

Mayor

John Gunter

Council Members

District 1: Bill Steinke

District 2: Dan Sheppard

District 3: Tom Hayden

District 4: Richard Carr

District 5: Robert M. Welsh

District 6: Keith E. Long

District 7: Jessica Cosden



1015 Cultural Park Blvd.
Cape Coral, FL

City Manager

Michael Ilczyszyn

City Attorney

Aleksandr Boksner

City Auditor

Andrea R. Russell

City Clerk

Kimberly Bruns

**AGENDA
COMMITTEE OF THE WHOLE**

October 9, 2024

9:00 AM

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.

1. MEETING CALLED TO ORDER

A. MAYOR GUNTER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

A. MAYOR GUNTER, COUNCIL MEMBERS CARR, COSDEN,
HAYDEN, LONG, SHEPPARD, STEINKE, WELSH

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) South Spreader Waterway Project
- (2) Cape Coral Parkway 6-Laning
- (3) Interactive Growth Model Phase 2: Presentation of Findings
- (4) Boat Canopies

5. ROUND TABLE DISCUSSION

6. TIME AND PLACE OF FUTURE MEETINGS

- A. A Regular Meeting of the Cape Coral City Council is Scheduled for Wednesday, October 16, 2024, beginning 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 at (239) 574-0411. 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 may do so during the designated time at each 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.



AGENDA REQUEST FORM
CITY OF CAPE CORAL

| | |
|----------------------|-------------------|
| Item Number: | B.(1) |
| Meeting Date: | 10/9/2024 |
| Item Type: | DISCUSSION |

TITLE:

South Spreader Waterway Project

REQUESTED ACTION:

SUMMARY EXPLANATION AND BACKGROUND:

STRATEGIC PLAN ALIGNMENT:

1. 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?

Recommendations:

SOURCE OF ADDITIONAL INFORMATION:

FISCAL IMPACT/FUNDING SOURCES(S)/BUDGET CONSIDERATIONS:

1. Will this action result in a Budget Amendment?

PREPARED BY:

Division- Department-



AGENDA REQUEST FORM
CITY OF CAPE CORAL

| | |
|----------------------|-------------------|
| Item Number: | B.(2) |
| Meeting Date: | 10/9/2024 |
| Item Type: | DISCUSSION |

TITLE:

Cape Coral Parkway 6-Laning

REQUESTED ACTION:

SUMMARY EXPLANATION AND BACKGROUND:

STRATEGIC PLAN ALIGNMENT:

1. 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?

Recommendations:

SOURCE OF ADDITIONAL INFORMATION:

FISCAL IMPACT/FUNDING SOURCES(S)/BUDGET CONSIDERATIONS:

1. Will this action result in a Budget Amendment?

PREPARED BY:

Division- Department-

ATTACHMENTS:

| Description | Type |
|--|-----------------|
| <input type="checkbox"/> 1. Staff presentation | Backup Material |



| CAPE CORAL PKWY – 6 LANING, SIGNAL RETIMING,
AND PARKING SPACE STUDY
COMMITTEE OF THE WHOLE, OCTOBER 9, 2024

Project Overview & Background (1 of 2)

1. Cape Coral Parkway, particularly in the vicinity of the Cape Coral Bridge, frequently experiences significant traffic congestion, especially during peak hours. This area is a critical bottleneck due to high commuter volumes and limited alternative routes.
2. Public Works has been assigned the task of increasing the roadway capacity on Cape Coral Parkway. This will be accomplished by repurposing the parking/turn-lanes to thru lanes and retiming the signals

Project Overview & Background (2 of 2)

3. Public Works has included additional initiatives into the scope of the project to ensure efficient traffic flow and minimize impact on businesses.
4. This project will proactively align Cape Coral Parkway with the future six-lane expansion of the Cape Coral Bridge.

Challenges To Address

1. Traffic Congestion: The parkway, especially near the Cape Coral Bridge, experiences heavy traffic congestion, particularly during peak hours.
2. Signal Timing Issues: Inefficient signal timing contributes to delays and increased travel time.
3. Parking Concerns: The removal of parking lanes for road expansion necessitates finding alternative parking solutions.
4. Travel Lane Obstructions: Cape Coral Pkwy must be evaluated for any obstructions to the proposed travel lane.

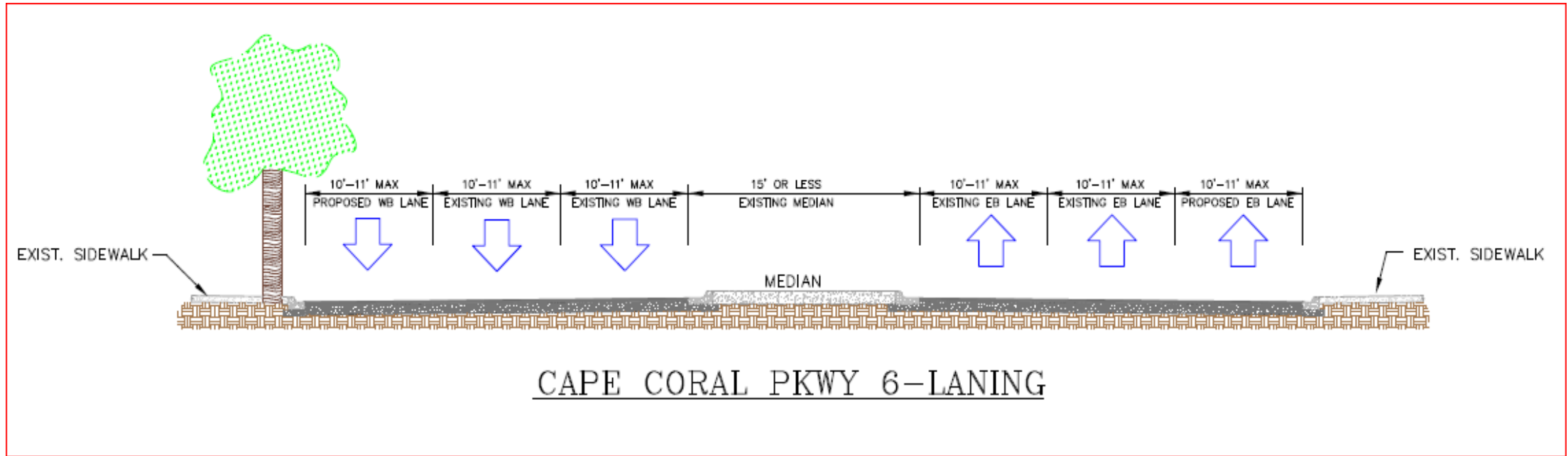
Task 1 – Striping / Re-laning

1. Design a striping construction plan to expand the parkway from four to six lanes between Coronado Parkway and Del Prado Blvd.
 - a) Currently, six lanes exist on Cape Coral Parkway, with the outside lanes designated for a combination of parking and right turn movements. By converting these lanes into through lanes, the total number of through lanes can be increased to six.

Notes and additional work needed:

1. Since no changes to the current curb and gutter are planned, travel lanes will average between 10' - 11' in width.
2. To accommodate different lane usage, new signal heads will have to be added or adjusted.
3. It is recommended that the project area be repaved for two key reasons.
 - a) The removal of existing striping is unsightly and poses a driving hazard when old markings are re-striped.
 - b) The pavement is 12 years old and is nearing the end of its lifespan, necessitating a complete resurfacing to ensure safety and durability.

Proposed cross section



Task 2 – Signal Retiming

1. Re-time signals along Cape Coral Parkway and two signals on Del Prado Blvd to optimize traffic flow.
 - a) The signalized intersections on Cape Coral Pkwy and the southern two on Del Prado Blvd must be retimed to ensure proper traffic flow from Chiquita Blvd. to Del Prado Blvd.

Task 3 – Parking Replacement Study

1. Identify convenient alternative parking locations

a) The transition to six lanes will result in the loss of 53 parking spaces.

Consequently, the Consultant has been tasked with conducting a study to identify suitable locations for replacing these lost spaces.

b) Existing Parking Calculation:

| Cape Coral Parkway Parallel Spaces | | | |
|---|------|--------|----------------|
| WESTBOUND | | | |
| | LF | Spaces | Useable Spaces |
| Big Johns | 730 | 33.18 | 33 |
| Iguana Mia | 325 | 14.77 | 14 |
| 909 CC PKWY E (Truist) | 81 | 3.68 | 3 |
| Advanced Auto Parts | 64 | 2.91 | 2 |
| TOTAL | 1200 | 54.55 | 52 |
| EASTBOUND | | | |
| | LF | Spaces | Useable Spaces |
| Yellowfin Sushi | 50 | 2.27 | 2 |
| Premiere Title Services | 60 | 2.73 | 2 |
| TOTAL | 110 | 5.00 | 4 |
| TOTAL SPACES TO BE RELOCATED FOR PROJECT | | | 56 |

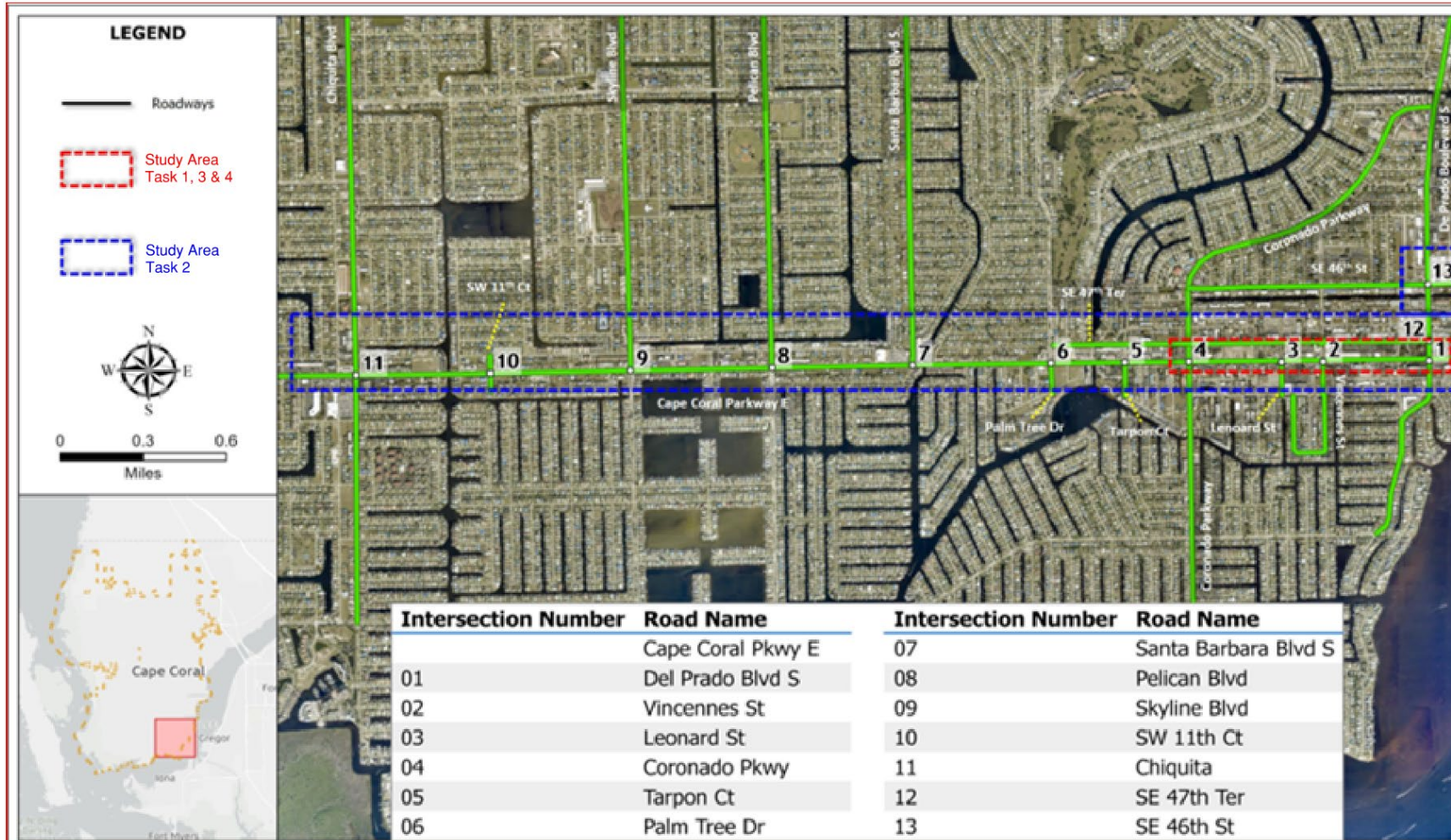
Current parking lane to be repurposed into a travel lane.



Task 4 – Assessment of Travel Lane Obstructions

1. An assessment of possible obstructions to the proposed travel lane on Cape Coral Pkwy must be completed.
2. This assessment will help determine if any modifications or removals are necessary to maintain clear sightlines and appropriate canopy heights.

1. Location of 6-Laning, Parking Study, & Obstruction Assessment
 - Cape Coral Pkwy - Del Prado to Coronado (Red)
2. Location of Retiming- Cape Coral Pkwy
 - Chiquita to Del Prado + two intersections on Del Prado (Blue)



Current Status & Tentative Schedule

Public Works has engaged CALTRAN Engineering Group, Inc. (CALTRAN) to complete the Engineering Design for this project.

| | |
|----------|---|
| 09/05/24 | CALTRAN submits second proposal (after scope change) |
| 09/20/24 | Final review and changes, submitted to Procurement |
| 10/11/24 | Review and changes requested by Procurement and Legal |
| 10/30/24 | Scheduled Council Award |
| 11/20/24 | Purchase Order |
| 03/30/25 | Design Complete (120 days) |
| 04/30/25 | Put out to bid |
| 08/30/25 | Construction start |
| 11/15/25 | Construction complete |

Thank you
Any Questions?





AGENDA REQUEST FORM
CITY OF CAPE CORAL

| | |
|---------------|------------|
| Item Number: | B.(3) |
| Meeting Date: | 10/9/2024 |
| Item Type: | DISCUSSION |

TITLE:

Interactive Growth Model Phase 2: Presentation of Findings

REQUESTED ACTION:

Informational

SUMMARY EXPLANATION AND BACKGROUND:

Summary: Metro Forecasting Models is a consulting firm that works exclusively with local governments to model land uses for long-range planning. These statistical models predict future conditions with remarkable accuracy and aid elected officials and City leadership in making the best informed decisions to guide city growth.

Background: In 2016, Metro Forecasting Models developed the Baseline and Buildout databases, the population and housing model, the commercial model, the industrial model, as well as parks, police, fire, hotel, and impervious/stormwater submodels.

In 2023, Phase One consisted of updating the Baseline and Buildout databases, the population and housing model, the commercial model, and the industrial model.

Phase Two include submodels for parks, fire stations and stormwater. Modeling specific alternative scenarios to demonstrate the results of policy changes is also included in Phase Two.

STRATEGIC PLAN ALIGNMENT:

1. Is this a Strategic Decision? Yes
If Yes, Priority Goals Supported are listed below.
If No, will it harm the intent or success of the Strategic Plan?

CITY SERVICES AND AMENITIES: DELIVER EXCEPTIONAL CITY SERVICES AND HIGH-QUALITY AMENITIES

Recommendations:

Staff requests approval and accept study as presented.

SOURCE OF ADDITIONAL INFORMATION:

Matt Williams, PE, CFM, Public Works Director
239-574-0457

Laura H. Dodd, AICP, Principal Transportation Planner

239-573-3192

FISCAL IMPACT/FUNDING SOURCES(S)/BUDGET CONSIDERATIONS:

1. Will this action result in a Budget Amendment?

PREPARED BY:

Rose DePaula, Senior Administrative
Specialist

Division- Administration

Department- Public
Works

ATTACHMENTS:

| Description | Type |
|-------------------------------|-----------------|
| ▫ 1. IGM Phase 2 Presentation | Backup Material |



City of Cape Coral Interactive Growth Model[®]

Phase Two

Introduction/Contact Information

Metro Forecasting Models (MFM) is a consulting firm that works exclusively with local governments to model land uses for long-range planning.



David Farmer, MPA, AICP, PE is the Project Manager with 30+ years of experience in planning, land development, and data analysis.

Paul Van Buskirk, PhD, FAICP, PE is the Principal Planner with 40+ years of experience in planning and public policy analysis.



David Farmer, MPA, AICP, PE
Dave@metroforecasting.com
239-913-6949 ext. 1



Paul Van Buskirk, PhD, FAICP, PE
pvb@metroforecasting.com
239-913-6949 ext. 2

CCIGM 2023/24

In 2016, MFM developed the Baseline and Buildout databases, the population and housing model, the commercial model, the industrial model, as well as parks, police, fire, hotel, and impervious/stormwater submodels.

In 2023, Phase One consisted of updating the Baseline and Buildout databases, the population and housing model, the commercial model, and the industrial model.

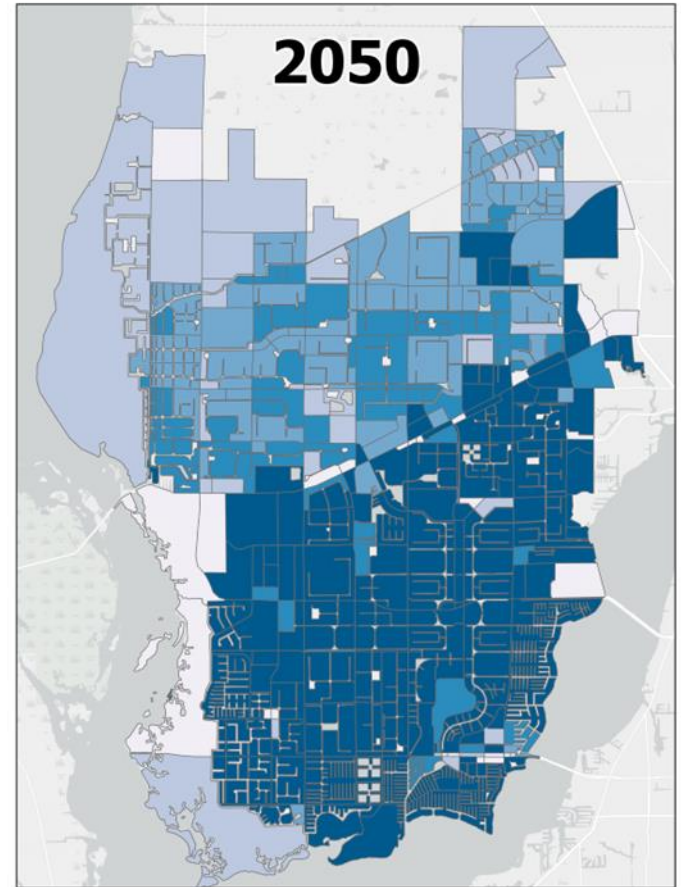
Phase Two include submodels for parks, fire stations and stormwater. Modeling specific alternative scenarios to demonstrate the results of policy changes is also included in Phase Two.

Background

NOW is the time to plan to change future transportation patterns.

Conclusions and Recommendation from IGM Ph#1

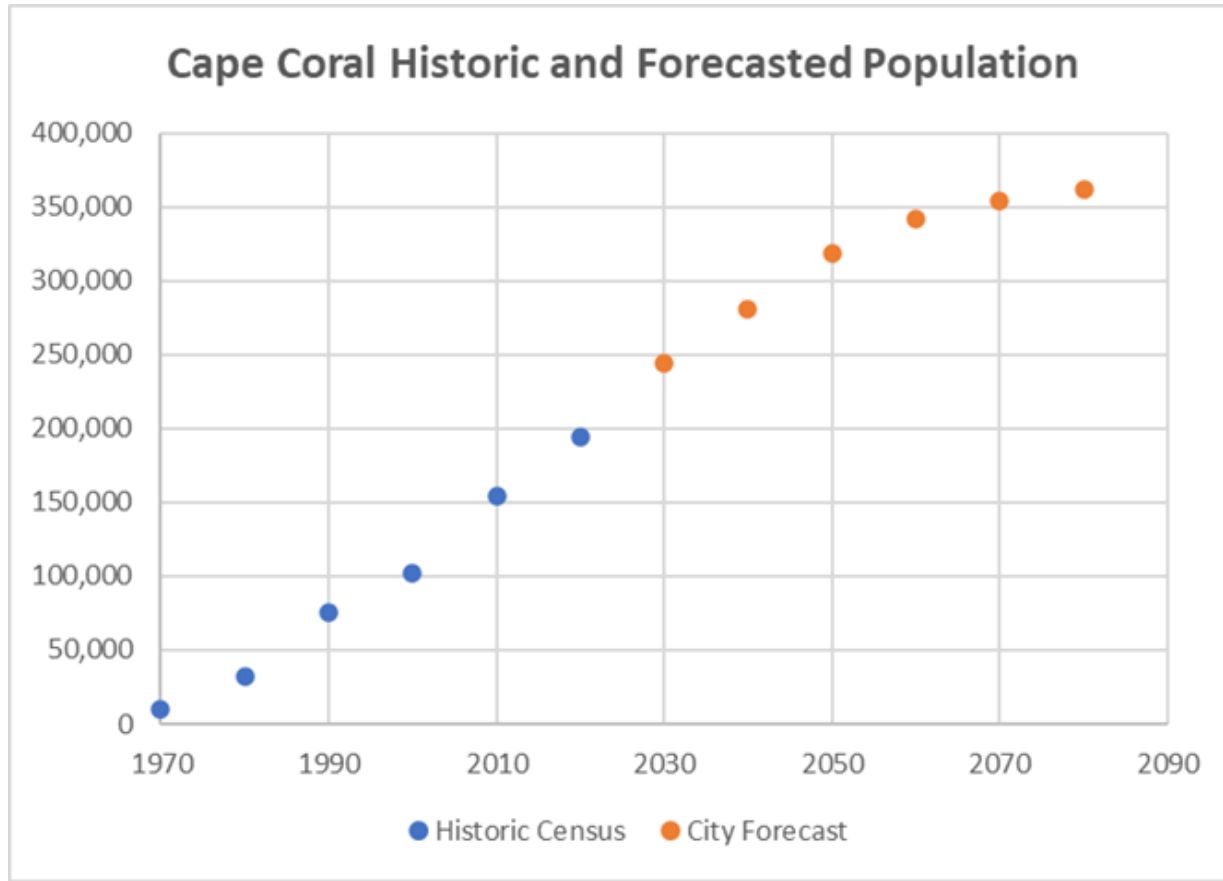
- **Recognize the growth potential** of the city due to existing platted lots and how **future uses of vacant parcels** will impact the city's transportation network.
- The city should monitor the **aggregate and spatial availability of commercial and industrial land use** allocation, particularly **north of Pine Island Road to shorten trip lengths** and reduce greenhouse gas.



CCIGM Phase II Schedule

| Cape Coral Work Task Schedule | | | | | | | | |
|--|---------------|---------|---------------|---------|---------|---------|---------|---------|
| | Month 1 | Month 2 | Month 3 | Month 4 | Month 5 | Month 6 | Month 7 | Month 8 |
| Task 7: Government Sub-Models | Task 7 | | | | | | | |
| Organization | | | | | | | | |
| Meet with Fire Dept and Gather Data | | | | | | | | |
| Forecast Future Fire Stations | | | | | | | | |
| Deliver Fire Station Forecast in GIS shapes file(s) | | | | | | | | |
| Meet with Park Dept and Gather Data | | | | | | | | |
| Forecast Future Parks | | | | | | | | |
| Deliver Park Forecast in GIS shapes file(s) | | | | | | | | |
| Research Development Characteristics for Impervious Model | | | | | | | | |
| Deliver Impervious Forecast in GIS shapes file(s) | | | | | | | | |
| Task Complete | | | X | | | | | |
| Task 8: Develop Alternative Development Scenarios | | | Task 8 | | | | | |
| Consult with Staff Regarding Growth Scenarios | | | | | | | | |
| Run Alternative Scenarios to Test Potential Policy Changes | | | | | | | | |
| Deliver Alternative Scenario Results in GIS shapefiles | | | | | | | | X |

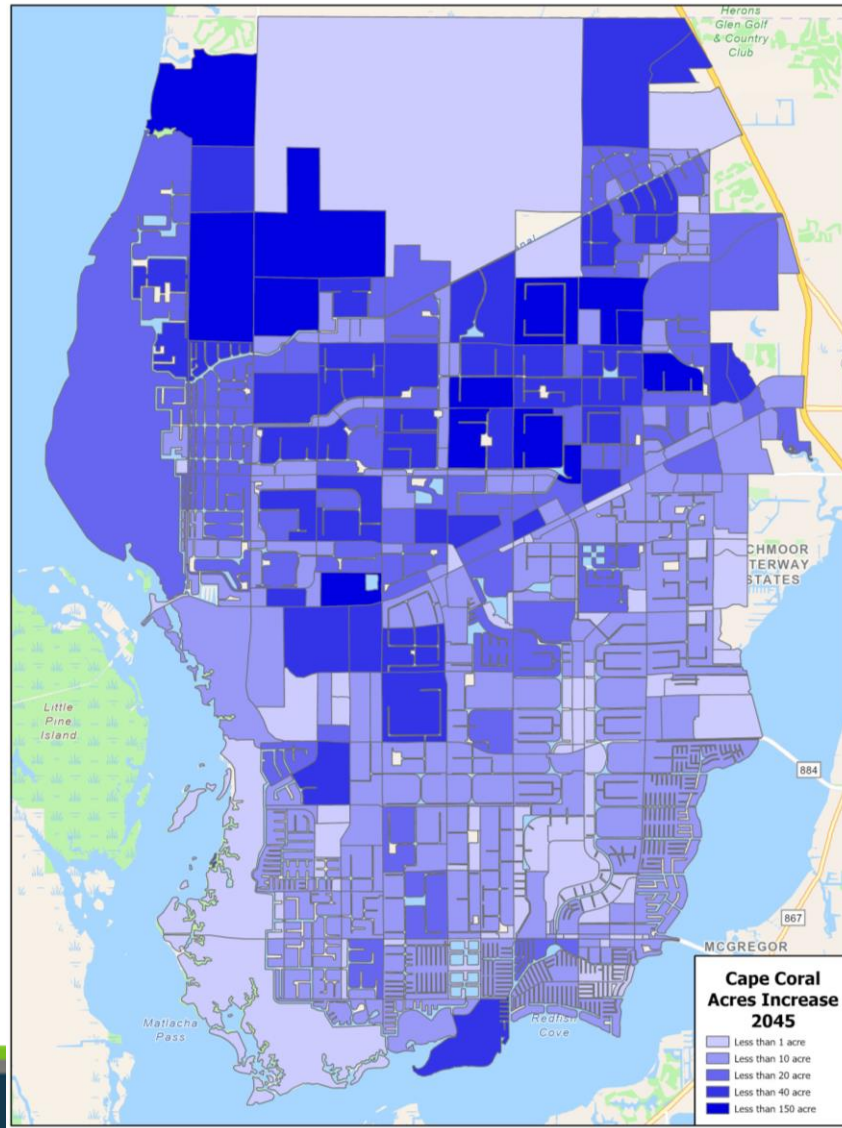
Population Growth



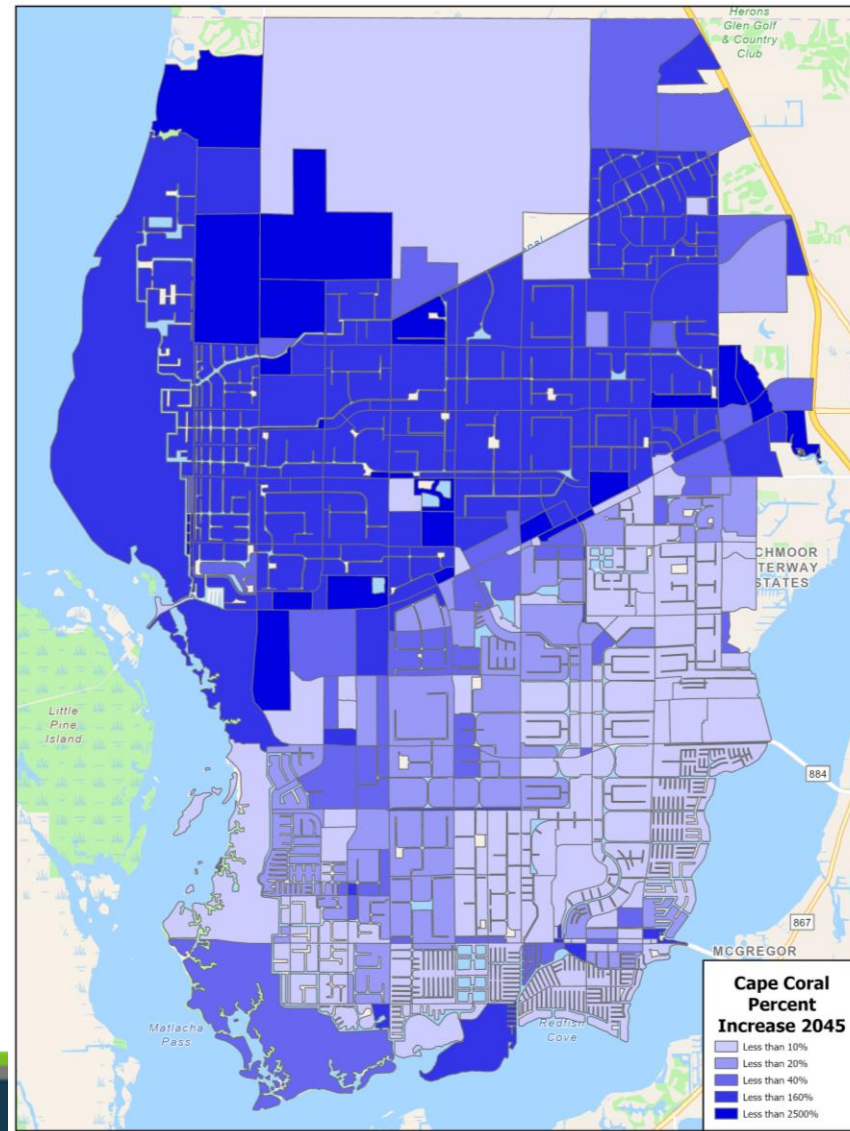
| Year | Historic Census | City Forecast |
|----------|-----------------|---------------|
| 1970 | 10,193 | |
| 1980 | 32,103 | |
| 1990 | 74,991 | |
| 2000 | 102,286 | |
| 2010 | 154,309 | |
| 2020 | 194,016 | |
| 2030 | | 243,932 |
| 2040 | | 280,625 |
| 2050 | | 318,503 |
| 2060 | | 342,186 |
| 2070 | | 354,564 |
| 2080 | | 362,045 |
| Buildout | | 376,817 |

Impervious Model

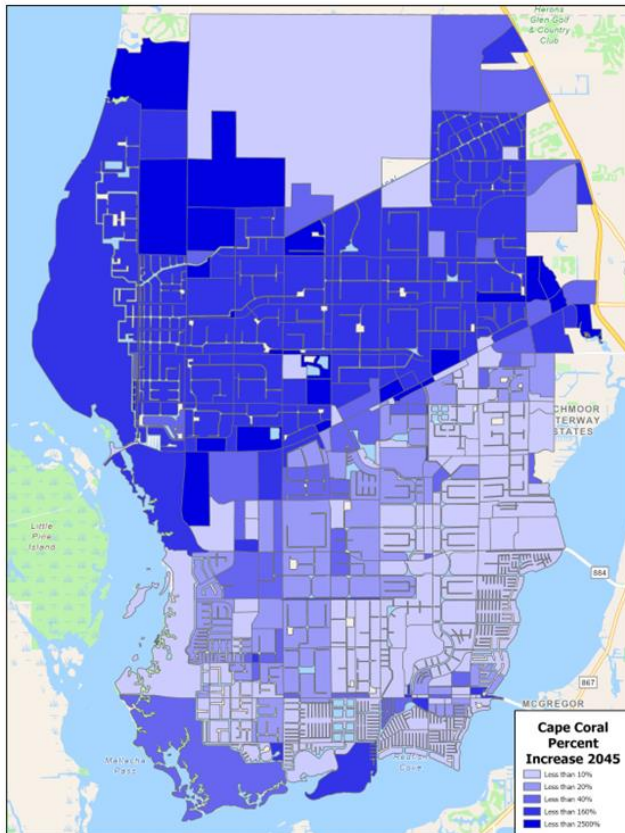
Impervious Acres Increase - 2045



Impervious Percent Increase - 2045

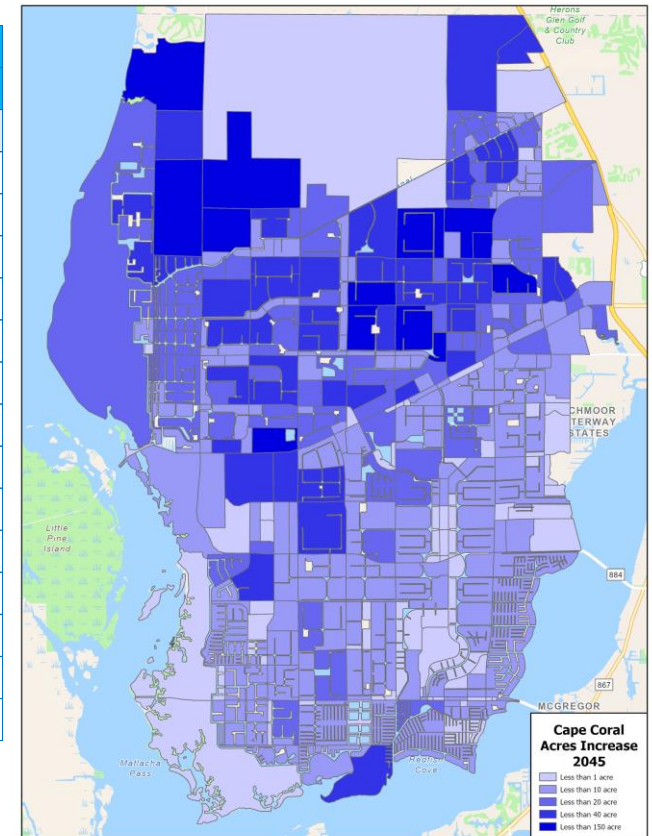


Impervious Percent vs. Acres



Percent Increase

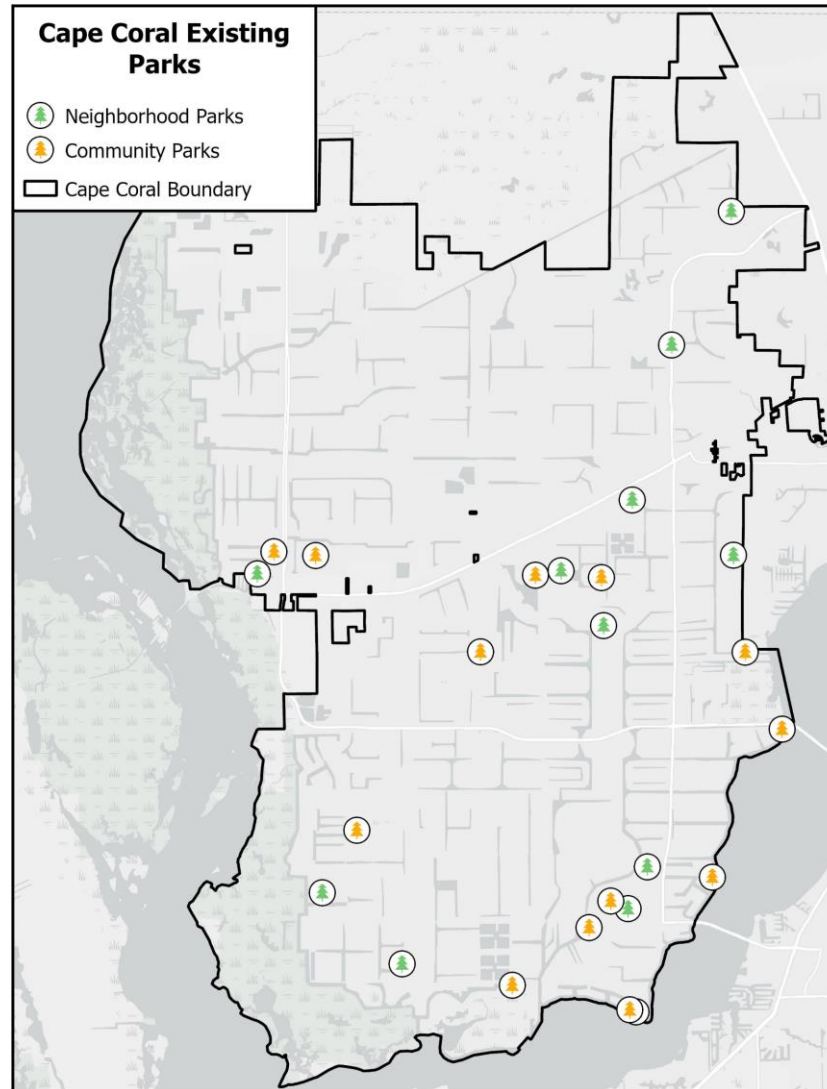
| Impervious Area (Acres) | |
|-------------------------|--------------|
| | Net Increase |
| 2023 | |
| 2025 | 452 |
| 2030 | 1,034 |
| 2035 | 944 |
| 2040 | 870 |
| 2045 | 891 |
| 2050 | 860 |
| 2055 | 662 |
| 2060 | 463 |
| 2065 | 343 |
| 2070 | 264 |
| 2075 | 207 |
| 2080 | 165 |
| 2085 | 131 |
| Buildout | 538 |



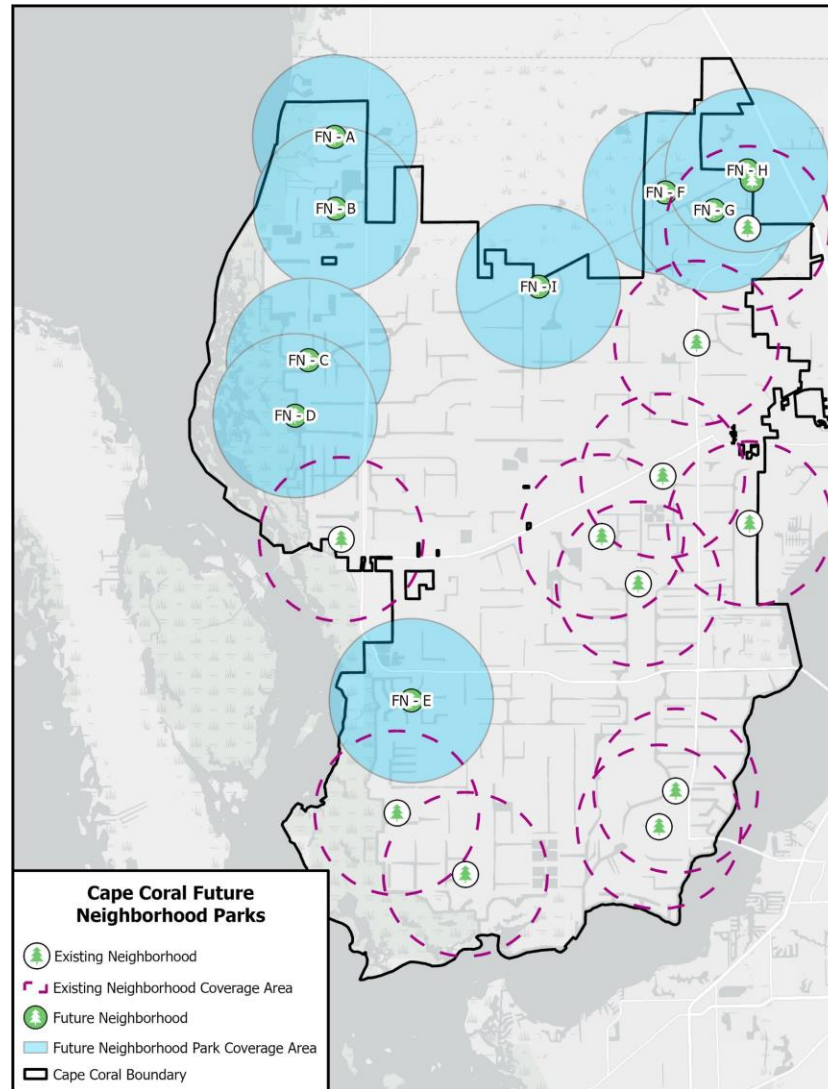
Acres Increase

Parks

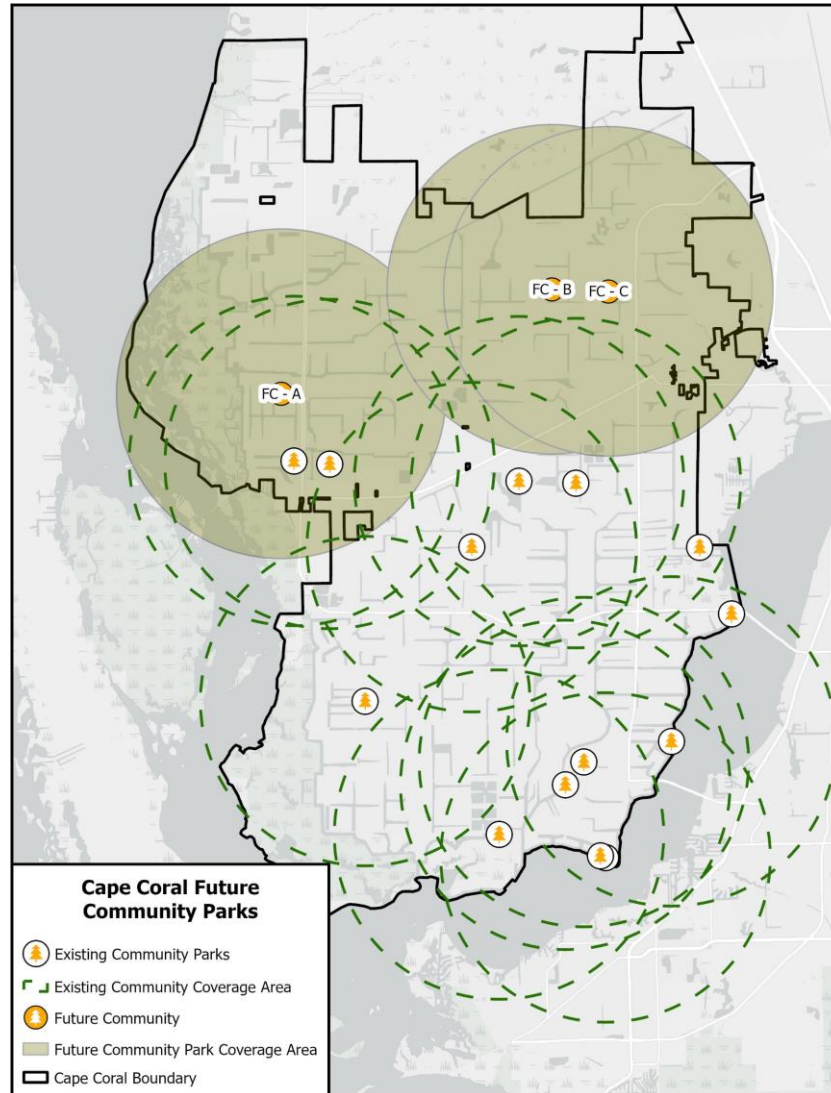
Existing Parks



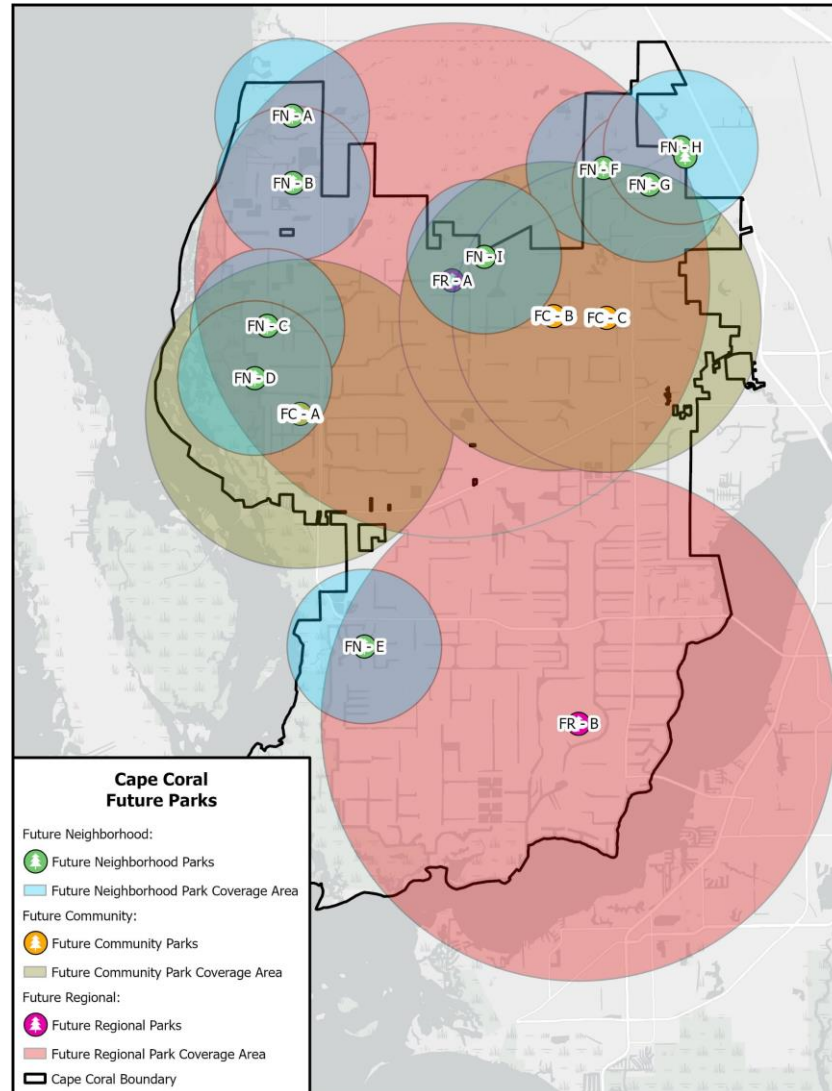
Future Neighborhood Parks



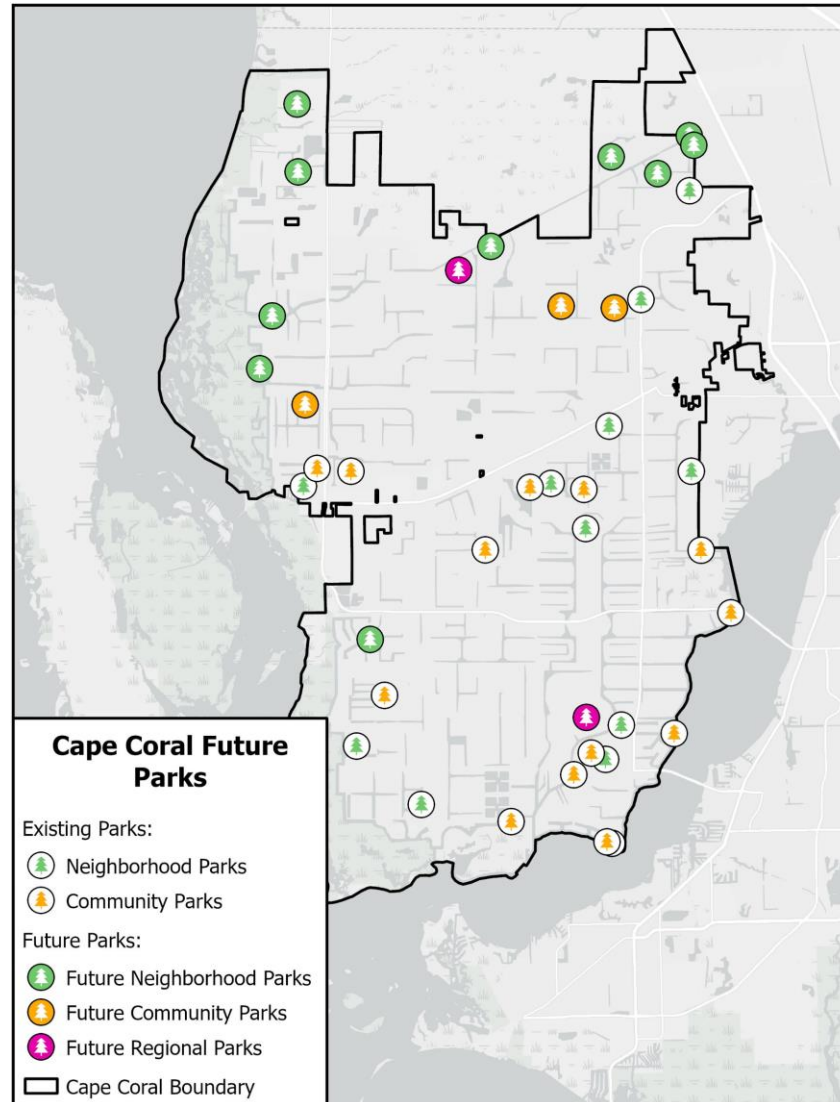
Future Community Parks



Future Community Parks

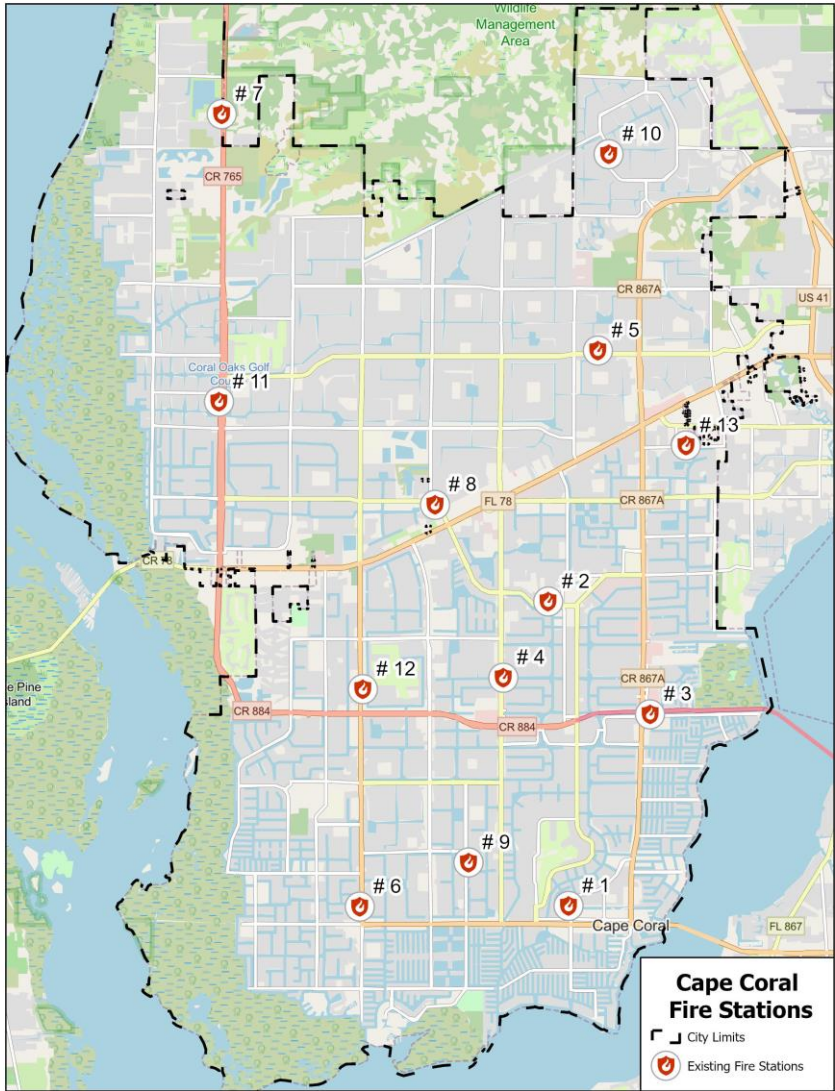


Existing & Future Parks

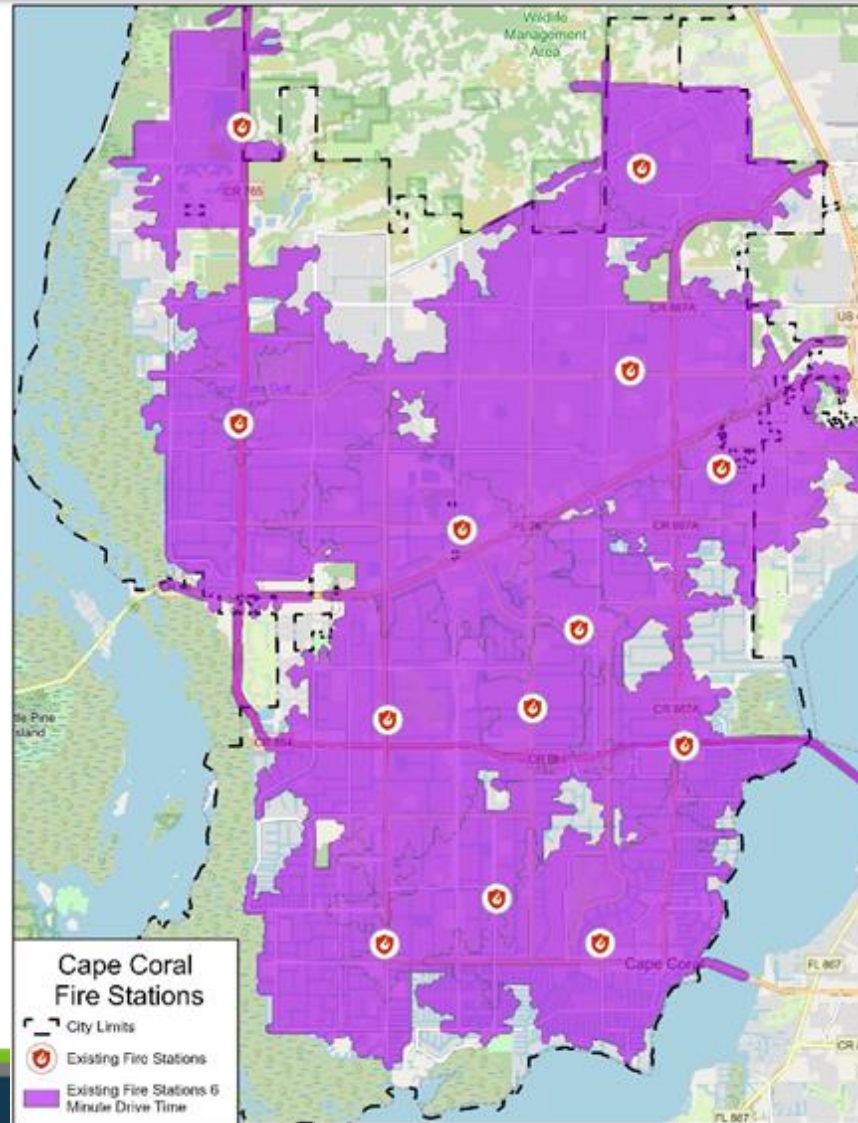


Fire Stations

Existing Fire Stations



6-minute Drive-Time Coverage Area



Evaluation of Existing Station #5



Figure 2: Coverage Area, Current Station #5.



Figure 3: Coverage Area, Alternate Station #5

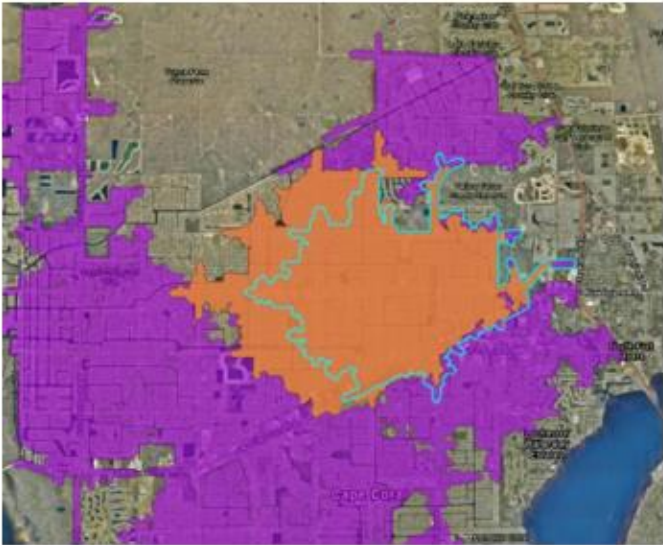
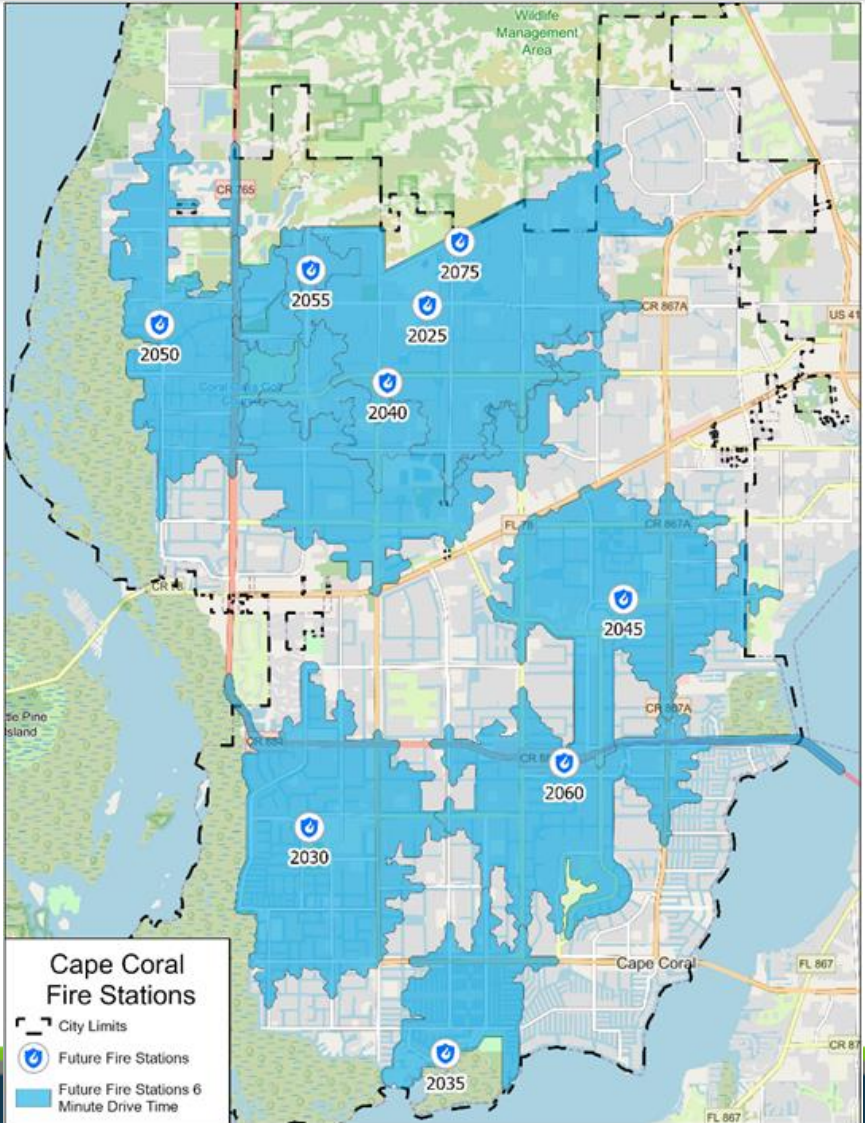
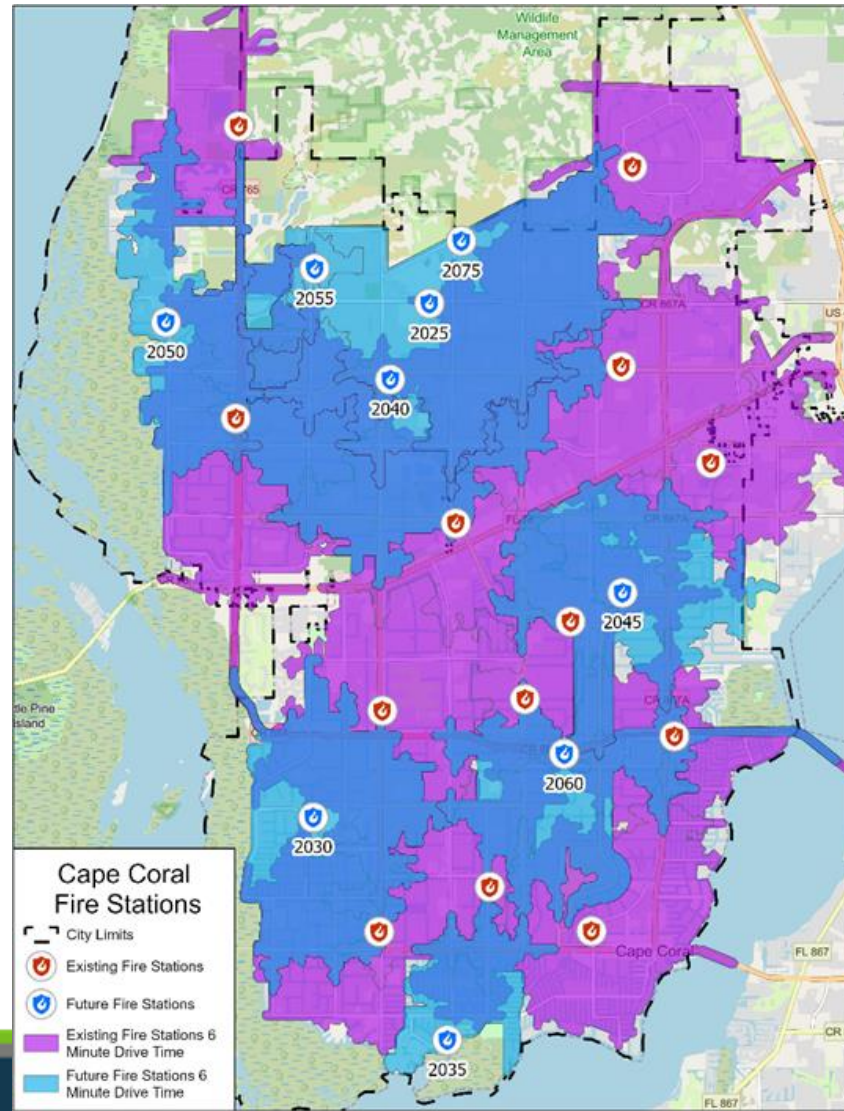


Figure 4: 6-Minute Drive-Time Coverage Area, Current and Alternate Station #5

6-Minute Drive-Time – Future Stations



6-Minute Drive-Time Existing and Future Stations



Scenario Planning

2045 Shopping Centers

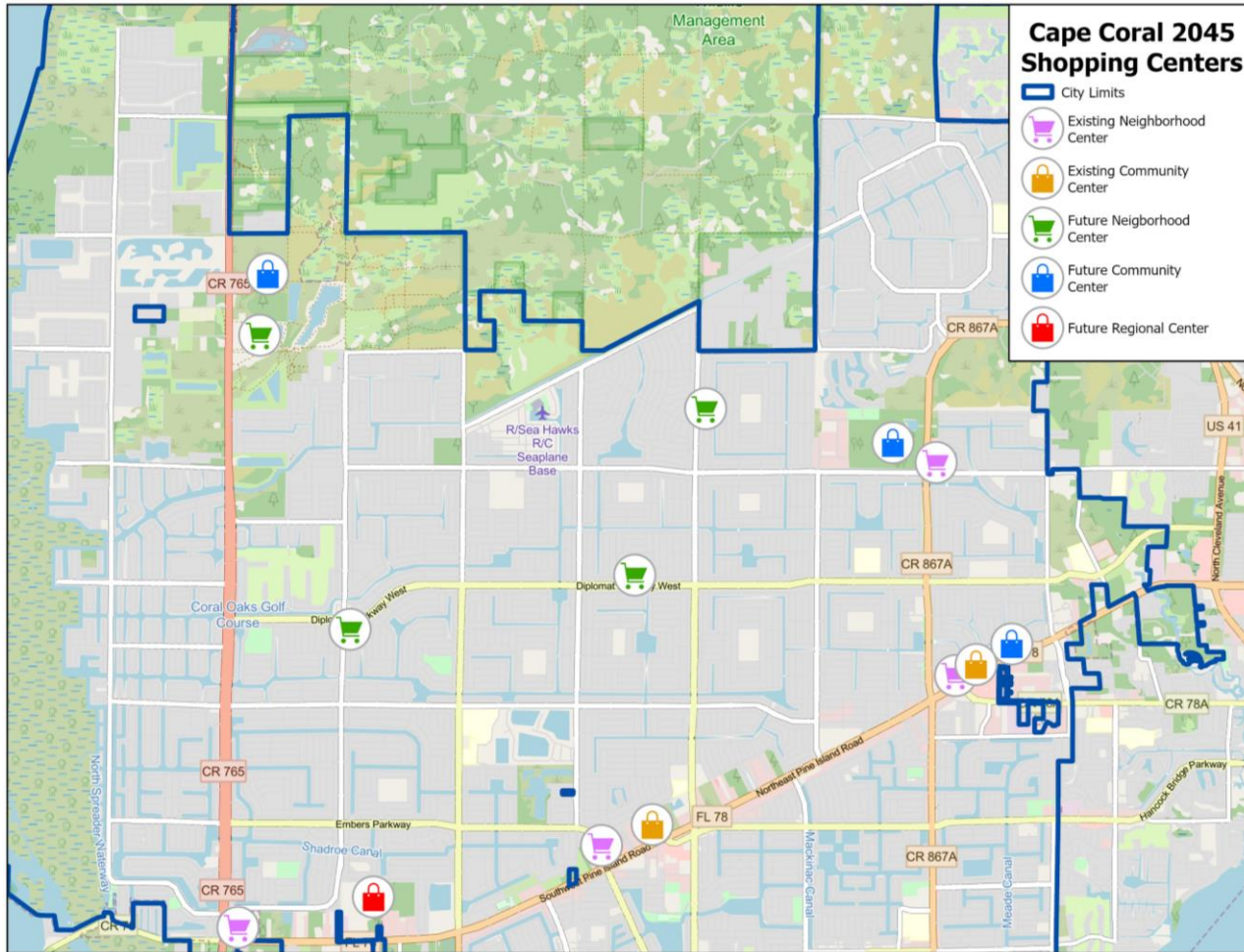


Figure 1: Future Shopping Centers.

Diplomat Shopping Center Drive-Time

| Mobility Service Area Population | 2023 | Buildout |
|----------------------------------|--------|----------|
| Future Neighborhood Center 1 | 23,789 | 55,671 |
| Future Neighborhood Center 2 | 29,855 | 69,547 |
| Overlap | 10,180 | 24,018 |
| Net Service Population | 43,463 | 101,200 |

Table 1: Baseline and Buildout Net Service Population Comparison.

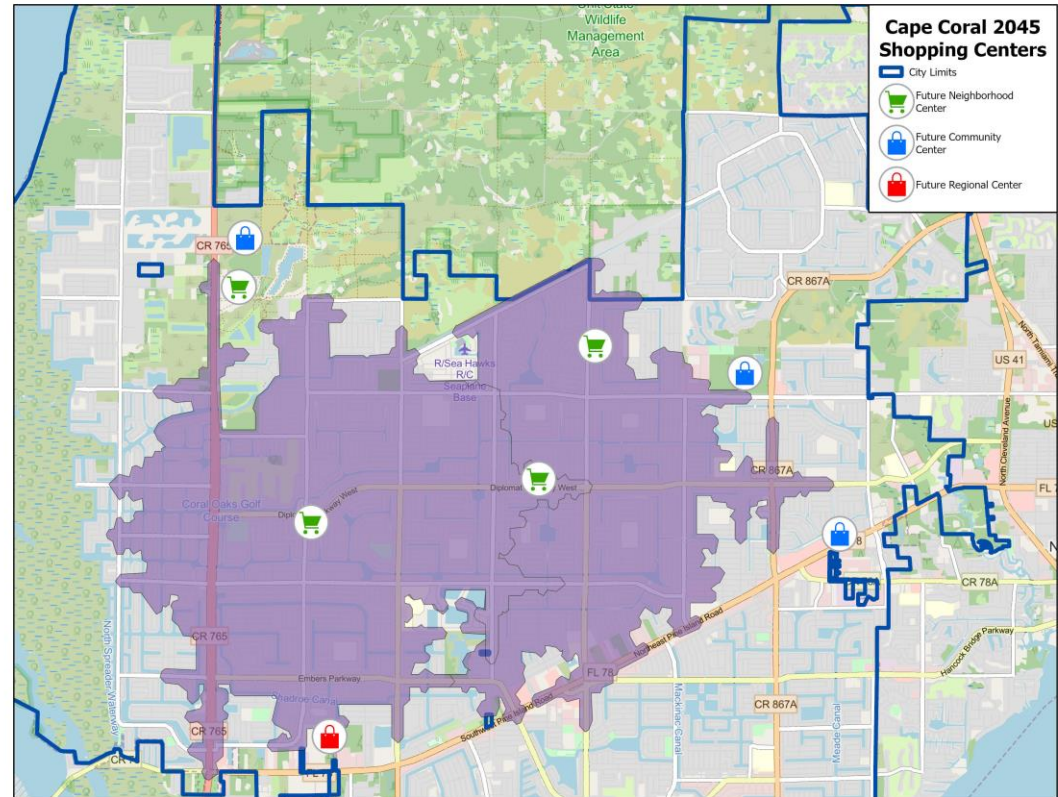


Figure 2: Future Diplomat Shopping Centers Mobility Service Area.

Analysis Tables

| Types | Total Sqft | NC | CC | Other |
|-------|------------|---------|---------|---------|
| NC 1 | 277,584 | 202,722 | 0 | 74,862 |
| NC 2 | 96,489 | 79,134 | 0 | 17,355 |
| NC 3 | 385,043 | 88,892 | 121,780 | 174,371 |
| NC 4 | 129,312 | 68,626 | 0 | 60,686 |
| NC 5 | 460,933 | 125,762 | 209,953 | 125,218 |
| NC 6 | 223,356 | 113,545 | 0 | 109,811 |
| NC 7 | 51,683 | 40,159 | 0 | 11,524 |
| NC 8 | 185,552 | 50,126 | 0 | 135,426 |
| NC 9 | 192,797 | 96,176 | 0 | 96,621 |
| NC 10 | 44,770 | 44,770 | 0 | 0 |
| NC 11 | 392,560 | 87,434 | 0 | 305,126 |
| NC 12 | 108,541 | 81,721 | 0 | 26,820 |
| Mean | | | | 94,818 |

Table 2: Commercial Sqft 1/8-Mile from Existing NC.

| Types | Total Sqft | NC | CC | Other |
|-------|------------|---------|---------|---------|
| NC 1 | 307,867 | 202,722 | 0 | 105,145 |
| NC 2 | 96,489 | 79,134 | 0 | 17,355 |
| NC 3 | 754,637 | 88,892 | 378,687 | 287,058 |
| NC 4 | 320,728 | 68,626 | 123,822 | 128,280 |
| NC 5 | 560,482 | 125,762 | 209,953 | 224,767 |
| NC 6 | 481,036 | 113,545 | 0 | 367,491 |
| NC 7 | 55,733 | 40,159 | 0 | 15,574 |
| NC 8 | 320,050 | 50,126 | 91,422 | 178,502 |
| NC 9 | 204,399 | 96,176 | 0 | 108,223 |
| NC 10 | 44,770 | 44,770 | 0 | 0 |
| NC 11 | 827,241 | 87,434 | 0 | 739,807 |
| NC 12 | 112,397 | 81,721 | 0 | 30,676 |
| Mean | | | | 183,573 |

Table 3: Commercial Sqft 1/4-Mile from Existing NC.

Intersection Nodes

- Diplomat Can Support 2 Neighborhood Shopping Centers *today*
- Nodes on Diplomat will provide services to Kismet
- Creating nodes now will increase flexibility in the future

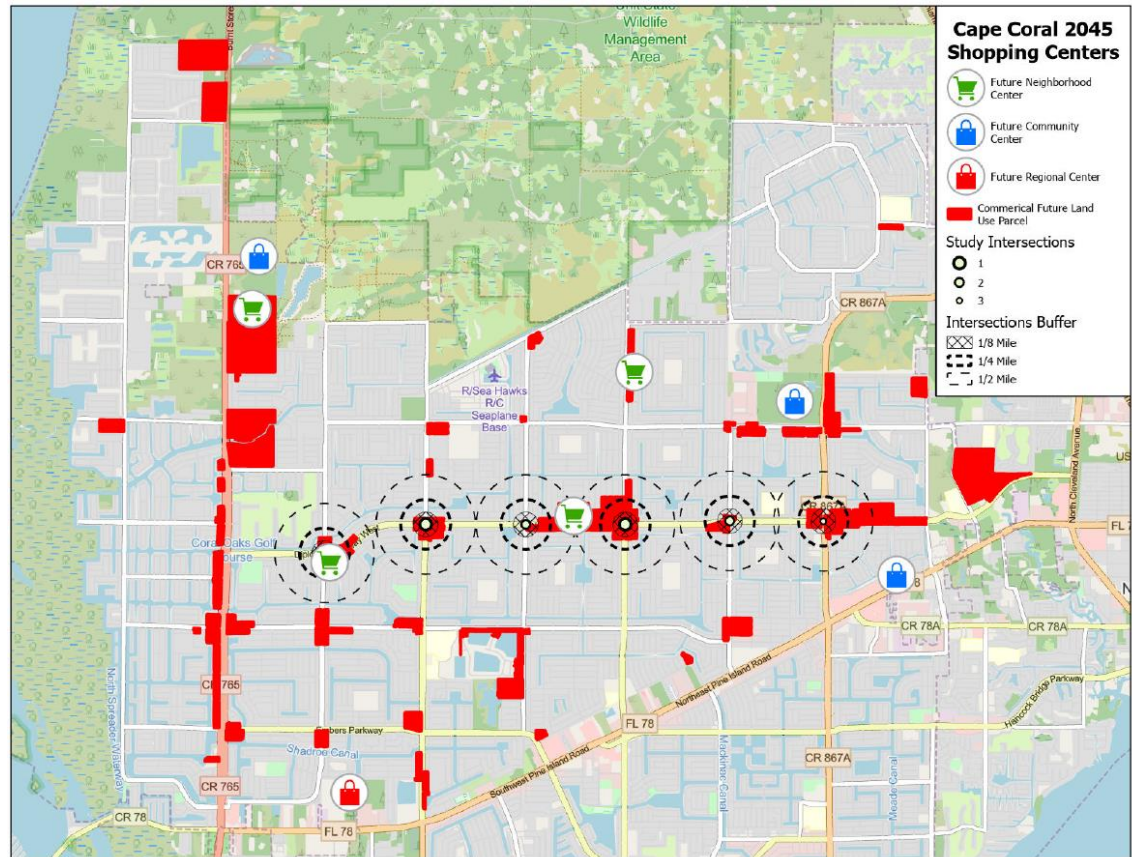


Figure 4: Diplomat Parkway Intersection Nodes.

Diplomat Parkway with 1 Mile Radius

| Baseline Population | Baseline Demand SQFT | 2045 Population | 2045 Demand SQFT | Buildout Population | Buildout Demand SQFT |
|---------------------|----------------------|-----------------|------------------|---------------------|----------------------|
| 29,092 | 1,504,918 | 51,420 | 2,659,978 | 68,555 | 3,546,345 |

Table 4: Diplomat Parkway Service Population and Commercial demand.

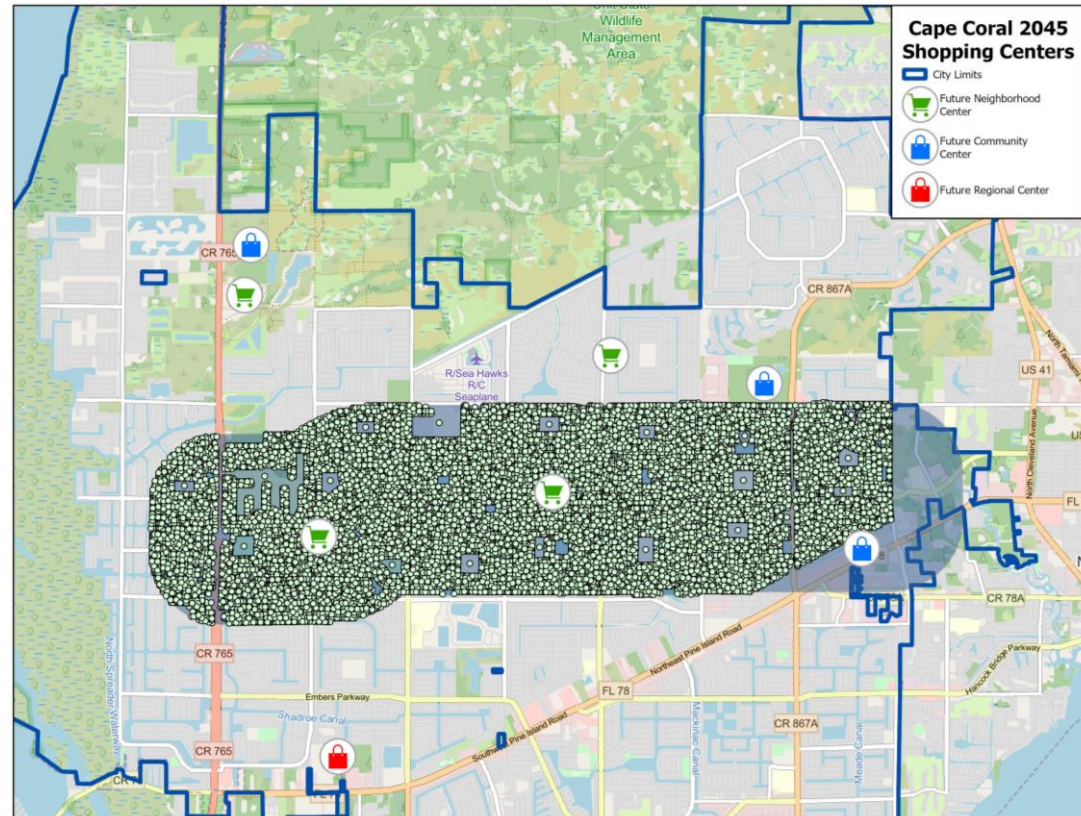
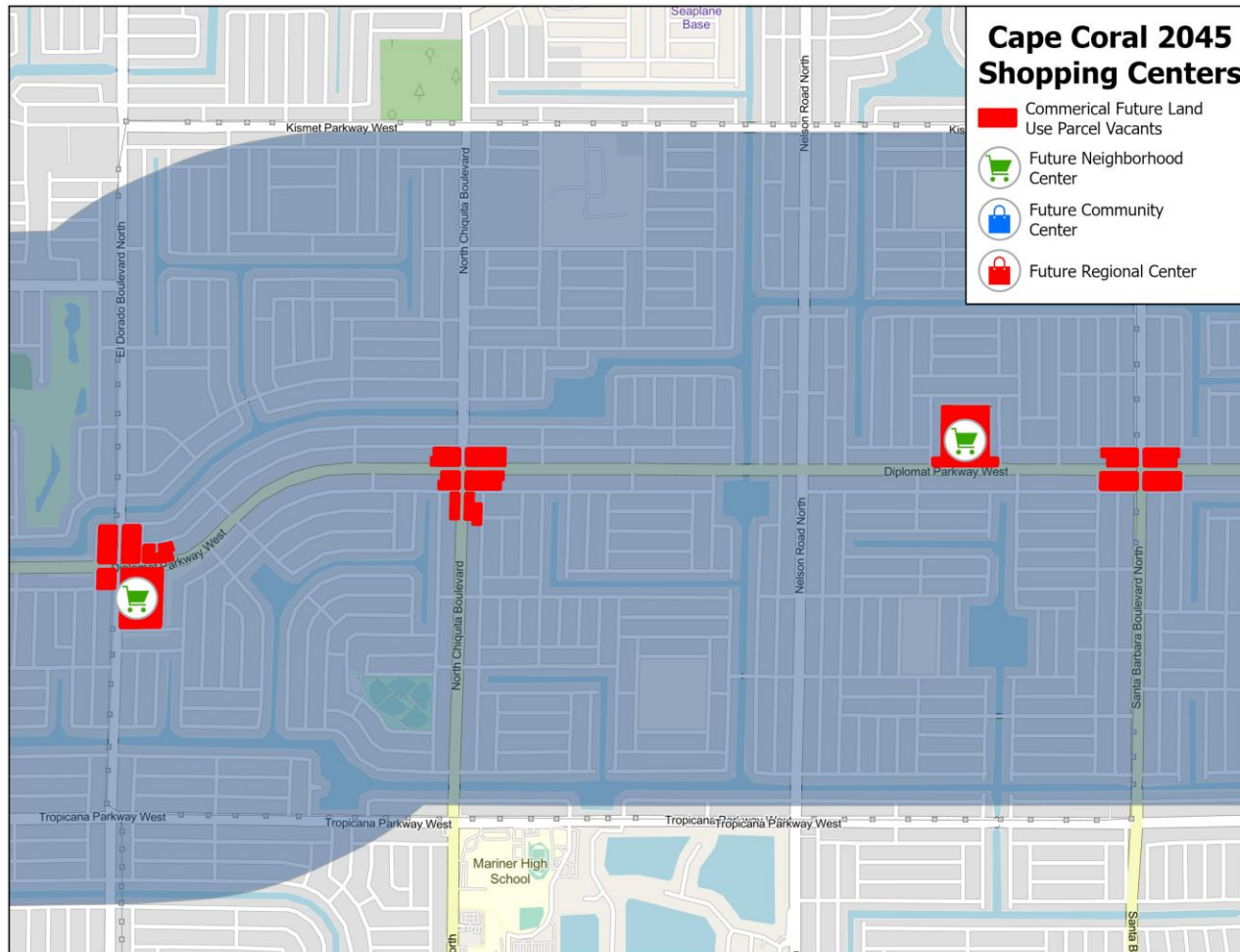


Figure 5: Diplomat Parkway One-Mile Radius.

Diplomat Parkway with 1 Mile Radius



Existing Vehicle Miles Traveled (VMT)

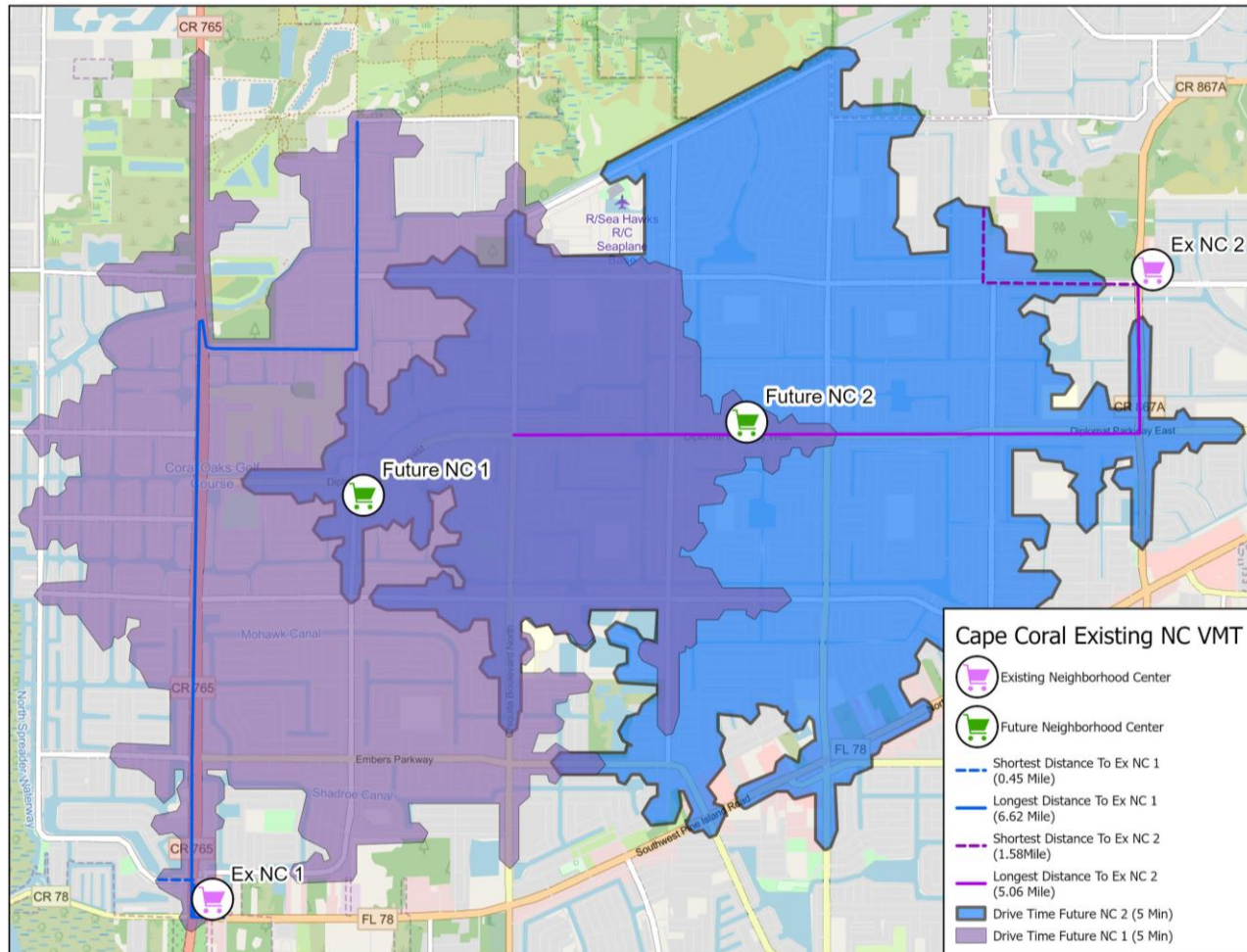


Figure 7: Existing NC VMT Coverage Areas.

Future Vehicle Miles Traveled (VMT)

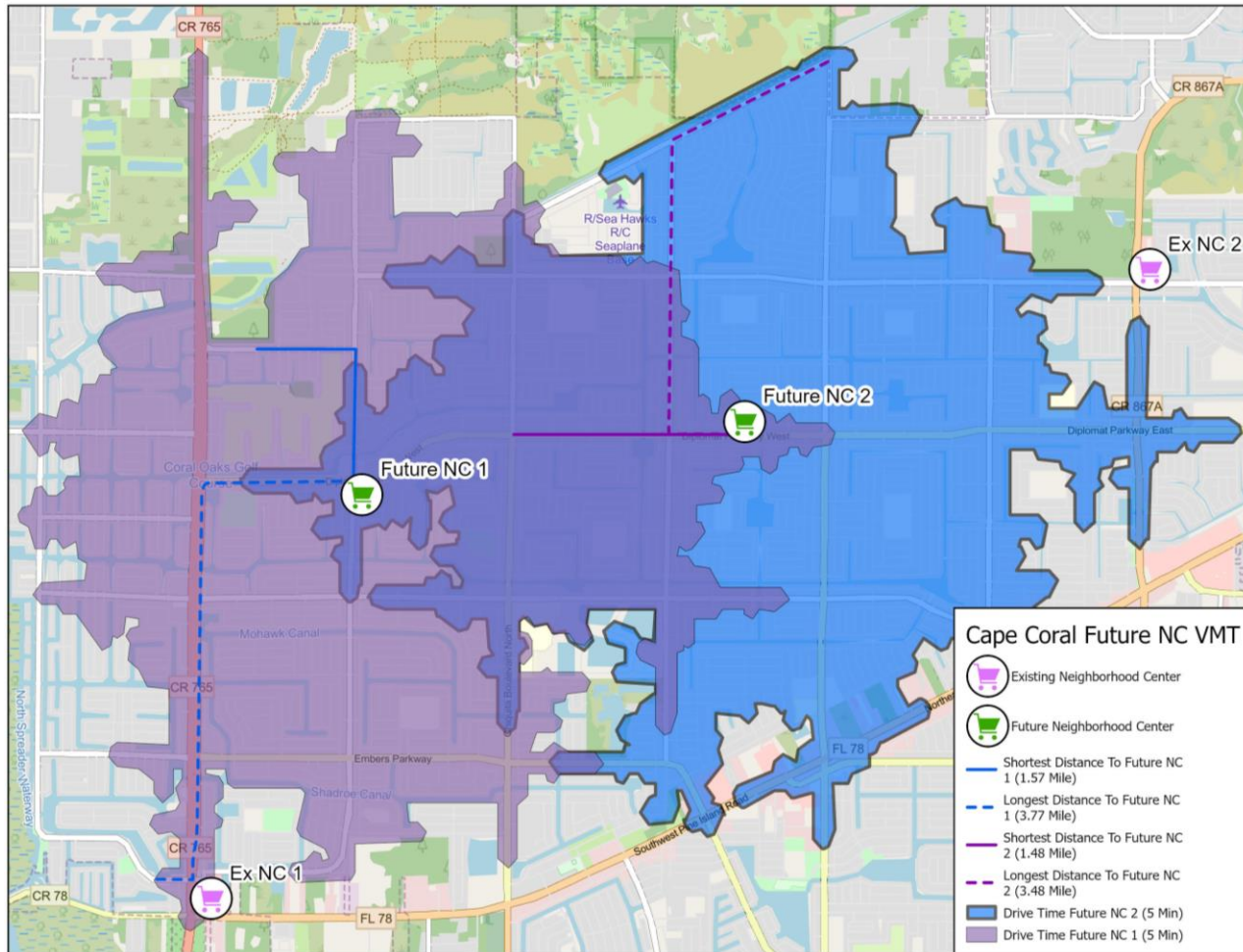


Figure 8: Future NC VMT Coverage Areas.

VMT Analysis & Comparison

| Future NC 1 Vehicle Miles Traveled (VMT) | | |
|--|-----------|-----------|
| VMT Long | 1.94 | |
| VMT Short | 1.20 | |
| VMT Average | 1.57 | |
| 2023 Housing Units (Baseline) | 5,312 | |
| BO Housing Units (Buildout) | 12,496 | |
| Trips to NC Per Week | 2 | |
| Average Existing VMT To Ex NC 1 | | |
| | 3.54 | |
| NC 1 Annual VMT Comparison | | |
| | Baseline | Buildout |
| Annual VMT to Future NC 1 | 867,343 | 2,040,347 |
| Annual VMT to EX NC 1 | 1,952,904 | 4,594,029 |
| Annual VMT reduction NC 1 | | |
| | 1,085,560 | 2,553,683 |

Table 5: Future NC 1 VMT.

| Future NC 2 Vehicle Miles Traveled (VMT) | | |
|--|-----------|-----------|
| VMT Long | 3.48 | |
| VMT Short | 1.48 | |
| VMT Average | 2.48 | |
| 2023 Housing Units (Baseline) | 7,988 | |
| BO Housing Units (Buildout) | 18,493 | |
| Trips to NC Per Week | 2 | |
| Average Existing VMT To Ex NC 2 | | |
| | 3.32 | |
| NC 2 Annual VMT Comparison | | |
| | Baseline | Buildout |
| Annual VMT to Future NC 2 | 2,060,265 | 4,769,715 |
| Annual VMT to EX NC 2 | 2,758,097 | 6,385,263 |
| VMT reduction NC 2 | | |
| | 697,832 | 1,615,548 |

Table 6: Future NC 2 VMT.

Potential Fiscal Impacts

| Types | Assessed Value (in Millions) | | | | Building Area (Square Feet) | | | | Assessment Per Square Foot | | | | |
|-------------------|------------------------------|--------|--------|--------|-----------------------------|---------|---------|---------|----------------------------|-------|-------|--------|-------|
| | Total | NC | CC | Nearby | Total | NC | CC | Near By | Total | NC | CC | Nearby | |
| NC 1 | \$36.7 | \$17.1 | \$0 | \$19.6 | 307,867 | 202,722 | 0 | 105,145 | \$119 | \$84 | \$0 | \$186 | |
| NC 2 | \$17.3 | \$11.3 | \$0 | \$5.9 | 96,489 | 79,134 | 0 | 17,355 | \$179 | \$143 | \$0 | \$343 | |
| NC 3 | \$89.1 | \$8.8 | \$43.5 | \$36.8 | 754,637 | 88,892 | 378,687 | 287,058 | \$118 | \$99 | \$115 | \$128 | |
| NC 4 | \$35.0 | \$11.9 | \$5.3 | \$17.8 | 320,728 | 68,626 | 123,822 | 128,280 | \$109 | \$173 | \$43 | \$139 | |
| NC 5 | \$61.8 | \$18.2 | \$10.7 | \$33.0 | 560,482 | 125,762 | 209,953 | 224,767 | \$110 | \$144 | \$51 | \$147 | |
| NC 6 | \$59.7 | \$15.7 | \$0 | \$44.0 | 481,036 | 113,545 | 0 | 367,491 | \$124 | \$138 | \$0 | \$120 | |
| NC 7 | \$5.5 | \$3.5 | \$0 | \$2.0 | 55,733 | 40,159 | 0 | 15,574 | \$99 | \$87 | \$0 | \$129 | |
| NC 8 | \$47.1 | \$8.7 | \$10.5 | \$27.9 | 320,050 | 50,126 | 91,422 | 178,502 | \$147 | \$174 | \$115 | \$156 | |
| NC 9 | \$33.8 | \$17.8 | \$0 | \$16.0 | 204,399 | 96,176 | 0 | 108,223 | \$165 | \$185 | \$0 | \$147 | |
| NC 10 | \$3.8 | \$3.8 | \$0 | \$0 | 44,770 | 44,770 | 0 | 0 | \$86 | \$86 | \$0 | \$0 | |
| NC 11 | \$80.2 | \$7.4 | \$0 | \$72.8 | 827,241 | 87,434 | 0 | 739,807 | \$97 | \$85 | \$0 | \$98 | |
| NC 12 | \$16.6 | \$11.5 | \$0 | \$5.1 | 112,397 | 81,721 | 0 | 30,676 | \$148 | \$141 | \$0 | \$166 | |
| Nearby Average AV | | | | \$23.4 | Nearby Average SqFt | | | 183,573 | Nearby Average AV per Sqft | | | | \$147 |

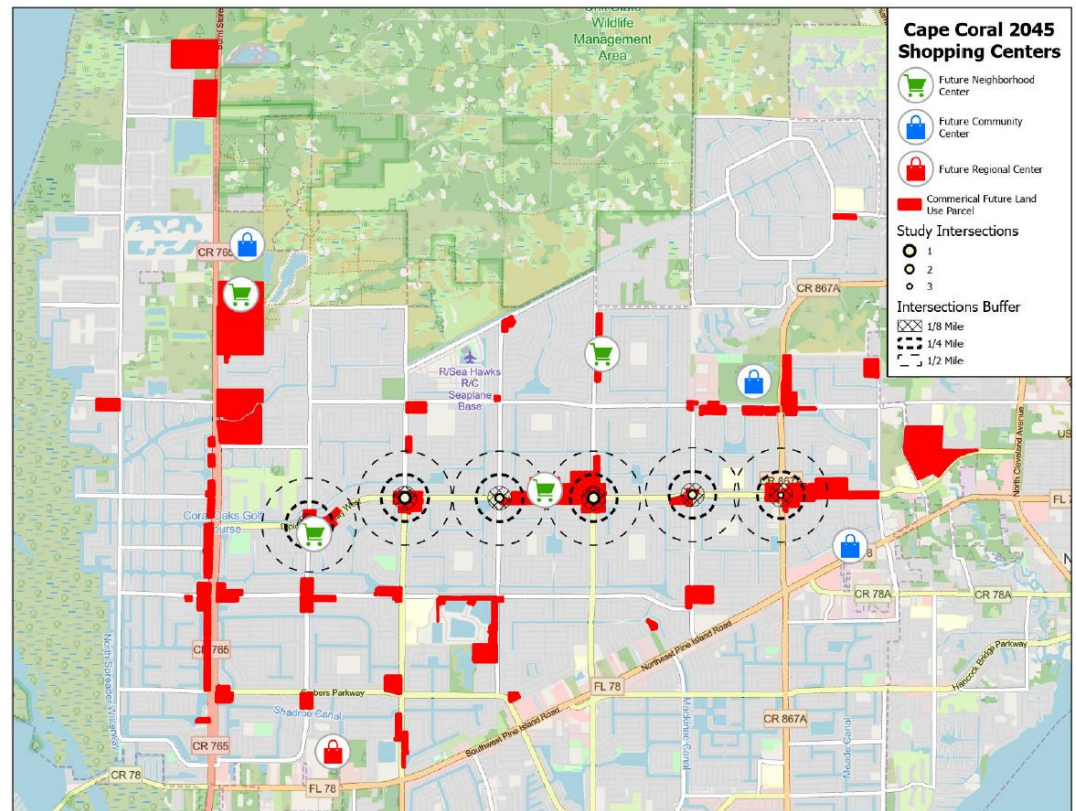
Table 7: Potential Fiscal Impacts.

| | Millage Rate | New Revenue |
|--------|--------------|-------------|
| NC | 5.3694 | \$ 77,447 |
| Nearby | 5.3694 | \$144,525 |
| Total | | \$221,973 |

Table 8: Existing Millage Rate and New Revenue for Future NC.

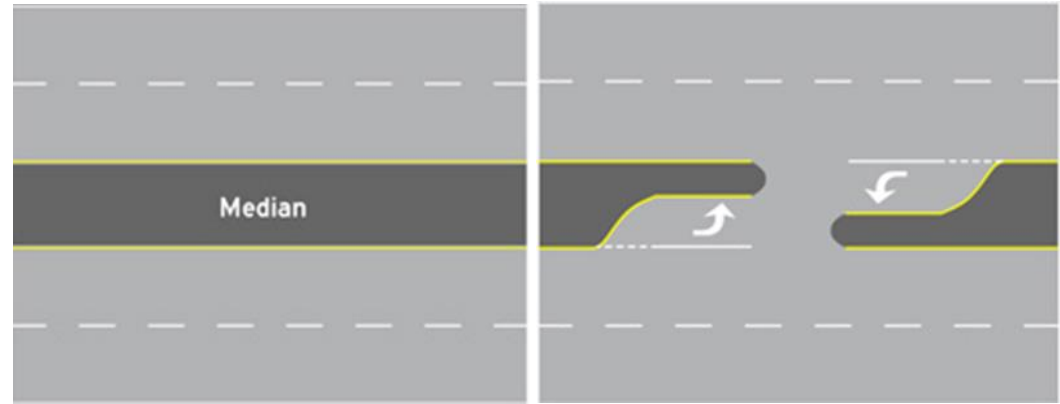
Diplomat Commercial Node Summary

- Diplomat Can Support two Neighborhood Shopping Centers today
- Projected VMT reduction is 1.8 million miles per year and 26,000 fewer trips per week to existing NCs
- Property tax revenue is projected to increase by over \$440,000 per year not including enhanced assessed values of nearby homes.



Transportation Impacts (South Cape)

- Recognize context sensitive solutions to address the transportation needs in BOTH the north and south Cape.



Quality Data leads to quality decision making.

Quality Decisions lead to optimized return on your Capital Investments.

QUESTIONS?

PLEASE CONTACT US FOR
MORE INFORMATION.

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239-913-6949

metroforecasting.com





AGENDA REQUEST FORM
CITY OF CAPE CORAL

| | |
|----------------------|-------------------|
| Item Number: | B.(4) |
| Meeting Date: | 10/9/2024 |
| Item Type: | DISCUSSION |

TITLE:

Boat Canopies

REQUESTED ACTION:

SUMMARY EXPLANATION AND BACKGROUND:

STRATEGIC PLAN ALIGNMENT:

1. 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?

Recommendations:

SOURCE OF ADDITIONAL INFORMATION:

FISCAL IMPACT/FUNDING SOURCES(S)/BUDGET CONSIDERATIONS:

1. Will this action result in a Budget Amendment?

PREPARED BY:

Division- Department-

ATTACHMENTS:

| Description | Type |
|---|-----------------|
| <input type="checkbox"/> 1. Boat Canopy discussion item | Backup Material |

Section 5.4.7. Boat canopies and sun shelters.

- A. No overhead structure shall be constructed on any dock other than an approved boat canopy or sun shelter. Sun shelters shall be erected or installed on docks only in accordance with Section 5.2.10. of this article.
- B. Boat canopies are permitted to be erected or installed on marine improvements for the purpose of protecting a vessel from the elements only in accordance with the following:
 - 1. The support(s) and frame(s) of a boat canopy shall be constructed of a corrosion-resistant material, with a diameter or width of not less than one and one-quarter inches. Boat canopy supports shall be arranged in an open design so as to allow visibility through the sides with openings no smaller than four feet in any dimension. No boat canopy support or frame shall be of a solid or opaque design so as to create a wall. No boat canopy shall have wooden framing or supports. No shutter roll-up design shall be permitted.
 - 2. The canopy shall be fabric or a material which can be rolled and folded without damage. The canopy shall be attached to the boat canopy supports or frames in such a manner that it detaches in a wind load of 70 mph or greater.
 - 3. The boat canopy shall not extend horizontally more than 30 inches over any dock or seawall to which the canopy is attached. Canopies attached to marine improvements that are built to the maximum projection, may extend up to 30 inches beyond the structure.
 - 4. No boat canopy shall exceed 40 feet in length or 18 feet in width.
 - 5. Boat canopies, their supports, and frames shall be maintained in good repair at all times. No canopy, canopy support, or frame shall be allowed to fall into disrepair or to become dilapidated, structurally dangerous, or unsafe. In the event a boat canopy, canopy support, or frame falls into disrepair, it shall be the responsibility of the owner of the waterfront parcel to remove the offending structure.
 - 6. Only one canopy may be permitted per parcel. On single-family residential properties which have a water frontage length greater than 80'-0", a second boat canopy is permitted provided that the maximum combined area of all boat canopies permitted on the property do not exceed nine times the length of the property's water frontage, or 1,500 square feet, whichever is less.
 - 7. No boat canopy, when measured at its highest point, shall extend more than 20'-0" from the Mean High Water Line of the waterway or 16'-0" above the grade of the decking of the attached marine improvement, whichever is less. .
 - 8. The boat canopy shall be attached to the boat canopy side supports or frames so that at least 75% of the area of each side of the boat canopy structure is left open and uncovered.
 - 9. Except as otherwise provided herein for boat canopies attached to joint marine improvements, no part of any boat canopy shall be located less than 12 feet from the ends of the water frontage line unless the prior written consent of the affected abutting property owner(s) is obtained. Such consent shall be recorded in the public records of Lee County, at the expense of the property owner(s), shall be irrevocable by the affected abutting property owner, and shall be binding on the heirs, tenants, successors in interest and/or assigns of the affected property owner unless the owner of the property with the boat canopy that is located less than 12 feet from the ends of the water frontage line consents in writing to the revocation and removes or relocates the boat canopy so as to comply with all applicable requirements of this section. The owner of the parcel containing the marine improvement to which the boat canopy is attached shall be responsible for providing the aforesaid written consent to the city prior to obtaining a permit for the construction or erection of a boat canopy

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10. Second boat canopies on single-family residential properties that obtained a deviation prior to April 2, 2015, to lawfully construct a second boat canopy, shall be deemed legal and conforming and, if damaged or removed, may be repaired or replaced.
 11. No boat canopy shall be located in or over a public waterway unless it is attached to a marine improvement or seawall.
 12. With respect to properties on which multi-family residential uses are located, no more than one boat canopy for each residential unit lawfully existing on the property shall be permitted.

(Ord. 51-19, § 1, 11-18-2019; Ord. 80-21, § 4, 11-3-2021)