policy or Technical Related |
| Staff Recommendations                         | Available Devices   | Humps, Tables, Cushions, Raised crosswalks, medians, traffic circles/roundabouts, Chicanes, Chokers, Diversions, Road Closures | Standard treatments include <b>tables and cushions, traffic circles/roundabouts</b> . Extreme conditions would evaluate road closures or diversions. Other devices will remain in tool box for evaluation as determined by Engineer.   | Technical                   |
|   | Prohibited Devices  | Unwarranted stop signs, speed bumps, rumble strips   | Unwarranted stop signs, speed bumps, rumble strips   | Technical                   |
|   | Impacted Area   | Roads abutting calming devices to 1 mile radius.   | Including roadways directly abutting traffic calming devices or roads which are determined by the Engineer to be impacted by the installation of traffic calming devices.  | Technical                   |
| Petition for Citizen Input from Impacted Area | Minimum citizen participation in survey   | 75% of property owners within impacted area must provide responses   | 75% of property owners within impacted area must provide responses   | Policy                      |
|   | Minimum citizen support for installation of recommended traffic calming devices | 60 - 80%   | 67% of property owners who participated in survey must support installation of traffic calming devices.  | Policy                      |
| Implementation                                | Funding   |  | Seeking direction from City Council  | Policy                      |
| Evaluation                                    | Minimum length improvements must remain in place after implementation           | 6 months - 3 years   | Data shall be collected to determine if devices are effective after 6 months of implementation. <b>Non-infrastructure devices shall remain in place for a minimum of 2 years after installation.</b> To be removed, the petition process shall follow the same as the installation of new devices. Infrastructure related improvements (e.g. roundabout) shall not be removed. Devices may be removed at anytime by the Engineer if determined to be a public safety hazard. | Policy                      |

# Funding Mechanism

- Multiple cities and counties utilize a point system to identify the breadth of the traffic concerns and the severity of the issues, and adjust the percentage of cost sharing between the City and the neighborhood accordingly.
- In these municipalities, funds are allocated for the proportionate cost sharing of improvements and included in the approved budget.



# Funding Mechanism

- Data is collected regarding prevailing speed and traffic volume, and points are allocated based on the results. The points are combined for total to determine the cost sharing between the residents and the City.
- If the total points are less than 20, however either speed or volume individually yield 15 points, the proportionate cost share shall be 75% City and 25% resident contribution.

# Funding Mechanism

Below is a recommended point system and cost sharing allocation:

| <u>Prevailing Speed</u> |               |
|-------------------------|---------------|
| <u>85th %ile</u>        | <u>Points</u> |
| 0-4 Over Posted         | 0             |
| 5-7 Over Posted         | 5             |
| 8-11 over Posted        | 10            |
| 12-15 Over Posted       | 15            |
| >15                     | 25            |

| <u>Volume</u>           |               |
|-------------------------|---------------|
| <u>Vehicles Per Day</u> | <u>Points</u> |
| < 1,000                 | 0             |
| 1,000-1,499             | 5             |
| 1,500-1,999             | 10            |
| 2,000-2,500             | 15            |
| >2,500                  | 25            |

# Funding Mechanism

| <b><u>Proposed Cost Share Percentage</u></b> |                                 |                                     |
|--|---------------------------------|-------------------------------------|
| <b><u>Points</u></b>                         | <b><u>City Contribution</u></b> | <b><u>Resident Contribution</u></b> |
| 0-10   | 0                               | 100%                                |
| 11-20  | 50                              | 50%                                 |
| 21-30  | 75                              | 25                                  |
| >30  | 100                             | 0                                   |

# Requested Action from Commission

- Seeking approval from City Council regarding the traffic calming policy terms and funding for implementation of physical traffic calming devices and develop a policy for Council adoption.
- Staff recommends utilizing cost sharing through a special assessment to fund the installation of physical traffic control devices in accordance with the traffic calming point system included herein.

## Requested Action from Commission

- The City Manager recommends prior to a traffic calming policy being adopted for long term use, a funding source be identified for the City's contribution toward cost sharing in conjunction with a special assessment.



# QUESTIONS?



**REVISED**  
2/20/2020

# Nuisance Parking on Local Streets

Presented by:

Bill Corbett, City Traffic Engineer  
Captain Phil Van Landschoot, Special Operations Bureau

# Nuisance Parking on Local Streets

- The Cape Coral Police Department and Public Works staff has received concerns regarding the long term parking of commercial vehicles and equipment on roadways which contain both residential and commercial uses.



COMMERCIAL

ROADWAY WIDENING

SW 4TH ST

PARKED VEHICLES  
AND EQUIPMENT

RESIDENTIAL





# Parking on Local Streets

- FS Chapter 316.1945, Stopping, standing or parking prohibited in specified places;
- A Police Officer or Parking Enforcement Specialist who discovers parking violations of this FS may issue a non-criminal traffic infraction, punishable as a non-moving violation.



## **. . . no person shall:**

- Double park.
- Park on a sidewalk.
- Park within an intersection or within 30 feet upon the approach to any traffic control signal.
- Park on a crosswalk or within 20 feet of a crosswalk at an intersection.
- Park in a safety or street excavation zone.
- Park upon a bridge. (safety shoulder exception)

## **. . . no person shall:**

- Park on any railroad tracks or within 50 feet of a railroad crossing.
- Park on a bicycle path or exclusive bicycle lane.
- Park within 15 feet of a fire hydrant.
- Park at any place where official signs prohibit parking.



**Parking on a two-way residential roadway,  
in the direction of authorized traffic  
movement, is allowed by FS 316.195.**



## **Ordinance 38-19**

### **Chapter 12: Article II: 12-23**

**Operation of motor-driven vehicles in certain places,  
exceptions; parking regulations on certain public  
streets.**

# What the ordinance establishes...

- Regulation of overnight parking for commercial vehicles on certain public streets
- “NO PARKING OF COMMERCIAL VEHICLES BETWEEN 2:00 A.M. AND 6:00 A.M.”;
- Establishes specific locations and requires the posting of signs;
- Penalties.



## **Ordinance 57-18, On-Street Commercial Vehicle or Trailer Parking Prohibition**

**"NO PARKING OF COMMERCIAL VEHICLES OR TRAILERS FOR MORE THAN 2 HOURS EXCEPT BY PERMIT." (deleted FOR LOADING and UNLOADING)**

- Greater than 10,000 pounds versus (weighing 10,000 pounds)
- Can park between the hours of 7a.m. and 7 p.m. providing the following conditions:
  - Commercial vehicle and trailer actively used to provide service and located within 500 feet of the premises .
  - Evidence of a valid building permit or written information describing the location of premises where such service is taking place shall be prominently displayed on commercial vehicle or trailer.

# Gross Vehicle Weight Rating (GVWR) Classes

- Ordinance definition of Commercial Vehicle now includes all vehicles in the Class 3 and higher categories.

## CLASS 1 6,000 lbs or less



## CLASS 2 6,001 to 10,000 lbs



## CLASS 3 10,001 to 14,000 lbs



## CLASS 4 14,001 to 16,000 lbs



## CLASS 5 16,001 to 19,500 lbs



## CLASS 6 19,501 to 26,000 lbs



## CLASS 7 26,001 to 33,000 lbs



## CLASS 8 33,001 to REALLY HUGE



# Penalties

- A violation of this article shall result in a civil penalty in an amount of thirty dollars (\$30.00).
- Police Officers and Police Parking Enforcement Specialists are authorized to tow violators.
- The owner of any trailer or vehicle so towed, in addition to the payment of any fines or penalties for the unlawful parking, shall also be liable for any towing, impounding, and storage charges incurred in removing the trailer and vehicle.



# Current Enforcement Options

- Pro-active patrols and/or calls for service;
- Parking citation or “ticket” – Civil Penalty (\$30);
- Issued by Police Officer or Police Parking Enforcement Specialist;
- Attempts to locate the owner of the vehicle(s) will be made with vehicles left unattended; documented results;
- Towing and impounding of vehicle(s), at the owners expense, is authorized especially when a safety hazard exists.

# **CITY OF CAPE CORAL ZONING DISTRICTS EFFECTIVE 08/12/2019**

This map is not a survey and should not be used in place of a survey. While every effort is made to accurately reflect the current data, errors and omissions may occur. Therefore, the City of Cape Coral cannot be held liable for reliance on this map. This map is not intended for construction, navigation or engineering calculations. Please contact the Department of Community Development with any questions regarding this map product.



- ZONING DISTRICTS**
- A - Agricultural
  - C - Commercial
  - CC - Commercial Corridor
  - I - Industrial
  - INST - Institutional
  - MX7 - Mixed-Use Seven Islands District
  - MXB - Mixed-Use Bimini District
  - NC - Neighborhood Commercial
  - Lee County Zoning
  - P - Professional
  - PRFLU - Preservation Regulated by FLU
  - PV - Preservation
  - R1 - Single Family Residential
  - RE - Residential Estate
  - RML - Residential Multi-Family Low
  - RMM - Residential Multi-Family Medium
  - ROW - Right of Way
  - RPUD - Planned Unit Development
  - SC - South Cape Downtown District
  - Canals & Lakes
  - Community Redevelopment Area
  - ROW (Right of Way)
  - RIVER



0 0.5 1.0 1.5 2.0 Miles

## **ZONING DISTRICTS**

- A - Agricultural
- C - Commercial
- CC - Commercial Corridor
- I - Industrial
- INST - Institutional
- MX7 - Mixed-Use Seven Islands District
- MXB - Mixed-Use Bimini District
- NC - Neighborhood Commercial
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- PRFLU - Preservation Regulated by FLU
- PV - Preservation
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- RE - Residential Estate
- RML - Residential Multi-Family Low
- RMM - Residential Multi-Family Medium
- ROW - Right of Way
- RPUD - Planned Unit Development
- SC - South Cape Downtown District
- Canals & Lakes
- Community Redevelopment Area
- ROW (Right of Way)
- RIVER

# Recommendation

- Utilizing the current ordinance, continue to enforce as necessary, and evaluate site specific complaints for additional signage.
- If additional signage is proposed, the specific roadway will be added by an ordinance amendment through Council action.
- An example of this process was recently completed at the Northeast Industrial Park. Ordinance 38-19 was approved on August 19, 2019. Signs were posted and the Cape Coral Police Department is now actively enforcing overnight parking violations.





**Questions?**

# City of Cape Coral Traffic Calming



Committee of the Whole – February 24, 2020

# Requested Action from Council

Seeking approval from City Council regarding the traffic calming policy terms and funding for implementation of physical traffic calming devices on residential streets as requested by citizens and develop a policy for Council adoption.

- Staff recommends utilizing cost sharing through a special assessment to fund the installation of physical traffic control devices in accordance with the traffic calming point system included herein.

## Requested Action from Council

- The City Manager recommends prior to a traffic calming policy being adopted for long term use, a funding source be identified for the City's contribution toward cost sharing in conjunction with a special assessment.

## Requested Action from Council

- Any road conditions identified as a safety concern are addressed immediately as part of the City's Capital Improvement Plan.

There are no hazardous roadways addressed through traffic calming.

Traffic calming may address poor driving habits through physical improvements.



# Background

- In April and May 2016, discussions took place at CTAC and City Council regarding a traffic calming program.
- As part of the FY 2017 budget process, staff presented costs associated with several alternate traffic calming programs.
- The funds for the implementation of a traffic calming program were not approved by City Council for the FY2017 budget.



# Background

- On October 31, 2016, Public Works staff presented to City Council information regarding traffic calming methods and the steps necessary to develop a viable traffic calming program.

At this meeting, City Council directed staff to:

- Develop a term sheet indicating the elements of a traffic calming policy.

# CTAC

- Staff presented the following Traffic Calming Policy Terms to the City Transportation Advisory Commission in December 2016 for evaluation and feedback prior to presentation at a future City Council meeting.

Further information was presented at a COW in April 2017.

# Identified Safety Needs

- Public Works continuously evaluates City traffic safety and congestion needs. If needs are identified within the City, Public Works plans the necessary improvements as part of the City's Capital Improvement Plan.

Improvements requested by residents which are separate from an identified safety or congestion need often relate to the volume or speed of traffic through a neighborhood. These are best addressed through the following available solutions and traffic calming policy.

# Why?

Resident concerns relating to traffic calming include:

- High volumes
- Excessive speeds
- “Cut-through” traffic
- Unique roadway geometry
- Regular vehicle conflicts (including pedestrians)

May be related to local traffic, external traffic, or both. The negative perception of traffic issues can contribute to a reduced quality of life.

# Currently Available Solutions

Where safety issues are not identified, Public Works Staff can work with the Cape Coral Police Department to implement various solutions **without a traffic calming policy** to address resident's concerns regarding the traffic conditions and quality of life on City streets. These solutions do not use physical traffic calming devices.



# Currently Available Solutions

- Current solutions include:
  - Implement a program whereby the Cape Coral Police Department educate local residents about driving safely at the posted speed limits.
  - Post short term police radar speed trailers to display to motorists their vehicle speed.
  - Conduct targeted enforcement to address specific complaints from residents.

# Currently Available Solutions

- Conduct enforcement programs such as the *Traffic Target Initiative* to saturate the area of concern with law enforcement officers to cite drivers who are operating vehicles at unsafe speeds.
- Install pavement markings including centerline striping, and edge line striping.
- Install radar speed feedback signs to display to motorists their vehicle speed as a “pilot” project.

# Traffic Calming Policy

- The City is required to follow the criteria set forth in the Florida Green Book (Section 336.045 Florida Statutes). These requirements follow recognized national standards to ensure consistency and reduce liability.
- Development of a City traffic calming policy shall precede the development of a traffic calming program if it is supported.
- The documentation should address the need, the objectives, the alternatives considered, the effects and public consultation process.

# Current State of Practice

- Staff conducted research to collect data on traffic calming practices in other cities and counties, including master planned pre-platted communities, throughout the state and country.
  - City of Deltona, FL
  - City of Delray Beach, FL
  - City of Fort Myers, FL
  - City of Orlando, FL
  - City of Port St. Lucie, FL
  - City of Winter Park, FL
  - City of San Antonio, TX
  - Lee County, FL
  - Hillsborough County, FL
  - Pasco County, FL

# Traffic Calming Policy

- Input from law enforcement and emergency services.
- Identification of traffic calming devices available for implementation, which include but not limited to:
  - Speed humps, tables, and cushions
  - Medians, bulb-outs and chicanes
  - Roundabouts and traffic circles
  - Diversions and road closures



# Traffic Calming Policy

- Identification of ineffective and prohibited traffic calming methods including:
  - Unwarranted stop signs
  - Speed bumps
  - Rumble strips

# Vertical Traffic Calming Examples



Speed Humps



Speed Tables



Raised Intersections



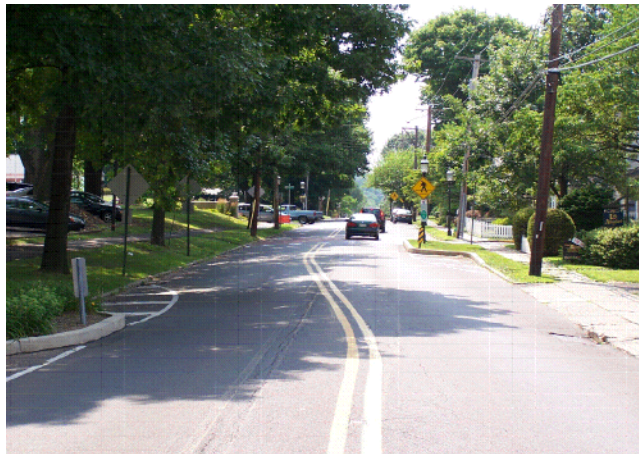
# Horizontal Traffic Calming Examples



Traffic Circles



Curb Extensions (Bulb-Out)



Chicane



Raised Medians

# Current State of Practice

° In each locale, the elements of the traffic calming policy includes:

- **Initial request procedure**
- **Preliminary Evaluation**
- **Data Collection**
- **Data Analysis/Study**
- **Comparison to minimum criteria (warrants)**
- **Public Meetings and Community open house**
- **Staff recommendations**
- **Petitions for citizen input**
- **Implementation**
- **Evaluation**

# Recommended Criteria

- Staff developed a list of policy items for each element to define the minimum criteria and other parameters necessary to successfully implement traffic calming on City roadways.

Staff recommends the following criteria and parameters based on the best available research to fit within the City of Cape Coral transportation network.



# Recommended Criteria

| Traffic Calming Policy    |  |  |  |                             |
|---------------------------|--|--|--|-----------------------------|
| Element                   | Policy Item                            | Observed Ranges                                  | Staff Recommendation   | Policy or Technical Related |
| Initial Request Procedure | Minimum request to begin evaluation    | 1 to 20 property owners; 51 - 70%                | 5 property owner requests submitted in writing to Public Works Department (or 51% if less than 5 homes)  | Policy                      |
|                           | Identification of Neighborhood Contact |  |  |                             |
| Preliminary Evaluation    | Roadway Type                           |  | Local roads only. No collector or arterial roadways.   | Technical                   |
|                           | Land Use                               | 50% - 75% residential                            | Adjacent land use on either side of any road to be calmed must be a combined minimum of 50% residential development. Proposed traffic calming devices shall not impede business operations or obstruct vehicular or delivery access to adjacent commercial developments. | Policy                      |
|                           | Posted Speed Limit                     | 30 MPH maximum                                   | Roads with posted speed limit at or below 30 MPH may be calmed. Over 30 MPH shall not be calmed.   | Technical                   |
|                           | Road Length                            | 1000 ft - 1 mile                                 | Road segment to be calmed shall be at least 1/4 mile long (1,320 ft)   | Technical                   |
|                           | Study Area                             | Roads abutting calming devices to 1 mile radius. | Include all roadways connecting to proposed road without direct access to an arterial or collector roadway, as determined by Engineer.   | Technical                   |
|                           | Emergency Route                        |  | Roads identified by EMS, Fire or Police as evacuation or other emergency routes shall not be calmed.   | Technical                   |

# Recommended Criteria

| Traffic Calming Policy                        |   |  |   |                             |
|---|---|--|---|-----------------------------|
| Element                                       | Policy Item   | Observed Ranges  | Staff Recommendation  | Policy or Technical Related |
| Staff Recommendations                         | Available Devices   | Humps, Tables, Cushions, Raised crosswalks, medians, traffic circles/roundabouts, Chicanes, Chokers, Diversions, Road Closures | Standard treatments include tables and cushions, traffic circles/roundabouts. Extreme conditions would evaluate road closures or diversions. Other devices will remain in tool box for evaluation as determined by Engineer.  | Technical                   |
|   | Prohibited Devices  | Unwarranted stop signs, speed bumps, rumble strips   | Unwarranted stop signs, speed bumps, rumble strips  | Technical                   |
|   | Impacted Area   | Roads abutting calming devices to 1 mile radius.   | Including roadways directly abutting traffic calming devices or roads which are determined by the Engineer to be impacted by the installation of traffic calming devices.   | Technical                   |
| Petition for Citizen Input from Impacted Area | Minimum citizen participation in survey   | 75% of property owners within impacted area must provide responses   | 75% of property owners within impacted area must provide responses  | Policy                      |
|   | Minimum citizen support for installation of recommended traffic calming devices | 60 - 80%   | 67% of property owners who participated in survey must support installation of traffic calming devices.   | Policy                      |
| Implementation                                | Funding   |  | Seeking direction from City Council   | Policy                      |
| Evaluation                                    | Minimum length improvements must remain in place after implementation           | 6 months - 3 years   | Data shall be collected to determine if devices are effective after 6 months of implementation. Non-infrastructure devices shall remain in place for a minimum of 2 years after installation. To be removed, the petition process shall follow the same as the installation of new devices. Infrastructure related improvements (e.g. roundabout) shall not be removed. Devices may be removed at anytime by the Engineer if determined to be a public safety hazard. | Policy                      |

# Funding Mechanism

- Multiple cities and counties utilize a point system to identify the breadth of the traffic concerns and the severity of the issues, and adjust the percentage of cost sharing between the City and the neighborhood accordingly.
- In these municipalities, funds are allocated for the proportionate cost sharing of improvements and included in the approved budget.

# Funding Mechanism

- Data is collected regarding prevailing speed and traffic volume, and points are allocated based on the results. The points are combined for total to determine the cost sharing between the residents and the City.
- If the total points are less than 20, however either speed or volume individually yield 15 points, the proportionate cost share shall be 75% City and 25% resident contribution.

# Funding Mechanism

Below is a recommended point system and cost sharing allocation:

| <u>Prevailing Speed</u> |               |
|-------------------------|---------------|
| <u>85th %ile</u>        | <u>Points</u> |
| 0-4 Over Posted         | 0             |
| 5-7 Over Posted         | 5             |
| 8-11 over Posted        | 10            |
| 12-15 Over Posted       | 15            |
| >15                     | 25            |

| <u>Volume</u>           |               |
|-------------------------|---------------|
| <u>Vehicles Per Day</u> | <u>Points</u> |
| < 1,000                 | 0             |
| 1,000-1,499             | 5             |
| 1,500-1,999             | 10            |
| 2,000-2,500             | 15            |
| >2,500                  | 25            |



# Funding Mechanism

| <b><u>Proposed Cost Share Percentage</u></b> |                                 |                                     |
|--|---------------------------------|-------------------------------------|
| <b><u>Points</u></b>                         | <b><u>City Contribution</u></b> | <b><u>Resident Contribution</u></b> |
| 0-10   | 0                               | 100%                                |
| 11-20  | 50                              | 50%                                 |
| 21-30  | 75                              | 25                                  |
| >30  | 100                             | 0                                   |

# Requested Action from Commission

- Seeking approval from City Council regarding the traffic calming policy terms and funding for implementation of physical traffic calming devices and develop a policy for Council adoption.

# Requested Action from Commission

- Staff recommends utilizing cost sharing through a special assessment to fund the installation of physical traffic control devices in accordance with the traffic calming point system included herein.
- At this time there are approximately 100 locations reported by residents with concerns regarding speeding, high traffic volumes and cut-through traffic. Costs per location vary however estimates to address all of the reported locations could exceed \$5M.

## Requested Action from Commission

- The City Manager recommends prior to a traffic calming policy being adopted for long term use, a funding source be identified for the City's contribution toward cost sharing in conjunction with a special assessment.



# QUESTIONS?



**Item Number:** B.(4)  
**Meeting Date:** 2/24/2020  
**Item Type:** DISCUSSION

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Rules and Regulations regarding Seawalls, to include Height - Presented by City Manager and Public Works Department

**REQUESTED ACTION:**

**STRATEGIC PLAN INFO:**

1. Will this action result in a Budget Amendment?
2. Is this a Strategic Decision?
  - If Yes, Priority Goals Supported are listed below.
  - If No, will it harm the intent or success of the Strategic Plan?

**Planning & Zoning/Staff Recommendations:**

**SUMMARY EXPLANATION AND BACKGROUND:**

**LEGAL REVIEW:**

**EXHIBITS:**

Staff presentation

**PREPARED BY:**

Division- Department-

**SOURCE OF ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

| Description          | Type            |
|----------------------|-----------------|
| ▣ Staff Presentation | Backup Material |

# Seawalls – Engineering Design Standards

February 24, 2020

# Executive Summary

## Recommendations

1. Require site specific design for seawalls signed and sealed by a Professional Engineer (PE) - Florida Building Code requires a PE to design retaining walls.
2. Require certification by a PE that the seawall is constructed per the approved plans.
3. Raise seawalls 24 Inches in 100 Year Flood Zones - River and Saltwater Canals (New, Replacement or Repair full parcel width) (Match existing elevation for partial).
4. Match existing seawall elevations in 500 Year Flood Zones - Freshwater Canals.
5. If approved by Council the new seawall EDS and heights will be phased in.

# Discussion Outline

1. Seawall Installations
2. Council Approved Seawalls
3. Other Seawall Types Not Approved
4. Engineering Design Standards (EDS) Update
5. Proposed Seawall Heights

# Seawall Installations

- New construction
- Major seawall cap / tie rod failure – Replacement required
- Major seawall mid-panel failure - Replacement required
- Major seawall panel toe failure – Replacement required
- Minor seawall failure – Repair approved in front of existing
- Each installation is site specific





Major Seawall Failure

# Council Approved Seawalls

- Precast Concrete Panels - Existing EDS  
New construction or Replacement of existing seawall
- Cast-In-Place Concrete in Flat Vinyl Forms  
New construction or Repair in front of existing seawall
- Cast-In-Place Concrete in Corrugated Vinyl Sheeting  
Repair in front of existing seawall





Precast Concrete Panels  
New Construction or  
Replacement of Existing Seawall



Flat Vinyl - New Construction



# Flat Vinyl Repair In Front of Existing Seawall







# Corrugated Vinyl Sheeting Repair in Front of Existing Seawalls

Other Seawall Types Not Approved













# Engineering Design Standards Update

- Engineering Design Standards (EDS) for Seawalls originally from 1988 with minor revisions in 2002 based on a precast concrete panel and cast-in-place concrete cap.
- Public Works is responsible for the structural EDS
- DCD is responsible for seawall permitting, inspections, and final approval.
- Public Works and DCD are in the process of finalizing the update to the seawall EDS

# Engineering Design Standards Update

PW and DCD met with Stakeholders Group including:

- Blot Engineering - Structural Engineer hired by the City
- Local Seawall Contractors
- Cape Coral Construction Industry Association (CCCCIA)
- Southwest Florida Marine Industries Association (SWFMIA)
  
- Also consulted with the City of Punta Gorda

# Engineering Design Standards Update

## Structural Issues Discussed

- Concrete Caps
- Concrete Panels (Slabs)
- Steel Reinforcement
- Panel Soil Penetration
- Deadman Anchors
- Tie Back Rods

# Engineering Design Standards Update

## Structural Issues Discussed

- Require site specific design for seawalls signed and sealed by a Professional Engineer (PE) - Florida Building Code requires a PE design retaining walls
- Require final certification by a PE that the seawall is constructed per the approved plans
- A seawall contractors' typical warranty is 1 Year. The PE and/or their company is liable for any issues related to the design for 10 years in Florida.

# Proposed Seawall Heights

## Cape Coral 100 Year Flood Zones

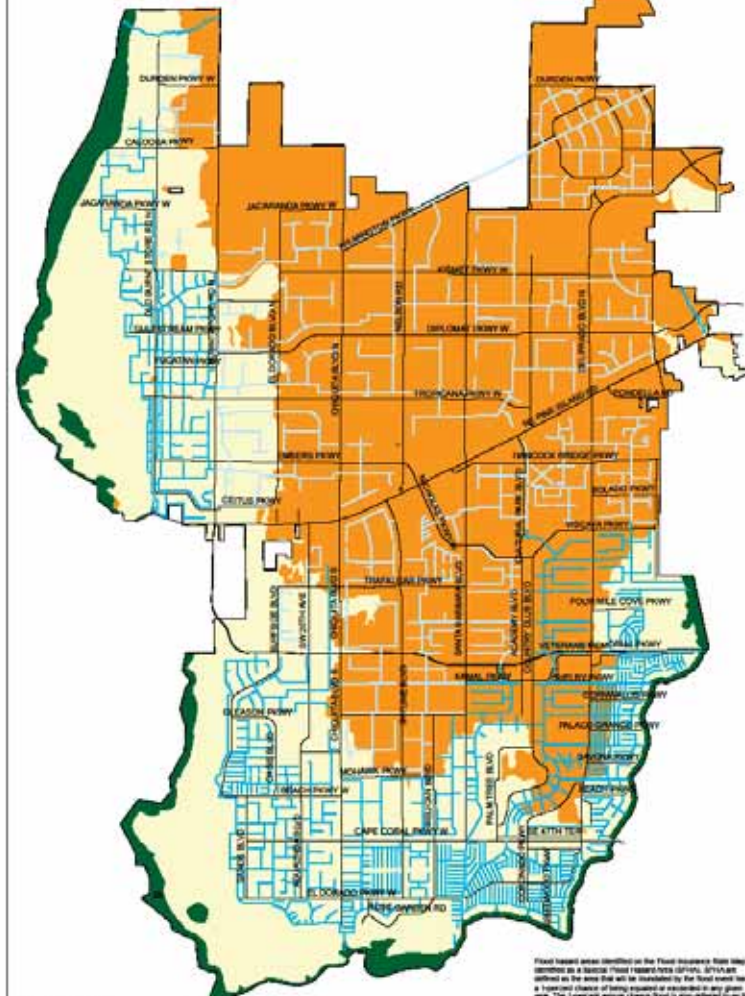
- V - High Risk Coastal Area – Along the River
- A, AE - High Risk Area – Majority Saltwater Canals

## Cape Coral 500 Year Flood Zone

- X – Moderate to Low Risk Area – Majority Freshwater Canals



# Cape Coral Flood Zones



## Flood Risk Zones

### Flood Zone

- A - High Risk Area
- V - High Risk Coastal Area
- X - Moderate to Low Risk Area

## Canals

### TYPE

- Fresh
- Salt
- Major Streets

Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHAs are defined as the areas that will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year. The 1 percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AE, Zone AH, Zone AN, Zone AR, Zone AV, Zone CO, Zone D, Zone E, Zone F, Zone G, Zone H, Zone I, Zone J, Zone K, Zone L, Zone M, Zone N, Zone O, Zone P, Zone Q, Zone R, Zone S, Zone T, Zone U, Zone V, Zone W, Zone X, Zone Y, Zone Z, Zone AA, Zone AB, Zone AC, Zone AD, Zone AE, Zone AF, Zone AG, Zone AH, Zone AI, Zone AJ, Zone AK, Zone AL, Zone AM, Zone AN, Zone AO, Zone AP, Zone AQ, Zone AR, Zone AS, Zone AT, Zone AU, Zone AV, Zone AW, Zone AX, Zone AY, Zone AZ, Zone BA, Zone BB, Zone BC, Zone BD, Zone BE, Zone BF, Zone BG, Zone BH, Zone BI, Zone BJ, Zone BK, Zone BL, Zone BM, Zone BN, Zone BO, Zone BP, Zone BQ, Zone BR, Zone BS, Zone BT, Zone BU, Zone BV, Zone BW, Zone BX, Zone BY, Zone BZ, Zone CA, Zone CB, Zone CC, Zone CD, Zone CE, Zone CF, Zone CG, Zone CH, Zone CI, Zone CJ, Zone CK, Zone CL, Zone CM, Zone CN, Zone CO, Zone CP, Zone CQ, Zone CR, Zone CS, Zone CT, Zone CU, Zone CV, Zone CW, Zone CX, Zone CY, Zone CZ, Zone DA, Zone DB, Zone DC, Zone DD, Zone DE, Zone DF, Zone DG, Zone DH, Zone DI, Zone DJ, Zone DK, Zone DL, Zone DM, Zone DN, Zone DO, Zone DP, Zone DQ, Zone DR, Zone DS, Zone DT, Zone DU, Zone DV, Zone DW, Zone DX, Zone DY, Zone DZ, Zone EA, Zone EB, Zone EC, Zone ED, Zone EE, Zone EF, Zone EG, Zone EH, Zone EI, Zone EJ, Zone EK, Zone EL, Zone EM, Zone EN, Zone EO, Zone EP, Zone EQ, Zone ER, Zone ES, Zone ET, Zone EU, Zone EV, Zone EW, Zone EX, Zone EY, Zone EZ, Zone FA, Zone FB, Zone FC, Zone FD, Zone FE, Zone FF, Zone FG, Zone FH, Zone FI, Zone FJ, Zone FK, Zone FL, Zone FM, Zone FN, Zone FO, Zone FP, Zone FQ, Zone FR, Zone FS, Zone FT, Zone FU, Zone FV, Zone FW, Zone FX, Zone FY, Zone FZ, Zone GA, Zone GB, Zone GC, Zone GD, Zone GE, Zone GF, Zone GH, Zone GI, Zone GJ, Zone GK, Zone GL, Zone GM, Zone GN, Zone GO, Zone GP, Zone GQ, Zone GR, Zone GS, Zone GT, Zone GU, Zone GV, Zone GW, Zone GX, Zone GY, Zone GZ, Zone HA, Zone HB, Zone HC, Zone HD, Zone HE, Zone HF, Zone HG, Zone HH, Zone HI, Zone HJ, Zone HK, Zone 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LS, Zone LT, Zone LU, Zone LV, Zone LW, Zone LX, Zone LY, Zone LZ, Zone MA, Zone MB, Zone MC, Zone MD, Zone ME, Zone MF, Zone MG, Zone MH, Zone MI, Zone MJ, Zone MK, Zone ML, Zone MM, Zone MN, Zone MO, Zone MP, Zone MQ, Zone MR, Zone MS, Zone MT, Zone MU, Zone MV, Zone MW, Zone MX, Zone MY, Zone MZ, Zone NA, Zone NB, Zone NC, Zone ND, Zone NE, Zone NF, Zone NG, Zone NH, Zone NI, Zone NJ, Zone NK, Zone NL, Zone NM, Zone NN, Zone NO, Zone NP, Zone NQ, Zone NR, Zone NS, Zone NT, Zone NU, Zone NV, Zone NW, Zone NX, Zone NY, Zone NZ, Zone OA, Zone OB, Zone OC, Zone OD, Zone OE, Zone OF, Zone OG, Zone OH, Zone OI, Zone OJ, Zone OK, Zone OL, Zone OM, Zone ON, Zone OO, Zone OP, Zone OQ, Zone OR, Zone OS, Zone OT, Zone OU, Zone OV, Zone OW, Zone OX, Zone OY, Zone OZ, Zone PA, Zone PB, Zone PC, Zone PD, Zone PE, Zone PF, Zone PG, Zone PH, Zone PI, Zone PJ, Zone PK, Zone PL, Zone PM, Zone PN, Zone PO, Zone PP, Zone PQ, Zone PR, Zone PS, Zone PT, Zone PU, Zone PV, Zone PW, Zone PX, Zone PY, Zone PZ, Zone QA, Zone QB, Zone QC, Zone QD, Zone QE, Zone QF, Zone QG, Zone QH, Zone QI, Zone QJ, Zone QK, Zone QL, Zone QM, Zone QN, Zone QO, Zone QP, Zone QQ, Zone QR, Zone QS, Zone QT, Zone QU, Zone QV, Zone QW, Zone QX, Zone QY, Zone QZ, Zone RA, Zone RB, Zone RC, Zone RD, Zone RE, Zone RF, Zone RG, Zone RH, Zone RI, Zone RJ, Zone RK, Zone RL, Zone RM, Zone RN, Zone RO, Zone RP, Zone RQ, Zone RR, Zone RS, Zone RT, Zone RU, Zone RV, Zone RW, Zone RX, Zone RY, Zone RZ, Zone SA, Zone SB, Zone SC, Zone SD, Zone SE, Zone SF, Zone SG, Zone SH, Zone SI, Zone SJ, Zone SK, Zone SL, Zone SM, Zone SN, Zone SO, Zone SP, Zone SQ, Zone SR, Zone SS, Zone ST, Zone SU, Zone SV, Zone SW, Zone SX, Zone SY, Zone SZ, Zone TA, Zone TB, Zone TC, Zone TD, Zone TE, Zone TF, Zone TG, Zone TH, Zone TI, Zone TJ, Zone TK, Zone TL, Zone TM, Zone TN, Zone TO, Zone TP, Zone TQ, Zone TR, Zone TS, Zone TT, Zone TU, Zone TV, Zone TW, Zone TX, Zone TY, Zone TZ, Zone UA, Zone UB, Zone UC, Zone UD, Zone UE, Zone UF, Zone UG, Zone UH, Zone UI, Zone UJ, Zone UK, Zone UL, Zone UM, Zone UN, Zone UO, Zone UP, Zone UQ, Zone UR, Zone US, Zone UT, Zone UY, Zone UZ, Zone VA, Zone VB, Zone VC, Zone VD, Zone VE, Zone VF, Zone VG, Zone VH, Zone VI, Zone VJ, Zone VK, Zone VL, Zone VM, Zone VN, Zone VO, Zone VP, Zone VQ, Zone VR, Zone VS, Zone VT, Zone VY, Zone VZ, Zone WA, Zone WB, Zone WC, Zone WD, Zone WE, Zone WF, Zone WG, Zone WH, Zone WI, Zone WJ, Zone WK, Zone WL, Zone WM, Zone WN, Zone WO, Zone WP, Zone WQ, Zone WR, Zone WS, Zone WT, Zone WY, Zone WZ, Zone XA, Zone XB, Zone XC, Zone XD, Zone XE, Zone XF, Zone XG, Zone XH, Zone XI, Zone XJ, Zone XK, Zone XL, Zone XM, Zone XN, Zone XO, Zone XP, Zone XQ, Zone XR, Zone XS, Zone XT, Zone XY, Zone XZ, Zone YA, Zone YB, Zone YC, Zone YD, Zone YE, Zone YF, Zone YG, Zone YH, Zone YI, Zone YJ, Zone YK, Zone YL, Zone YM, Zone YN, Zone YO, Zone YP, Zone YQ, Zone YR, Zone YS, Zone YT, Zone YZ, Zone ZA, Zone ZB, Zone ZC, Zone ZD, Zone ZE, Zone ZF, Zone ZG, Zone ZH, Zone ZI, Zone ZJ, Zone ZK, Zone ZL, Zone ZM, Zone ZN, Zone ZO, Zone ZP, Zone ZQ, Zone ZR, Zone ZS, Zone ZT, Zone ZY, Zone ZZ.

# Proposed Seawall Heights

- River Unimproved Res. Parcels = 22 (6%) (Approx. 99% of the Residential
- River Improved Res. Parcels = 335 (94%) Parcels on the river have seawalls)
- River Total Res. Parcels = 357 (100%)
  
- Saltwater Canal Unimproved Res. Parcels = 4,459 (22%) (Approx. 86% of the
- Saltwater Canal Improved Res. Parcels = 15,548 (78%) Residential Parcels
- Saltwater Canal Total Res. Parcels = 20,007 (100%) have seawalls)

## Proposed Seawall Heights

- Freshwater Canal Unimproved Residential Parcels = 10,438 (65%)
- Freshwater Canal Improved Residential Parcels = 5,683 (35%)
- Freshwater Canal Total Residential Parcels = 16,121 (100%)
  
- Seawalls are optional on Freshwater Canals. Other alternatives including stabilized slopes are allowed.

# Proposed Seawall Heights

## Issues to Consider if Seawalls are Raised

- Increase in construction costs
- Stormwater runoff onto adjacent properties
- Aesthetics / Community value / Neighbor complaints
- Maintain consistent increase in 12" increments
- Will a height increase be mandatory?

# Proposed Seawall Heights

## River, Saltwater Canals and Freshwater Canals

1. Raise seawalls 24 inches in 100 Year Flood Zones - River and Saltwater Canals  
(24 inches for New, Replacement or Repair the full parcel width along waterfront)  
(Match existing elevation for partial)
2. Match seawall elevations in 500 Year Flood Zones - Freshwater Canals
3. If approved by Council the new seawall EDS and heights will be phased in.



Questions?