

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: Dave Stokes

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. Butola

City Clerk

Rebecca van Deutekom

AGENDA
COMMITTEE OF THE WHOLE

May 22, 2018

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, STOKES, STOUT, 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) Presentation/Discussion of Sister City - Baise, China - JoAnne Killion
- (2) Oasis Sports Park
- (3) Administrative Services for the Charter School
- (4) Future Alternative Uses for Property Known as D&D Boat Ramp in Cape Coral (Continued from 4/23/2018)

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, June 4, 2018 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: 5/22/2018
Item Type: DISCUSSION

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Presentation/Discussion of Sister City - Baise, China - JoAnne Killion

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:

Sister City Update - Baise-China

PREPARED BY:

Division- Department-

SOURCE OF ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Sister City Update - Baise-China	Backup Material

MEMORANDUM

CITY OF CAPE CORAL
CITY MANAGER'S OFFICE

TO: John Szerlag, City Manager 

FROM: Connie Barron, Public Affairs Manager 

DATE: May 22, 2018

SUBJECT: Sister City Update – Baise, China

In 2016, Mayor Marni Sawicki was approached by JoAnne Killion about the possibility of Cape Coral establishing a Sister City partnership with a municipality in China. Ms. Killion is a Cape Coral resident and businesswoman, who also frequently travels to China. Ms. Killion subsequently met with City staff to evaluate potential Sister City candidates in China.

At the Committee of the Whole meeting on November 2, 2016, Council members and City staff discussed the possibility and interest in establishing a Sister City partnership with a city in China. The recommended city was Baise, China. Council provided direction to move forward, and in March 2017, the City began official correspondence with the Baise Municipality.

The mayors of both cities have exchanged official letters of invitation, introduction and acceptance of the Sister City partnership. It is anticipated this partnership would develop educational, economic and professional opportunities, which will be more fully defined as we proceed. Please know this Sister City partnership is not being pursued through the Sister Cities International.

We now have reached the point where the Baise Municipality wishes to extend an official invitation to the City of Cape Coral to send a small delegation (5-6 representatives) to visit Baise and discuss future opportunities. The mayor of Baise will send the official invitation, which is required to begin the visa application process for travel to China. Before doing so, we must send an official letter from Mayor Coviello expressing interest in receiving the invitation. We would be looking at a travel date sometime in September – October.

As an FYI – I have attached the recent letter from the Mayor of Baise along with an introduction they provided about their city. Ms. Killion and Economic Development Manager Dana Brunett will be at the meeting to provide input as well.

Attachments

百色市人民政府

March 26th 2018

Honorable Mr. Joe Coviello, mayor of City of Cape Coral, Lee County, Florida State, United States of America,


I am very glad to have received your letter of March 1st 2018. Here, on behalf of the People's Government of Baise Municipality and more than 4 million people of different ethnic groups in Baise Municipality, I would like to extend my best and sincerest wishes to you as you are the newly elected mayor of City of Cape Coral!

I am also very pleased to know your good will that you would like to continue to promote the establishment of a Sister City Relationship between your city and Baise Municipality.

Baise Municipality is willing to actively conduct exchanges between both sides with the City of Cape Coral to promote cooperation and development in such fields as Education, Economy and Professional Exchanges. For this, I cordially invite you to lead a delegation to visit Baise in a proper time this year. Our two sides will strengthen the communication about the details of Sister City's affair, deepen mutual understanding and friendship, promote the process of building a Sister City Relationship between both sides. I believe that through our joint efforts, we will create a better life for the people of Baise Municipality and the City of Cape Corral!

I wish a good beginning and long-term development between Baise Municipality, Guangxi, P. R. China and the City of Cape Coral, Lee County, Florida State, the United States of America!

I wish Mayor Joe Coviello, Members of Cape Coral City Council, all the staff in the Office of the Mayor and City Council and all the people in City of Cape Coral good health and every success in work and life!

Zhou Yijue 

Mayor

People's Government of Baise Municipality
Guangxi, P. R. China

Contact Person: Li Chunxia

Add: Foreign & Overseas Chinese Affairs Office, Baise Municipality,
Guangxi 533000, P. R. China

Tel: +86-776-2824349

Fax: +86-776-2855156

Email: bsswqb@163.com

A Brief Introduction to Baise Municipality

Baise is located in the western part of Guangxi Zhuang Autonomous Region. Geographically, Baise stands in the junction area of China and Vietnam, and area of Yunnan Province, Guizhou Province and Guangxi. It is bordered by Guizhou on the north, Yunan on the west, Nanning on the east and Vietnam on the South. Within its administration, Baise has 135 towns or townships under 12 counties (including one county level city, one district), covering a total area of 36,300 km², of which 95.4% is mountainous areas, while the plain takes up 4.6%. It has a border line of 360 km and a population of 4 million people, and is inhabited by 7 nationalities, namely, Zhuang, Han, Yao, Miao, Yi, Gelao, and Hui. The ethnic groups account for 87% of the population.

Baise is a history-honored municipality with splendid culture. Its Youjiang River valley is one of the centers where primitive people lived 800,000 years ago. The “Baise Hand-Axe” dated back to 803,000 years ago, has rewritten the history of human civilization in Asia. In the ancient Spring and Autumn and the Warring States Periods, Xilin County, Baise is the political and cultural center of the ancient Gouding Kingdom. The Ganzhuang Hills in Tianyang County, Baise is the birth place of Buluotuo, the human ancestor of Zhuang aborigines living in the Pearl River Valley, influencing ASEAN countries like Vietnam, Thailand, and Malaysia.

Baise is an old revolutionary base where the older generation of proletarian revolutionaries such as Deng Xiaoping, Zhang Yunyi led and launched the worldwide shocking event, the Baise Uprising, created the 7th Red Army, and established the Youjiang Revolutionary Base Area and the Soviet Government. This is an important part of the great endeavor of the Chinese people of all nationalities led by the Communist Party of China struggling for the independence and liberation of the nation; it is a great deed of the Party to create a revolutionary base in the frontier minority areas. The Baise Uprising slammed the reactionary rule in the frontier area in southern China, strengthened the revolutionary forces, and promoted the development of the national revolutionary situation. It has therefore written a brilliant chapter in the history of the Chinese revolution.

Baise has various kinds of mineral resources, of which 57 kinds of minerals have been ascertained, and the prospective reserves of bauxite in Baise are over 1 billion tons. Baise has become the biggest Aluminum industry base in China, which currently has an annual producing capacity of 8.4 million tons of aluminum oxide, 820 thousand tons of electrolytic aluminum and processing capacity of 1.2 million tons of aluminum and supporting capacity for 700 thousand tons of carbon, 200 thousand tons of caustic soda and 1.2 million tons of lime. Meantime, the reserves of antimony, copper, oil, coal, gold, crystal, etc., are also among the

highest in Guangxi. Thus, Baise is one of the top ten non-ferrous metal mining and important coal production base in Guangxi. Baise is rich in water resources. The potential hydroelectric resource reaches above 6 million kilowatts, of which over 4,500,000 kilowatts have been developed. Most part of the electricity produced in Baise is transmitted via the national grid to Guangdong Province and the developed areas along the eastern coast. Therefore, Baise has become a crucial national base of the “West-to-East Power Transmission”.

Baise enjoys a distinctive subtropical monsoon climate, which is characterized by abundant light and heat, rain and heat over the same period, long summers followed by short winters, and moderate annual rainfall and temperatures. Baise has unique conditions for the development of subtropical agriculture and has become an important grain production base in Guangxi, China’s important base of the South-North vegetable transport, the home of Mangoes in China and the base of sub-tropical fruits, the perfume base in China and National Agricultural Science and Technology Zone. The Youjiang River Valley is one of the three best subtropical monsoon climate areas, together with Hainandao Province and Xishangbannan Dai Autonomous Prefecture. As a result, it is entitled as the “Natural Greenhouse”, “Big Granary”, and “Big Orchard”. With a forest coverage rate of 66.6%, Baise also possess

abundant forest resources. In February 2012, it was entitled a “National Garden City”.

Baise is a tourist destination with a revolutionary history, one of the country's “12 Key Revolutionary Tourism Attractions” and one of the national patriotism education bases. It abounds in numerous Tiankengs, valleys and green resources, Leye County is called “Museum of Tiankengs” for its largest Tiankeng group in the world. Baise has a world geological park —— the Leye-Fengshan Global Geo-Park; 8 national 4A-level scenic areas (namely the Baise Uprising Memorial Hall, the Chengbi Lake Scenic Area, the Dashiwei Tiankeng Groups Scenic Area in Leye, the Dawangling Virgin Forest Scenic Area in Youjiang District, the Tongling Grand Canyons in Jingxi County, the Gulongshan Canyons, the Tea Mountain Pyramids Scenic Spot in Lingyun County, the Jixing Underground Corridor Scenic Area in Debao County); and 5 national 3A-level scenic areas, and 13 national and Guangxi agricultural tourism demonstration sites. The lion dancing of Zhuang in Tianyang, the Tianyang Buluotuo oral epic, the Napo Black-Clothes Zhuang folk songs, the Jingxi Zhuang brocade techniques, the Tianlin North-school dramas, the Tianlin Yao bronze drums, the Liao songs of the Zhuang ethnic group in Pingguo County, which are all included in the list of intangible cultural heritage protection of the State Council. The beautiful and unique natural scenery and colorful customs and cultures of ethnic groups

and those at the border area are so enchanting that both domestic and foreign tourists are always reluctant to leave. Therefore Baise becomes a new attraction of the Tourism in Guangxi, following that of the Guilin Landscapes of Mountains and Rivers and the Beihai Silver Beach. It has the honourable title of “China's Outstanding Tourist City”.

Located in the upper reaches of the Pearl River, Baise is an important logistics distribution center of Yunnan, Guizhou and Guangxi and the strategic passage between the sea and the great southwestern China, so it has been identified as the Southwest region's transportation hub by the Ministry of Transport, and serves as the frontier of China-ASEAN two-way opening up. The G80 Nanning-Kunming Expressway, G78 Shantou-Kunming Expressway, Mashan-Pingguo Expressway, Jingxi-Napo Expressway has been open to traffic. Currently 5 expressways with a total length of around 433km are under construction or planned to be built, and it is expected that the expressway network of “one ring and six radiations” (one ring expressway of the Baise city proper and 6 other expressways in Baise area) will be built. The Nanning-Kunming Railway and Yunnan-Guangxi Railway run through Baise and 7 railways up to 2331km long are currently under construction or planned to be built. Baise Airport has opened routes of Baise-Guangzhou, Baise-Guilin, Baise-Chongqing, Baise-Shanghai, Baise-Shenzhen and Baise-Tianjin. With regards to

the shipping along the Youjiang River, the formation of 1000-ton shipping capacity is being accelerated, with direct access to Guangzhou, Hong Kong and Macao. Baise has 2 national first-class ports, one second-class port and six border trade points with Vietnam. As the gateway to the sea and the border from southwestern China, Baise's increasingly prominent geographical location has made it the frontier of the two-way opening up between China and ASEAN.

Since the founding of New China, more than 80 leaders of the party and the state, including Xi Jinping, Hu Jintao, Jiang Zemin, Wu Bangguo, Wen Jiabao, Jia Qinglin and Li Changchun have been to Baise on inspection visits successively, and given great concern to its development. After gaining its status of a municipality from a prefecture in 2002, under the correct leadership of the Central Committee of the CPC, the State Council, the Guangxi Committee of the CPC and Guangxi People's Government, Baise has been taking full advantage of the nation's western development drive, the China-ASEAN Free Trade Area and other major opportunities, and relying on its abundant resources, to further promote the spirit of the Baise Uprising to push forward the overall construction of its industrialization, urbanization, and industrialization process of agriculture to develop various social undertakings and to achieve economic and social development by leaps and bounds.

In 2016, GDP of Baise reached 111.431 billion RMB, up by

8.8% compared with the previous year; with the Agricultural Industry increasing by 3.9%, Industry by 9.6% and the Tertiary Industry by 10.4% respectively. And the total output of large scale industries increased by 48291 million RMB, up by 9.7%. The fixe-assets investment reached 106.04 billion, up by 3.9%. The fiscal revenue reached 12.322 billion RMB, up by 7.6%. The total volume of the retail sales of consumer goods reached 24.684 billion RMB, up by 11.6%. The total foreign trade value reached 13.8 billion RMB, up by 36.4%; and the total value of loans and deposits of all banking institutions reached 192.81 billion RMB, UP by 16%.

Item Number: B.(2)
Meeting Date: 5/22/2018
Item Type: DISCUSSION

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Oasis Sports Park

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? No

Planning & Zoning/Staff Recommendations:

SUMMARY EXPLANATION AND BACKGROUND:

LEGAL REVIEW:

EXHIBITS:

PREPARED BY:

PT Division- Department- Council
Offices

SOURCE OF ADDITIONAL INFORMATION:

Council Offices

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Executive Summary	Backup Material
<input type="checkbox"/> Aerial View	Backup Material

Oasis Sports Park

EXECUTIVE SUMMARY

The City of Cape Coral, with a growing population of over 180,000 residents, has the benefit of having excellent weather, safe streets, and a good sense of community. However, as our city has grown, the sports amenities available have not kept pace.

No Public football field, baseball field, or tennis facility has been built in over 10 years, while the population has increased significantly. In part, this is due to the great recession that led Cape Coral to be one of the hardest hit areas economically in the country.

Over the past 6 years, our city has seen a steady recovery of jobs and property values. The city has seen an incredible increase in tax revenues from this recovery, as well as the addition of the public service tax and fire service assessment. As the population and the need for additional sports facilities has grown, the city has not been able to move forward with them.

The city conducted a citizens' survey two years ago that showed a strong desire for additional sports facilities, particularly pickleball, tennis, and softball programs. The city is also in great need of additional facilities for football, soccer, and track and field activities.

In the past the city has built sports facilities adjacent to schools, the latest being Jim Jeffers Park at Christa McAuliffe Elementary School. This facility serves an area that was lacking athletic fields and courts for the surrounding neighborhoods while at the same time providing outdoor space for students at Christa McAuliffe to use for gym and recess. Oasis Middle School gym is another example of a sport-related asset that is owned by the city but utilized by both the City Charter Schools and the Parks Program.

There are very few sports facilities, in Cape Coral, south of Veterans Parkway. By constructing a sports park in the unused area behind Oasis Schools, the city will meet a common residential request and also support the Cape Coral Charter School Authority's Mission for the Charter Schools.

OASIS SPORTS PARK -SUGGESTED FACILITIES

Football Field with Track, Bleachers, Soccer Ready, Lights

- o Could be natural grass (with sprinklers} or turf
- Central Building with Concession Stand, Pro Shop and Bathrooms
- Baseball field with 290'-300' foul lines, 350' to center field
- Softball Field with 250' foul lines, 300' to center field
 - All of the above are shown on Exhibit A.
- 8 Hard-Surface Tennis courts with lights.
- o Could be placed behind elementary pick-up area or south of the football field and track
- Parking for 200 vehicles

INFORMATION ON SITE

- Since this photo was taken, all wet areas have been filled in by the city. There should be little prep work needed for the site.
- The attached plan was part of the 2006 master parks plan, which was adopted by the city to serve the residents.
- All areas can be fenced off from the adjacent charter school, allowing public access without compromising safety at the schools.
- There are numerous layouts available for the proposed facilities, the attached suggestion is just one.

BENEFITS TO THE CITY

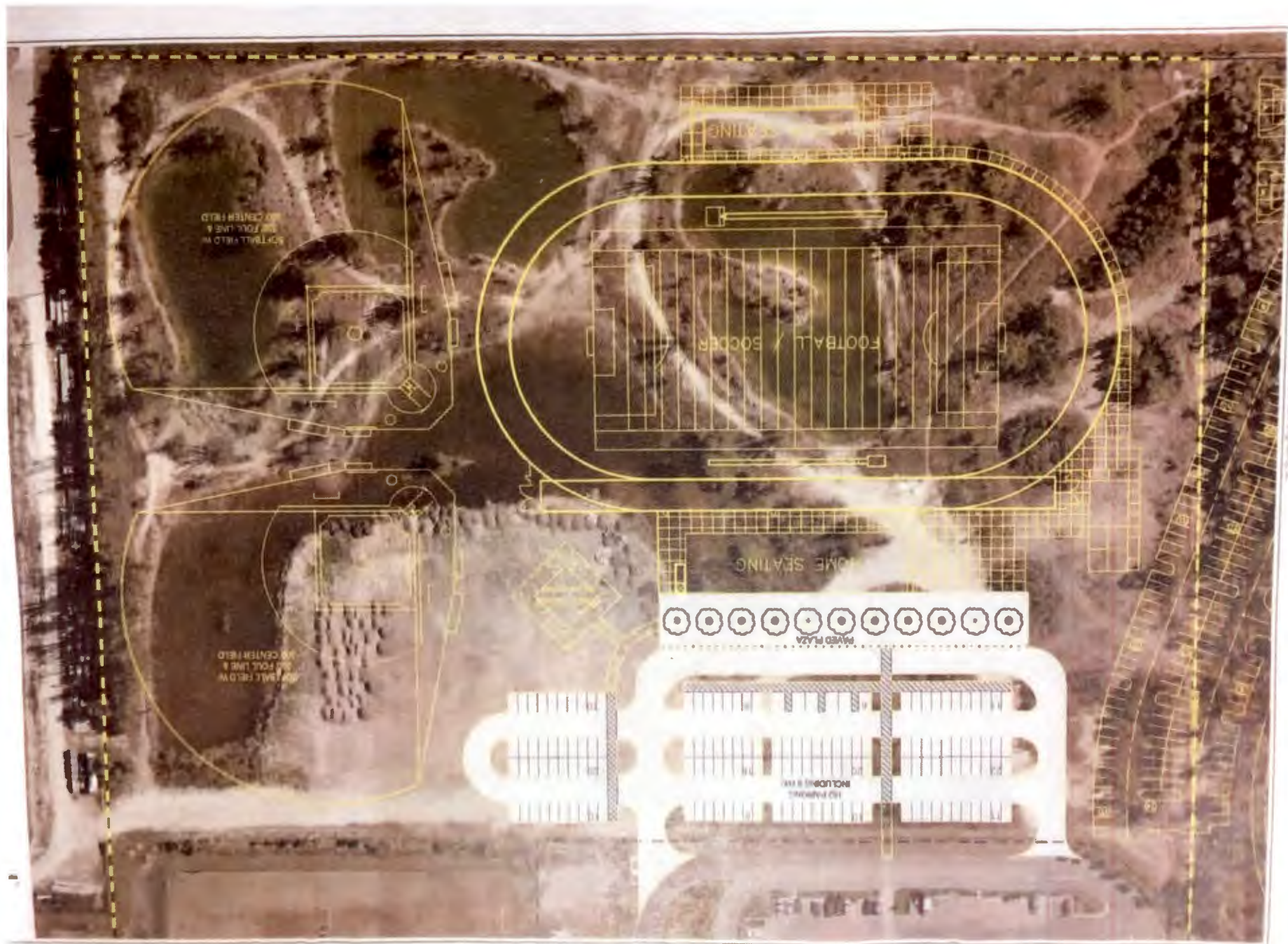
- Providing a much-needed addition to our sports field portfolio.
 - Providing much needed support to the City of Cape Coral Municipal Charter Schools. The transition rate of students from Oasis Middle School to Oasis High School continues to be low due, in large part, to the lack of a comprehensive athletic program. Locating a park here

should enhance the transition rate from Oasis Middle to Oasis High School. This could provide a short- and long-term answer to any budget issues that may arise from lack of students.

- There has been an interest in the naming rights of new facilities by those who frequently donate to city events and projects. Offering naming rights may be a way to attract private donations in support of construction costs.
- Several different sports leagues use Cape Coral public fields to host their leagues. This project would allow additional leagues to form, and provide safe, well maintained fields upon which to play.

CONCLUSION

By supporting this proposal, the Mayor and Council will demonstrate a commitment to the growing population, particularly the tens of thousands of students that call Cape Coral home.



Item Number: B.(3)
Meeting Date: 5/22/2018
Item Type: DISCUSSION

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Administrative Services for the Charter School

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:

Presentation

PREPARED BY:

Division- Department-

SOURCE OF ADDITIONAL INFORMATION:

ATTACHMENTS:

Description

☐ Presentation

Type

☐ Backup Material

Intended Outcome – Craft a resolution that will make Cape Coral Charter Schools competitively sustainable moving forward.

- a. Over the next 6 months
 - City will track all personnel and operating costs associated with:
 - Financial Services / City Clerk / Fleet & Facilities / ITS / HR
 - Fleet & Facilities costs for O + M and Capital, if necessary (Charter will fund)
- b. City will develop the costs of the development of shared athletic fields and facilities / Oasis Sports Park
- c. Charter School will follow all of the City's policies/procedures
- d. City will also track Charter School costs for how they operate
- e. City will also compare to private sector
- f. City will also address Capital to be more competitive amongst other schools
- g. City will ask Lee County School District to provide costs for managing Human Resources, record keeping, and possible other areas such as ITS
- h. City will not execute the charge back this FY (\$311k)
- i. Will determine appropriate fund balance policies moving forward
- j. Fleet Services consolidation will have to occur beginning July 2018
- k. Facilities Services consolidation will have to occur beginning July 2018

Given the above, these initiatives will change the scope of work for the Cape Coral Charter School Board and will require comportment with the City's policies and procedures.

City Management will develop a resolution for Council's consideration at either the June 4, 2018 or June 18, 2018 City Council regular meeting.

Budget Overview

Revenues

	FY 2017	FY 2018	FY 2018	FY 2019	% Change	% Change	FY 2020	FY 2021
Revenue Categories - Sources	Actual	Adopted	Amended	Proposed	From FY 2018 As Adopted	From FY 2018 As Amended	Proposed	Proposed
Intergovernmental	\$ 22,910,150	\$ 22,937,710	\$ 22,251,887	\$ 21,971,448	-4.21%	-1.26%	\$ 22,054,431	\$ 22,020,696
Capital Outlay (PECO)	887,939	582,762	615,289	613,981	5.36%	-0.21%	612,891	611,812
Charges for Services	644,077	666,450	666,450	650,000	-2.47%	-2.47%	660,600	670,944
Miscellaneous	534,307	189,733	203,251	192,029	1.21%	-5.52%	200,033	205,803
Other: Debt Proceeds	163,071	-	-	-	0.00%	0.00%	-	-
Total Revenues:	\$ 25,139,544	\$ 24,376,655	\$ 23,736,877	\$ 23,427,458	-3.89%	-1.30%	\$ 23,527,955	\$ 23,509,255

Expenditures

	FY 2017	FY 2018	FY 2018	FY 2019	% Change	% Change	FY 2020	FY 2021
Expenditure Categories - Uses	Actual	Adopted	Amended	Proposed	From FY 2018 As Adopted	From FY 2018 As Amended	Proposed	Proposed
Personnel	\$ 16,357,197	\$ 16,567,465	\$ 16,665,496	\$ 17,534,439	5.84%	5.21%	\$ 17,075,405	\$ 17,163,216
Operating	6,767,837	7,022,075	7,144,702	7,443,844	6.01%	4.19%	7,283,871	7,371,802
Capital Outlay	457,514	318,165	875,898	262,291	-17.56%	-70.05%	560,785	649,331
Debt Service	307,226	252,211	306,583	305,359	21.07%	-0.40%	283,679	65,494
Total Expenditures:	\$ 23,889,774	\$ 24,159,916	\$ 24,992,679	\$ 25,545,933	5.74%	2.21%	\$ 25,203,740	\$ 25,249,843

Revenues - Expenditures:

\$ 1,249,770	\$ 216,739	\$ (1,255,802)	\$ (2,118,475)
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\$ (1,675,785)	\$ (1,740,588)
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Budget Overview

Revenues

Revenue Categories	FY 2017	FY 2018	FY 2018	FY 2019	FY 2019	% Change	% Change
	Actual	Adopted	Amended	Workshop No. 1	Workshop No. 2	From FY 2018 As Adopted	From FY 2018 As Amended
Intergovernmental	\$ 22,910,150	\$ 22,937,710	\$ 22,251,887	\$ 21,971,448	\$ 21,791,569	-5.00%	-2.07%
Capital Outlay (PECO)	887,939	582,762	615,289	613,981	1,515,652	160.08%	146.33%
Charges for Services	644,077	666,450	666,450	650,000	650,000	-2.47%	-2.47%
Miscellaneous	534,307	189,733	203,251	192,029	154,529	-18.55%	-23.97%
Other: Debt Proceeds	163,071	-	-	-	-	0.00%	0.00%
Total Revenues:	\$ 25,139,544	\$ 24,376,655	\$ 23,736,877	\$ 23,427,458	\$ 24,111,750	-1.09%	1.58%

Expenditures

Expenditure Categories	FY 2017	FY 2018	FY 2018	FY 2019	FY 2019	% Change	% Change
	Actual	Adopted	Amended	Workshop No. 1	Workshop No. 2	From FY 2018 As Adopted	From FY 2018 As Amended
Personnel	\$ 16,357,197	\$ 16,567,465	\$ 16,665,496	\$ 17,534,439	\$ 17,181,188	3.70%	3.09%
Operating	6,767,837	7,022,075	7,144,702	7,443,844	7,093,382	1.02%	-0.72%
Capital Outlay	457,514	318,165	875,898	262,291	32,791	-89.69%	-96.26%
Debt Service	307,226	252,211	306,583	305,359	305,359	21.07%	-0.40%
Total Expenditures:	\$ 23,889,774	\$ 24,159,916	\$ 24,992,679	\$ 25,545,933	\$ 24,612,720	1.87%	-1.52%

Revenues - Expenditures:	\$ 1,249,770	\$ 216,739	\$ (1,255,802)	\$ (2,118,475)	\$ (500,970)
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Charter School Budget Highlights as presented at their Budget Workshops in April and May 2018

Payroll Impacts/Changes

- Position change costs - \$328,227
- Merit Awards and Pay Parity - \$500,000
- Health Care – 5% increase, additional eligible employees in FY 2019
- Florida Retirement System - .33% increased contribution by employer

Operating

- Meraki Access Points - \$104,000 (Potential E-Rate reimbursement \$62,000)

Capital

- Total Capital - \$262,291
 - Safety Initiatives - \$109,000
 - Software - \$117,616
 - Cafeteria Upgrades - \$15,000
 - Christa McAuliffe – Nothing Budgeted

Charter Cash Position 4/17/2018

BOA (Less Internal Funds)	\$ 4,499,242	
FL Class	\$ 2,546,302	
SBA	\$ 4,550,577	
United	\$ 504,606	
	<u>\$ 12,100,727</u>	
Restricted Discretionary Capital	\$ (1,700,000)	
Internal Funds	\$ (650,000)	
Available Cash	\$ 9,750,727	\$ 9,750,727
Remaining Revenues:		
FEFP	\$ 4,450,000	
NSLP Breakfast/Lunch	\$ 68,000	
Capital Outlay State Shared	\$ 175,000	
Other Revenue	\$ 105,000	
	<u>\$ 4,798,000</u>	\$ 4,798,000
Anticipated Expenditures:		
Payroll Remaining		
April (1 payroll remaining)	\$ (600,000)	
May (3 payrolls)	\$ (1,800,000)	
June (4 payrolls)	\$ (2,400,000)	
Average monthly operating	<u>\$ (1,475,000)</u>	
\$590,000 X 2.5 months		
	\$ (6,275,000)	\$ (6,275,000)
Proposed Capital:		
Security upgrades	\$ (530,650)	
A/C units	\$ (486,000)	
Painting	\$ (125,000)	
Chromebooks	\$ (75,000)	
Text Books	\$ (75,000)	
	<u>\$ (1,291,650)</u>	\$ (1,291,650)
Estimated Cash 6/30/18	\$ 6,982,077	
5% Reserve Mandate	<u>\$ (1,200,000)</u>	
	\$ 5,782,077	

City Financial Services Projected ending Cash Balance and Fund Balance in mid-April. The differences in projections are the estimated Revenues over/(under) Expenditures vs. budgeted Revenues and Expenditures.

Charter School's calculation of estimated Fund Balance at 6/30/18 is \$5,363,786.

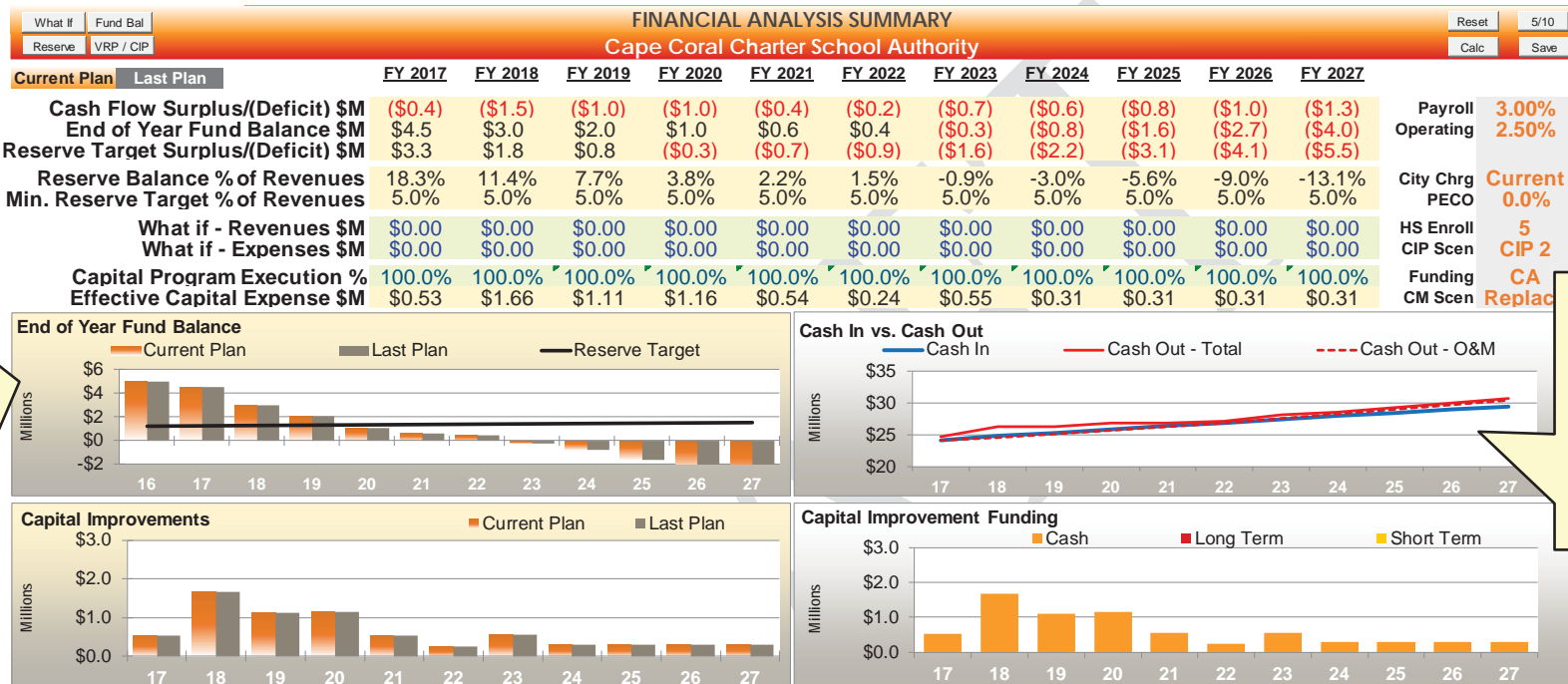
Fund Balance Projection 4/18/2018

\$ 8,787,089	Unassigned Fund Balance 2/28/218
<u>(1,700,000)</u>	Discretionary Capital held in escrow
\$ 7,087,089	
<u>(530,650)</u>	Security upgrades (Not Budgeted)
\$ 6,556,439	Estimated 6/30/18 Fund Balance
<u>\$ (1,200,000)</u>	
\$ 5,356,439	

Oasis Charter Schools
2018 - 2020 Budget per Burton-Stantec Model

		FY 2017	FY 2018	FY 2019	FY 2020
Revenues	Christa McAuliffe	5,762,354	5,856,022	5,958,222	6,061,722
	Oasis Elementary	6,500,439	6,616,831	6,734,981	6,854,831
	Oasis Middle School	5,949,547	6,113,998	6,228,598	6,344,998
	Oasis High School	5,765,479	5,902,799	6,031,189	6,163,179
	CME VPK	98,928	98,900	98,900	98,900
	Oasis VPK	98,928	98,900	98,900	98,900
		24,175,675	24,687,450	25,150,790	25,622,530
		FY 2017	FY 2018	FY 2019	FY 2020
Expenditures	Christa McAuliffe	5,627,320	5,766,652	5,910,507	6,035,148
	Oasis Elementary	6,404,504	6,565,824	6,732,326	6,878,099
	Oasis Middle School	5,831,856	5,974,576	6,121,935	6,247,438
	Oasis High School	6,027,107	6,171,045	6,319,662	6,448,977
	CME VPK	102,767	105,730	108,779	111,916
	Oasis VPK	97,395	100,197	103,080	106,046
		24,090,949	24,684,023	25,296,288	25,827,623
Capital	Capital Improvement	-	1,615,000	1,800,000	1,800,000
	Capital Equipment	528,905	427,872	257,872	302,813
	Capital Maintenance	1,925	197,000	4,500	5,000
	Total Capital	530,830	2,239,872	2,062,372	2,107,813
	Total Revenues	24,175,675	24,687,450	25,150,790	25,622,530
	Total Expenditures	24,621,779	26,923,895	27,358,660	27,935,436
	Net Before Reserves	(446,104)	(2,236,445)	(2,207,870)	(2,312,906)

Model Control Panel – Baseline Analysis



The Authority enters the current Fiscal Year above the 5% minimum target but quickly depletes reserves due to deficit spending.

Cash flows are sustainable when the blue lines (Cash In) exceed or meet the red lines (Cash Out).

City of Cape Coral

Cost to Include Charter School Activities Within City Departments

	<u>Salaries</u>	<u>Operating</u>	<u>Capital</u>	<u>Total</u>
Financial Services	\$ 255,222	\$ -	\$ -	\$ 255,222
ITS	\$ 293,074	\$ -	\$ -	\$ 293,074
Attorney	\$ 72,200	\$ -	\$ -	\$ 72,200
Auditor	\$ 27,773	\$ -	\$ -	\$ 27,773
City Clerk	\$ 68,821	\$ -	\$ -	\$ 68,821
Facilities	\$ 105,000	\$ -	\$ -	\$ 105,000
Fleet	\$ 63,020	\$ -	\$ -	\$ 63,020
Human Resources	\$ 102,587	\$ -	\$ -	\$ 102,587
	\$ 987,698	\$ -	\$ -	\$ 987,698

		Cost per Student @ 3,181 students
Total City Cost Calculation including Charter Staff	\$ 2,367,334	\$ 744.21
Current Cost to perform by Charter including Operating	\$ 2,373,381	\$ 746.11

City Recommended Must Have Items

Annual Facilities Capital Costs	\$ 673,000
Annual Bus Fleet Capital/Debt Costs	\$ 252,365
	\$ 925,365

Additional Considerations

Athletic Fields / Oasis Sports Park	\$ 9,500,000
Annual Maintenance of Athletic Fields / Oasis Sports Park	\$ 288,000

Charter Savings Calculation

Current Cost to perform by Charter including Operating	\$ 2,373,381
Current Staffing	\$ (723,391)
Custodial Services	\$ (486,245)
Fleet and Facilities Operating Costs	\$ (170,000)
Total Estimated Charter Savings	\$ 993,745

Item Number:	B.(4)
Meeting Date:	5/22/2018
Item Type:	DISCUSSION

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Future Alternative Uses for Property Known as D&D Boat Ramp in Cape Coral (Continued from 4/23/2018)

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:

For 5/22 COW - Memo
For 5/22 COW - Presentation
For 5/22 Email distributed at meeting
From 4/23 COW - Memo
From 4/23 COW - D&D Boat Ramp Site - DCD Presentation updated
From 4/23 COW - Funding Source - Finance Presentation
From 4/23 COW - Proposed D&D Improvements - PW presentation #1
From 4/23 COW - Existing Boat Ramp Improvements - PW presentation #2
From 4/23 COW - Report from Coastal Engineering Consultants, Inc.

PREPARED BY:

Division- Department-

SOURCE OF ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▣ 5/22 COW - Memo	Backup Material
▣ 5/22 COW - Presentation	Backup Material
▣ Email distributed at the 5/22 Meeting	Backup Material
▣ 4/23 COW - Memo	Backup Material
▣ 4/23 COW - D&D Boat Ramp Site - DCD Presentation updated	Backup Material
▣ 4/23 COW - Funding Source - Finance presentation	Backup Material
▣ 4/23 COW - Proposed D&D Improvements - PW presentation #1	Backup Material
▣ 4/23 COW - Existing Boat Ramp Improvements - PW presentation #2	Backup Material
▣ 4/23 COW - Report from Coastal Engineering Consultants, Inc.	Backup Material

CITY OF CAPE CORAL
PARKS AND RECREATION DEPARTMENT

TO: Mayor Coviello and Council Members

FROM: John Szerlag, City Manager
Kerry Runyon, Parks and Recreation Director
Paul Clinghan, P.E., Public Works Director
Vincent A. Cautero, Community Development Director
Victoria L. Bateman CPA, CGFM, Financial Services Director
William J. Corbett P.E., Traffic Engineer
Dawn Andrews, Property Broker

DATE: May 17, 2018

SUBJECT: Proposed D&D Matlacha Bait and Tackle Project

This is in response to questions regarding D&D Matlacha Bait and Tackle from April 23, 2018 COW meeting.

Land Use and Zoning

1. How many parking spaces for trucks and trailers will go down comparing proposed plan to what we currently have existing?

There are currently no paved parking spaces on the D&D Matlacha Bait and Tackle site east of the existing bait store. Since this was developed prior to the Manatee Protection Plan, the parcel is grandfathered for a maximum of 64 slips or boat parking spaces. The current site plans show from 44 to 53 boat trailer spaces leaving 11-20 slips or parking spaces available for development. It is estimated the existing grass parking area can accommodate approximately 65 boat trailers but the MPP limits this site to 64 such spaces.

2. What would it take to sell boat fuel on the site? Currently, where is the nearest site to obtain boat fuel?

Fuel sales at this location requires a Special Exception under the current Lee County zoning. Once the City's land use and zoning are adopted, City Council will decide if a Special Exception is required. Individual State and Federal permitting will also be required. The state and federal permits generally take 12-18 months from the time of application.

Nearest locations to buy fuel are:

Tarpon Point Marina ± 7 miles south
Sanibel Island Marina ± 7 miles
Useppa Inn and Dock Company (In Bokeelia) ± 5 minutes north
Burnt Store Marina and Country Club
Cape Harbour - Similar travel time as Tarpon Point

3. Burnt Store ramp has a lot of property that could be utilized for parking. How many spots do we have there, how many could it be expanded to and what would be the cost?

The Burnt Store Road boat ramp was built in 1990 with 1 boat ramp and 20 boat trailer slips/parking spaces. Bathroom facilities are on-site which are served by a septic system.

Staff contacted the Lee County Division of Natural Resources – Marine Program to determine how many spaces could be permitted at the Burnt Store Road boat ramp.

According to County, the Burnt Store site is ranked as Non-Preferred Area of Special Concern. Such areas are “the most critical for Manatee conservation and only minimal development is allowed.” Slip credits cannot be transferred to this site.

Based on this designation and the linear feet of shoreline, this site would be permitted to have 2 slips if evaluated today under the Manatee Protection Plan. This site is grandfathered for 20 slips. Construction of additional truck and trailer parking or boat slips would not be permitted.

4. If the property had a commercial mixed-use development, could 44 boat slips be placed in the spreader canal?

Yes. The number of allowable power boat slips is governed by the Manatee Protection Plan (MPP). As noted above, this site is grandfathered for 64 slips. This means if the property is sold the number of boat slips would remain the same, if registered with Florida Fish and Wildlife Conservation Commission (FWC).

Land Value and Revenue

5. If property was sold for appraised value, how would surplus be distributed? Can the City sell the D&D Matlacha Bait and Tackle property “As Is”, or offer a seawall credit?

The original purchase price of the 6 properties was \$2,353,058.43. General fund paid 44.36% and Stormwater paid 55.64%, so any proceeds from the sale would be split accordingly. The appraised value is \$3.6 Million (As Is Value), so this model assumes we can sell at that price and calculates the Gain for each fund. No seawall credits.

	General Fund	Stormwater	Total
Original Cost	\$ 1,043,729.63	\$ 1,309,328.80	\$ 2,353,058.43
Appraised Value	1,596,826.76	2,003,173.24	3,600,000.00
Gain	\$ 553,097.13	\$ 693,844.44	\$ 1,246,941.57
	44.36%	55.64%	

6. What revenues did the Boat House bring in compared to K.C.'s River Stop?

KC's Riverstop

Rental Period	Total Rent Collected
January - December 2009	\$16,432.63
January - December 2010	\$24,896.76
January - December 2011	\$34,815.54
January - December 2012	\$35,732.22
TOTAL	\$111,877.15

Ford's Boathouse

Rental Period	Total Rent Collected	Additional % Rent Collected	Annual Revenue Amount to City	Property Taxes Paid
January - December 2014	\$39,516.13	\$30,723.26	\$70,239.39	\$2,174.74
January - December 2015	\$42,000.00	\$191,755.12	\$233,755.12	\$6,655.73
January - December 2016	\$42,000.00	\$201,838.96	\$243,838.96	\$4,094.02
January - December 2017	\$42,000.00	\$226,846.50	\$268,846.50	\$4,008.73
TOTAL	\$165,516.13	\$651,163.84	\$816,679.97	\$16,933.22

7. What is our revenue for the past three years on these boat ramps?

	<u>2015</u>	<u>2016</u>	<u>2017</u>
D&D	\$20,955	\$22,254	\$16,883
Yacht Club	\$27,518	\$19,176	\$21,986
Rosen	\$19,126	\$17,262	\$19,236
Burnt Store	\$12,867	\$15,693	\$17,550
Horton	\$15,285	\$14,803	\$15,075

8. Why did revenues go down for the bait shop?

The ramp fees dropped in September and October 2017 due to Hurricane Irma and associated damage. They were closed for a full week and there was no power for several weeks. Business did not pick up until late October.

Site Plan Options and Costs

9. Is it possible to extend the dock and seawall to the west? If yes, how will the \$4 million estimated cost be affected?

The proposed seawall could be extended west to connect the existing boat ramp behind the bait shop to the existing seawall to the east. The length of new seawall to be constructed to make this connection is approximately 240 feet with an estimated cost to construct of \$750/ linear foot, resulting in an increase of approximately \$180,000. This cost includes the assumption that the seawall will be constructed with rest of project. Environmental impacts to mangroves may cause permit challenges.

Below are the tables with the estimated design, permitting, and construction costs with potential grant funding.

West Side Construction Cost Estimates and Potential Grants	
5/17/2018	
West Side Improvements	Cost Estimate
Existing boat ramp and seawall improvements	\$444,594
Other Costs	----
Costs Eligible For Grants	\$444,594
WCIND Grant	
Public Boat Ramp for 25 Years	
50% Grant	\$222,297
50% City	\$222,297
Total	\$444,594

East Side Design and Permitting Cost Estimates and Potential Grants	
5/17/2018	
East Side Improvements - Design and Permitting	Cost Estimate
Design and Permitting	\$80,000
City Share	-\$12,500
Grant Award	\$67,500
FBIP Grant	
Public Boat Ramp for 25 Years	
Grant Award	\$67,500
City	\$12,500
Total	\$80,000

East Side Construction Cost Estimates and Potential Grants		
5/17/2018		
East Side Improvements - Construction	Cost Estimate Range	
Boat Ramp and Parking Construction	\$1,690,000	\$3,280,000
Land	\$3,600,000	\$3,600,000
---	\$5,290,000	\$6,880,000
Potential WCIND / FBIP Grant		
Public Boat Ramp for 25 Years		
50% Grant	\$2,645,000	\$3,440,000
50% City	\$2,645,000	\$3,440,000
Total	\$5,290,000	\$6,880,000

- NOTES: 1. East Side designs and permitting must be submitted to WCIND/FBIP for approval and to determine available funding.
 2. Funding from WCIND/FBIP is not guaranteed.
 3. The City's required 50% grant match may be the value of the land.

10. Costs associated with using Coastal Engineering?

Costs for Coastal Engineering to provide design and permitting for the west property repairs, assist with WCIND and FBIP grant application process, conduct site testing, provide safety feasibility report, concept plans along with attendance at various meetings is approximately \$60,000.

Boat Launch Information

11. Obtain boat launch data for all saltwater boat ramps on a normal weekend?

	<u>2017</u>	<u>*May 5</u>	<u>**May 12</u>
D&D	5,628	129	42
Yacht Club	2,197	29	43
Rosen	1,924	35	20
Burnt Store	1,755	20	69
Horton	1,507	44	51

*May 5 – Rain NW area

**May 12 – Special event Triathlon race at Yacht Club; ramp closed till 11 am. Also, Mother's Day weekend.

12. What portion of residents versus non-residents use this site to launch boats? What portion of residents versus non-residents use all our salt water boat ramps?

D&D Matlacha Bait and Tackle	<u>80%</u> <u>20%</u>	Resident Non-Resident
City Operated Ramps	<u>70%</u> <u>30%</u>	Resident Non-Resident

Information received regarding resident verses non-resident was based on limited surveys conducted at the boat ramps May 5 and 12; annual boat passes bought by residents, and discussions with tenant of D&D Matlacha Bait and Tackle.

Safety Considerations

13. Has there been any Lee County vehicular accidents near D&D Matlacha Bait and Tackle property?

This location does not have a significant crash experience. The crash rate at this location is very low and there is no pattern of crashes indicating geometric or roadway deficiencies. Over the past 36 months, there have been 5 crashes at this location (including the driveway for Micelli's Restaurant), none of which have involved a vehicle towing a boat/trailer. Adding driveways to the parcel will contribute toward safe ingress/egress.

14. What kind of traffic control devices can be placed for trucks and trailers to exit the property onto Pine Island Road?

The traffic control recommended for this development consists of a stop sign at the driveway egress. Based on crash history, traffic volume and anticipated traffic generated from the proposed improvements, a traffic signal is likely not warranted. Final traffic control requirements will be determined by FDOT through the driveway permitting process.

15. Can we get information on striking of manatees in the area of the Bait Shop and points north?

There were 5 manatees struck by boats along Matlacha Pass which is approximately 12 miles long according to Manatee Mortality Database, Fish and Wildlife Research Institute from 01/01/2015 – 2/28/2017. According to the coordinates, the manatees were not struck in and around D & D Bait Shop.

KR:kep (D&D Project)



Committee of the Whole

D & D Site

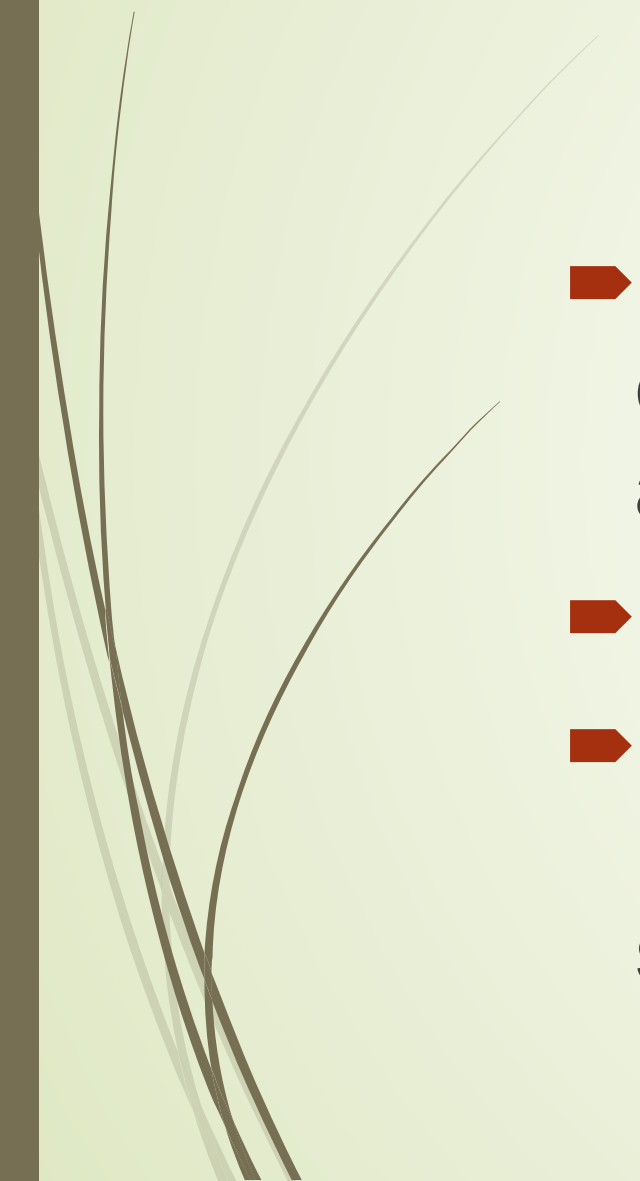
May 22, 2018

Executive Summary

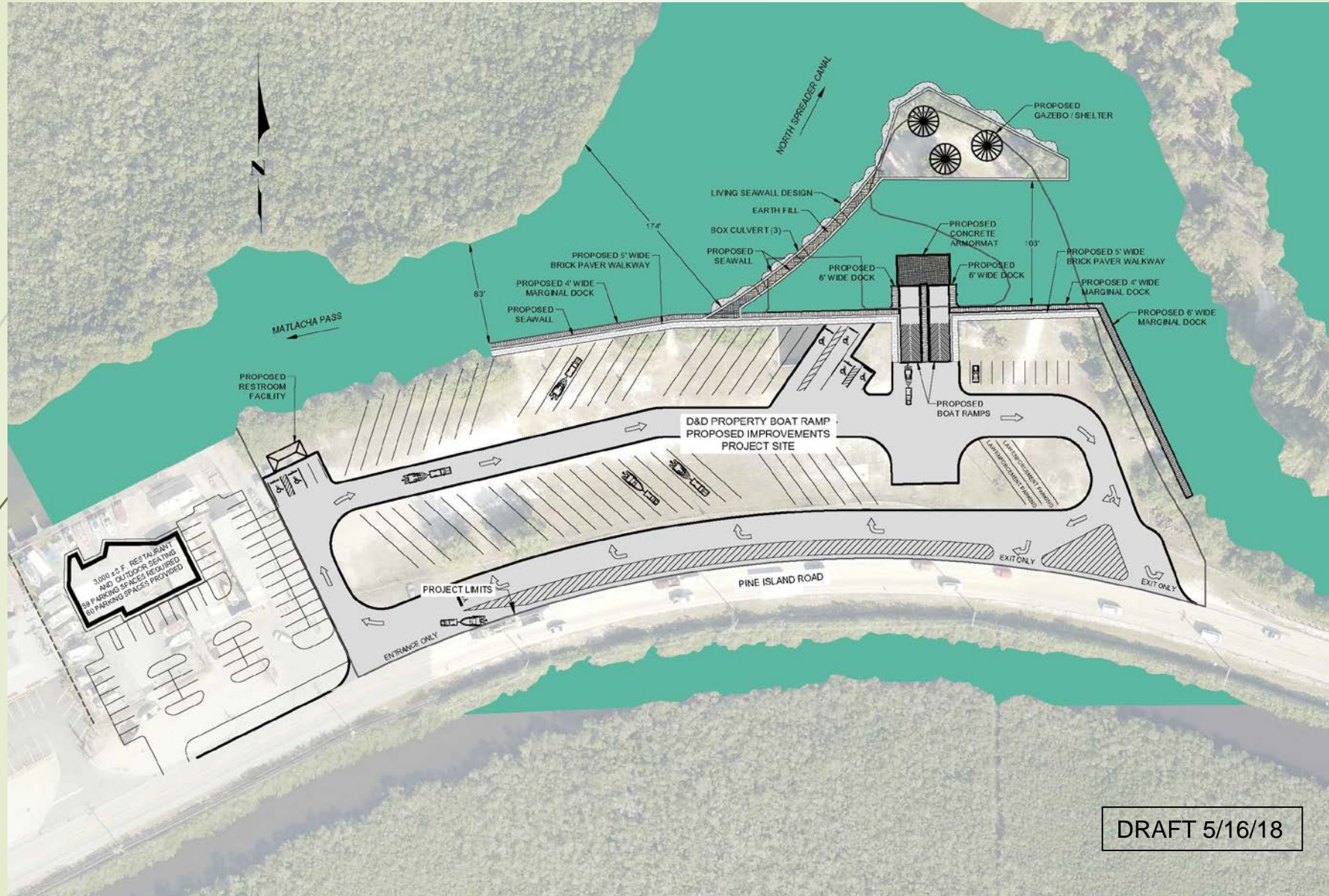
- April 23 COW presentation addressed future uses and grant funding for the D&D boat ramp site
- Council requested additional information, presented here and accompanying memo
- 3 development scenarios are presented
- Site plans and cost details are included
- Desired outcome – General sense of direction from Council for next steps



DEVELOPMENT OPTION 1 - A

- 
- **Site improvements & upgrades to the docks, boat ramp, seawall, and parking area**
 - **Includes all amenities**
 - **Seek P-3 development proposals for a restaurant and bait shop on western end of site**

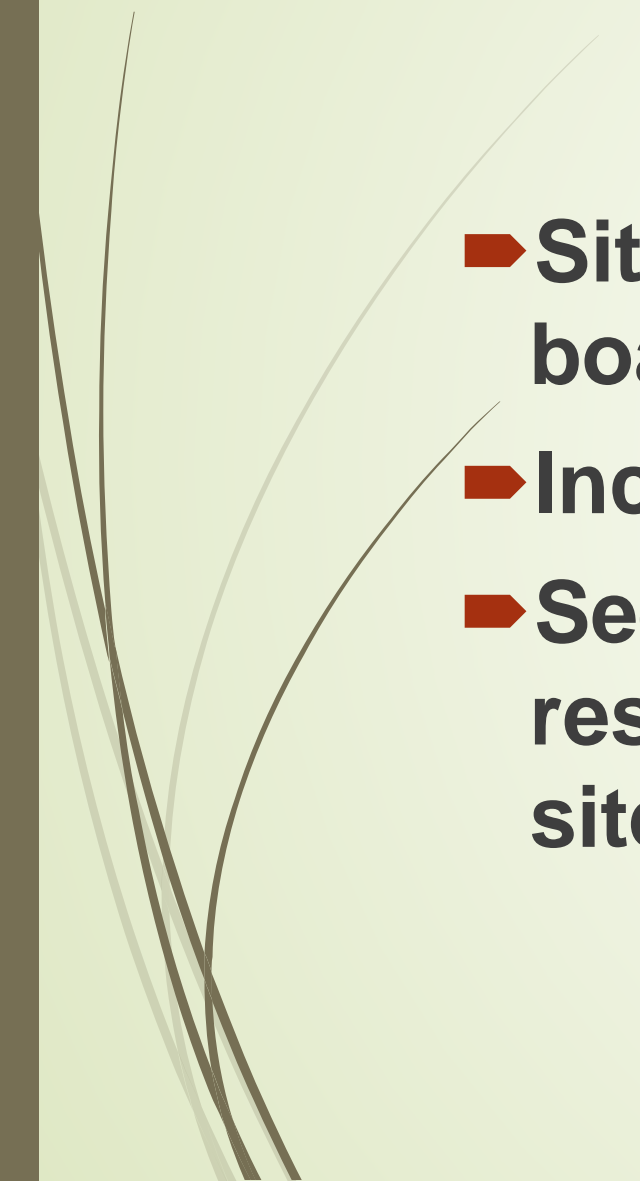
Conceptual Site Plan – Option 1A



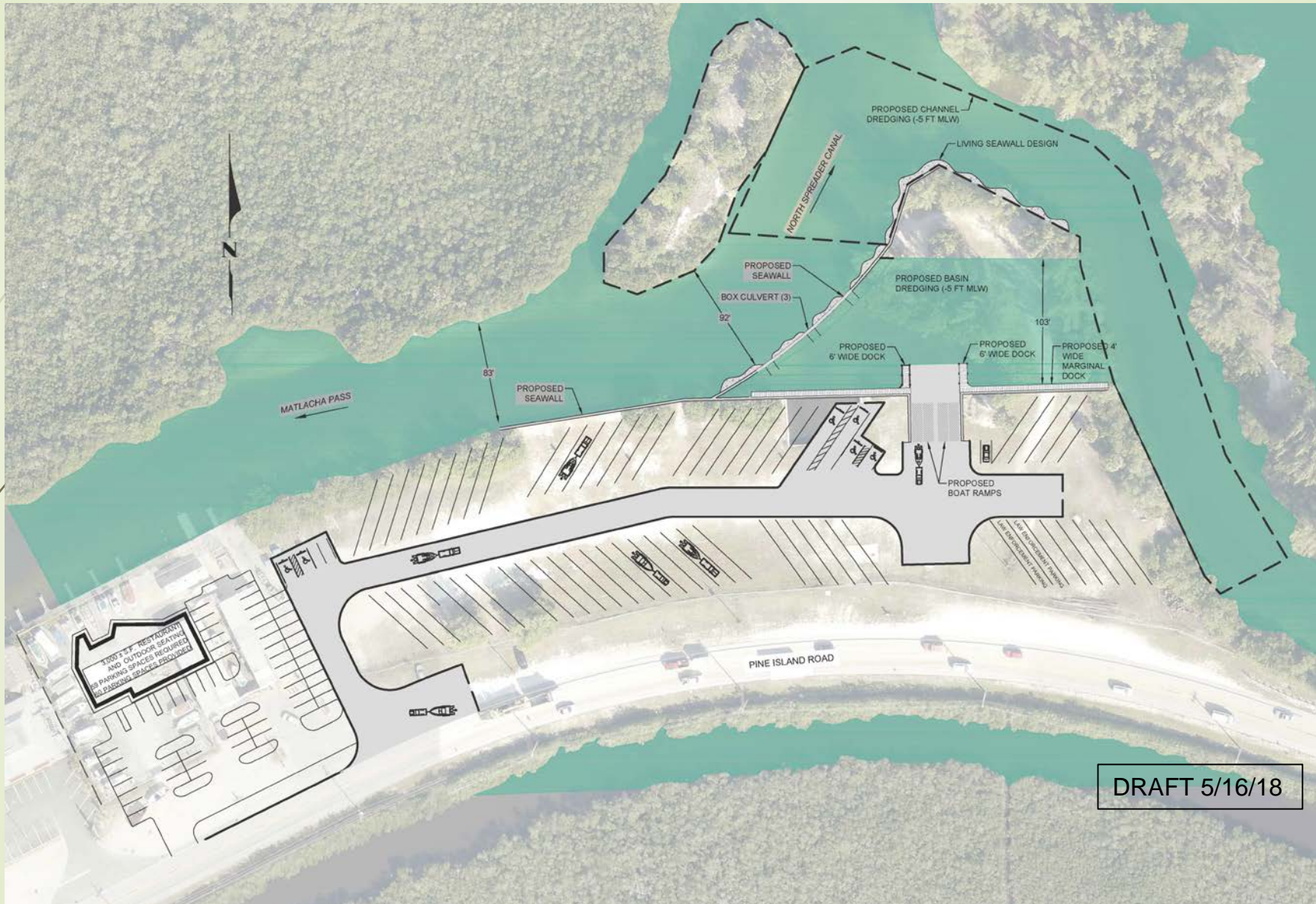
P3 on Bait Shop Parcel plus \$3.3M (44 Boat Trailer Spaces)



DEVELOPMENT OPTION 1 - B

- **Site improvements & upgrades to the docks, boat ramp, seawall, and parking area**
 - **Includes fewer amenities – reduces the cost**
 - **Seek P-3 development proposals for a restaurant and bait shop on western end of site (same as Option 1 – A)**
- 

Conceptual Site Plan – Option 1B



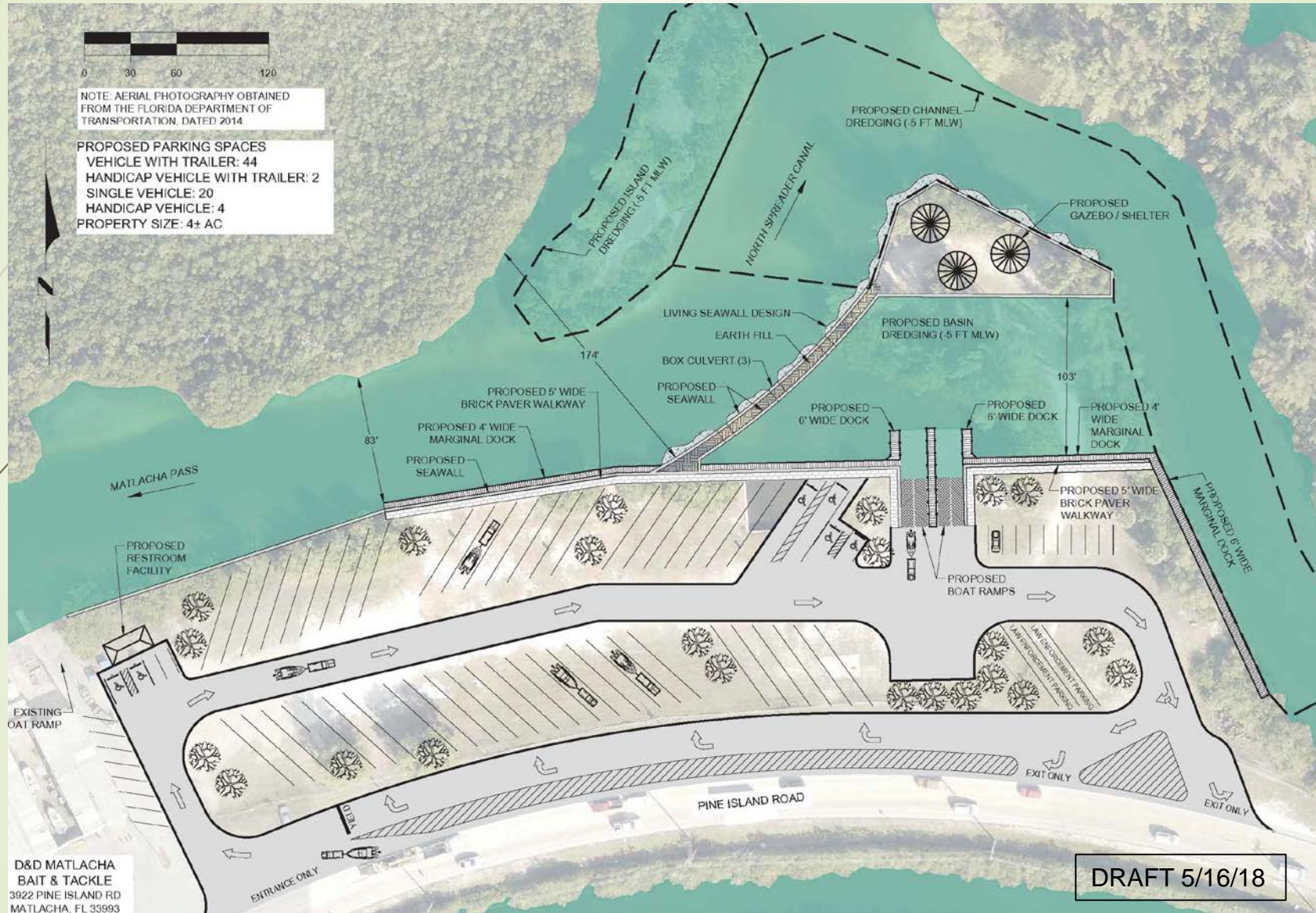
P3 on Bait Shop Parcel plus \$1.7M (53 Boat Trailer Spaces)



DEVELOPMENT OPTION 2 - A

- **Site improvements & upgrades to the docks, boat ramp, seawall, and parking area (same as Option 1 – A)**
- **Includes all amenities**
- **No P-3**
- **D&D bait shop remains**


Conceptual Site Plan – Option 2A



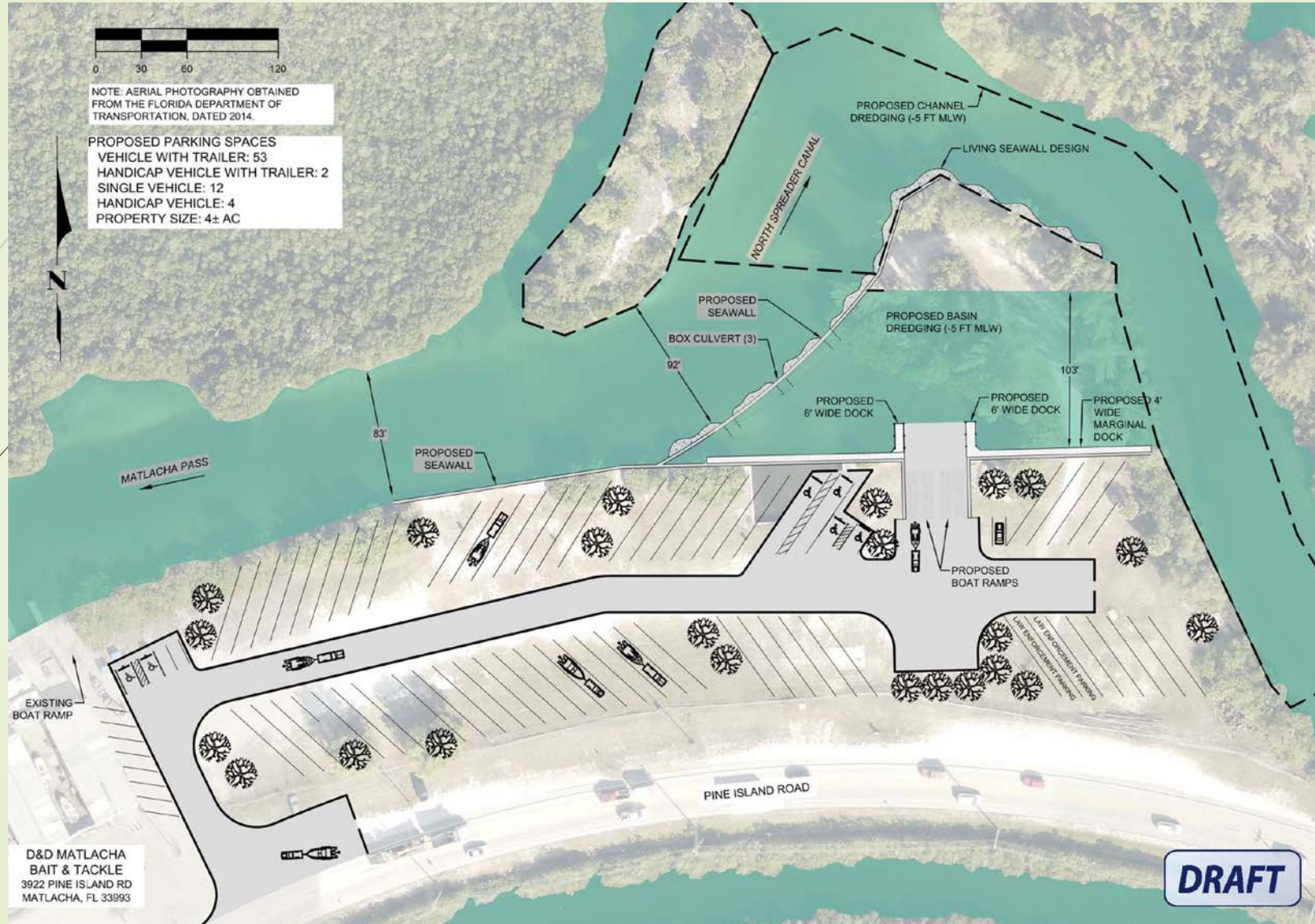
Existing Bait Shop Remains \$3.3M (44 Boat Trailer Spaces)



DEVELOPMENT OPTION 2 - B

- **Site improvements & upgrades to the docks, boat ramp, seawall, and parking area**
 - **Fewer amenities – reduces the cost**
 - **No P-3**
 - **D&D bait shop remains**
- 

Conceptual Site Plan – Option 2B



Existing Bait Shop Remains \$1.7M (53 Boat Trailer Spaces)



DEVELOPMENT OPTION 3 - A

- ➡ Sell the property outright



DEVELOPMENT OPTION 3 - B

- **Seek P-3 development partners for the entire site**



Desired Outcome


- **General sense of direction from Council on which option to pursue**
- **All RFPs or P-3s would be presented to Council**



Land Use and Zoning



Land Use & Zoning

- ➡ **Current Lee County Future Land Use is Urban Community – A mixed use category**
 - ➡ **Current Lee County Zoning is C-1A and C-2**
 - ➡ **Maximum Density is 10 units/acre = 44 units**
 - ➡ **Many non-residential uses allowed, including boat ramps and boat rentals**
 - ➡ **Fuel sales require a Special Exception under current Lee County zoning. Federal & state permitting required – up to 18 months**
- 



Nearest Dockside Fuel Sales

- ➡ **Tarpon Point Marina ± 7 miles south**
- ➡ **Sanibel Island Marina ± 7 miles**
- ➡ **Useppa Inn and Dock Company (In Bokeelia) ± 5 minutes north**
- ➡ **Burnt Store Marina and Country Club**
- ➡ **Cape Harbour - Similar travel time as Tarpon Point**



Boat Slips - MPP Definition

- Slip – A space designed for the mooring or storage of a single watercraft, which include wet or dry slips, anchorage, beached or blocked, hoist, parked on trailers, open or covered racks, seawall, or the number of parking spaces for boat ramps. Piers authorized only for fishing or observation are not considered wet slips.



Boat Slips

- **Number of allowable power boat slips is governed by the Manatee Protection Plan (MPP)**
- **The MPP considers the linear extent of shoreline and ranking of sites**
- **The D&D site and the Burnt Store boat ramp site are ranked as Non-Preferred Areas of Special Concern**
- **Such areas are the most critical for Manatee conservation**



Boat Slips

- **Only minimal development allowed and stringent mitigation measures required – to include funding for enforcement**
- **Based on ranking and linear ft. of shoreline the MPP would permit:**
 - **D&D site – 17 slips (64 slips grandfathered)**
 - **Burnt Store site – 2 slips (20 slips grandfathered)**
- **No slip credits may be transferred to these sites**

Land Value and Revenue Information



D & D Bait Shop appraised value and distribution of surplus:

- The original purchase price - 6 properties = \$2,353,058.43
- General fund paid 44.36% and Stormwater paid 55.64%
- Appraised value is \$3.6 million (As Is Value)
- Proceeds from the sale of D & D would be split accordingly
- This model assumes we are able to sell at that price and calculates the Gain for each fund

	General Fund	Stormwater	Total
Original Cost	\$ 1,043,729.63	\$ 1,309,328.80	\$ 2,353,058.43
Appraised Value	1,596,826.76	2,003,173.24	3,600,000.00
Gain	\$ 553,097.13	\$ 693,844.44	\$ 1,246,941.57
	44.36%	55.64%	

Revenue

K.C. Riverstop Rental Period	Total Rent Collected
January - December 2009	\$16,432.63
January - December 2010	\$24,896.76
January - December 2011	\$34,815.54
January - December 2012	\$35,732.22
TOTAL	\$111,877.15

Ford's Boathouse Rental Period	Total Rent Collected	Additional % Rent Collected	Annual Revenue Amount to City
January - December 2014	\$39,516.13	\$30,723.26	\$70,239.39
January - December 2015	\$42,000.00	\$191,755.12	\$233,755.12
January - December 2016	\$42,000.00	\$201,838.96	\$243,838.96
January - December 2017	\$42,000.00	\$226,846.50	\$268,846.50
TOTAL	\$165,516.13	\$651,163.84	\$816,679.97

Revenue at Boat Ramps



	<u>2015</u>	<u>2016</u>	<u>2017</u>
D&D	\$20,955	\$22,254	\$16,883
Yacht Club	\$27,518	\$19,176	\$21,986
Rosen	\$19,126	\$17,262	\$19,236
Burnt Store	\$12,867	\$15,693	\$17,550
Horton	\$15,285	\$14,803	\$15,075

Decrease in D & D Boat Ramp Fee Revenues

September - October 2017 - Hurricane Irma and associated damage at D & D Bait Shop

Closed for a full week and without power for several weeks. Business did not pick up until late October.

Design, Permitting, and Construction Costs



Grant Summary (West Construction)

West Side Construction Cost Estimates and Potential Grants

5/17/2018

West Side Improvements	Cost Estimate
Existing boat ramp and seawall improvements	\$444,594
Other Costs	----
Costs Eligible For Grants	\$444,594
WCIND Grant	
Public Boat Ramp for 25 Years	
50% Grant	\$222,297
50% City	\$222,297
Total	\$444,594

Grant Summary (East Design and Permitting)

East Side Design and Permitting Cost Estimates and Potential Grants

5/17/2018

East Side Improvements - Design and Permitting	Cost Estimate
Design and Permitting	\$80,000
City Share	-\$12,500
Grant Award	\$67,500
FBIP Grant	
Public Boat Ramp for 25 Years	
Grant Award	\$67,500
City	\$12,500
Total	\$80,000

Grant Summary (East Construction)

East Side Construction Cost Estimates and Potential Grants

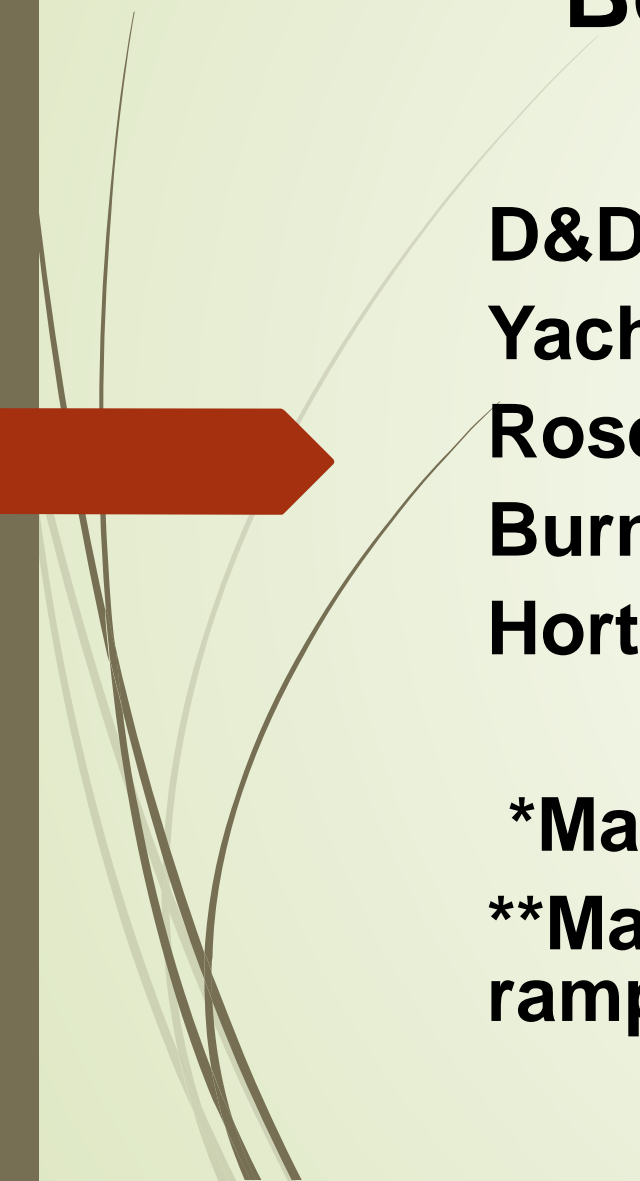
5/17/2018

East Side Improvements - Construction			Cost Estimate Range	
Boat Ramp and Parking Construction			\$1,690,000	\$3,280,000
Land			\$3,600,000	\$3,600,000
----			\$5,290,000	\$6,880,000
Potential WCIND / FBIP Grant				
Public Boat Ramp for 25 Years				
50% Grant			\$2,645,000	\$3,440,000
50% City			\$2,645,000	\$3,440,000
Total			\$5,290,000	\$6,880,000



Boat Launch Information

Boat Launch Data – Saltwater Ramps



	<u>2017</u>	<u>*May 5</u>	<u>**May 12</u>
D&D	5,628	129	42
Yacht Club	2,197	29	43
Rosen	1,924	35	20
Burnt Store	1,755	20	69
Horton	1,507	44	51

***May 5 – Rain NW area**

****May 12 – Special event Triathlon race at YC; boat ramp closed till 11 am; Mother's Day weekend.**

Resident vs. Non-Resident Usage:

D&D

<u>80%</u>	Resident
<u>20%</u>	Non-Resident

City Operated Ramps

<u>70%</u>	Resident
<u>30%</u>	Non-Resident

Information received was taken by surveys on May 5 and 12; annual boat pass information; and tenant of D & D.



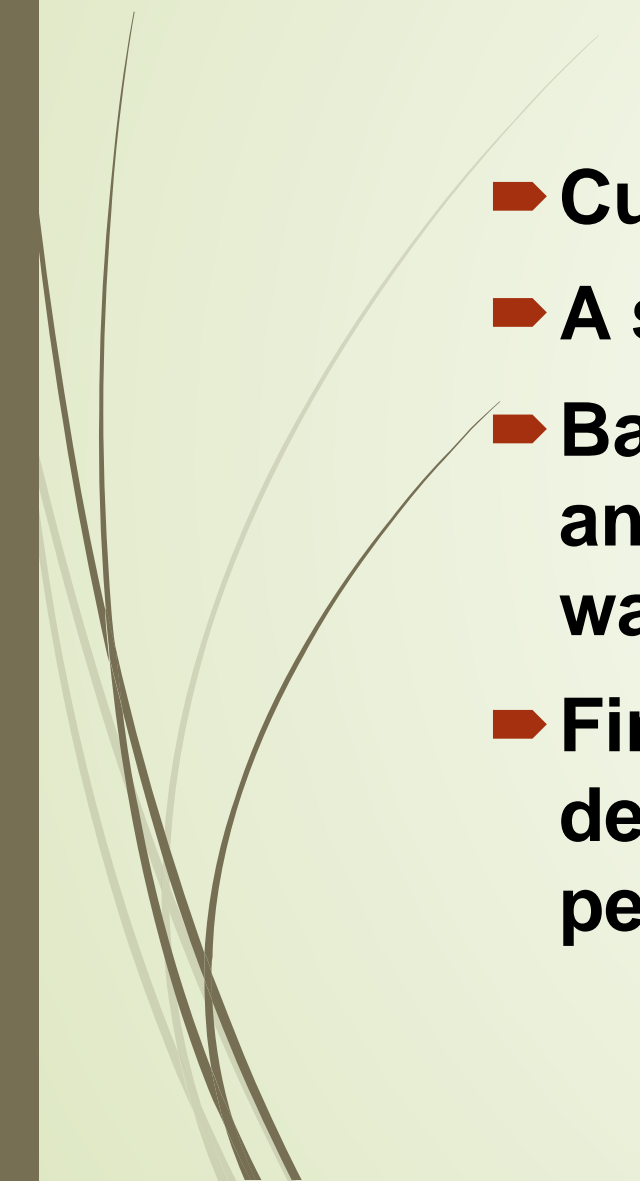
Safety Considerations

D & D Site Traffic Issues

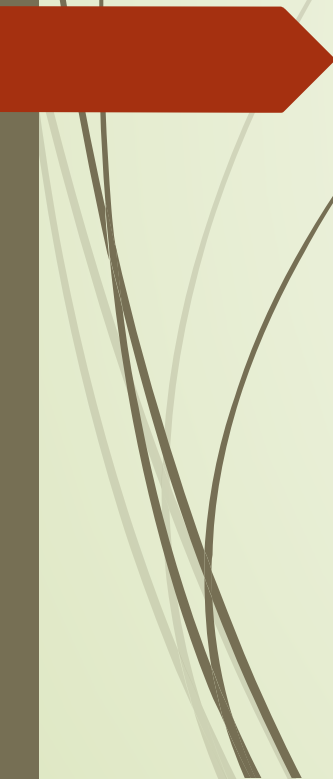
- **The D & D site does not currently have a significant crash experience along Pine Island Road.**
- **The crash rate at this location is very low. No pattern of crashes indicating geometric or roadway deficiencies, nor has the towing of a boat or trailer been a contributing factor toward any crashes. Adding driveways to the parcel will contribute toward safe ingress and egress.**



Traffic Control Devices at D&D

- **Currently there are no traffic control devices**
 - **A stop sign at the driveway exit is recommended**
 - **Based on crash history, traffic volume, and anticipated traffic – a traffic signal is likely not warranted.**
 - **Final traffic control requirements will be determined by FDOT through the driveway permitting process.**
- 

Manatee Strikes



5 Manatees struck by boats along Matlacha Pass - approximately 12 miles long - according to Manatee Mortality Database, Fish and Wildlife Research Institute 01/01/2015 – 2/28/2017.

According to the coordinates, the Manatees were not struck in and around D & D Bait Shop.

Phyllis Demarco

From: Victoria Bateman
Sent: Tuesday, May 22, 2018 3:22 PM
To: John Szerlag; Phyllis Demarco
Subject: P3 Restaurant at D&D Bait Shop

You asked about potential revenue to the City if we entered into a P3 agreement at the D&D Bait House similar to what we did with Ford's Boat House.

The Boat House seats 215 while D&D would seat approximately 151 (per PW)

Annual revenue from the Boat House in FY 17 was \$268,846.50; we receive 4% of annual revenue after the first \$700,000 in revenue

Since D&D Bait shop seats approximately 70% of the Boat House, we could conceivably receive \$188,193 in annual revenue


Unlike the Boat House, we do not receive any profits from the fuel sales. If we were to lower the threshold of the \$700,000 in revenue to \$400,000, we could possibly receive an additional \$12,000 in annual revenue plus whatever is negotiated for fuel.

Keep in mind, the Boat House put \$500,000 into a new building at their own expense.

MEMORANDUM

CITY OF CAPE CORAL CITY MANAGER'S OFFICE

TO: Mayor Coviello and Council Members

FROM: John Szerlag, City Manager 

DATE: April 20, 2018

SUBJECT: Executive Summary for D&D Boat Ramp

- This parcel of land is 4.48 acres and houses a bait shop and two boat ramps. The lease we have with D&D Bait Shop runs through December 31, 2018. The lease has a 12-month notification clause if the lease was to terminate prior to December 31, 2018. The tenant has recently expressed interest in renewing the lease.
- The parcel is currently zoned in two Lee County Commercial districts: C-1A and C-2 and the highest density is 10 units per acre, which would amount to a maximum of 44 dwelling units. Other allowable uses include hotels, retail such as supermarkets and restaurants, and manufacturing.
- The property has been annexed by the City of Cape Coral, but the annexation ordinance is currently under challenge by various residents of Matlacha and Cape Coral and is being reviewed by the District Court of Appeal.
- The property is currently appraised at \$3.6 million.

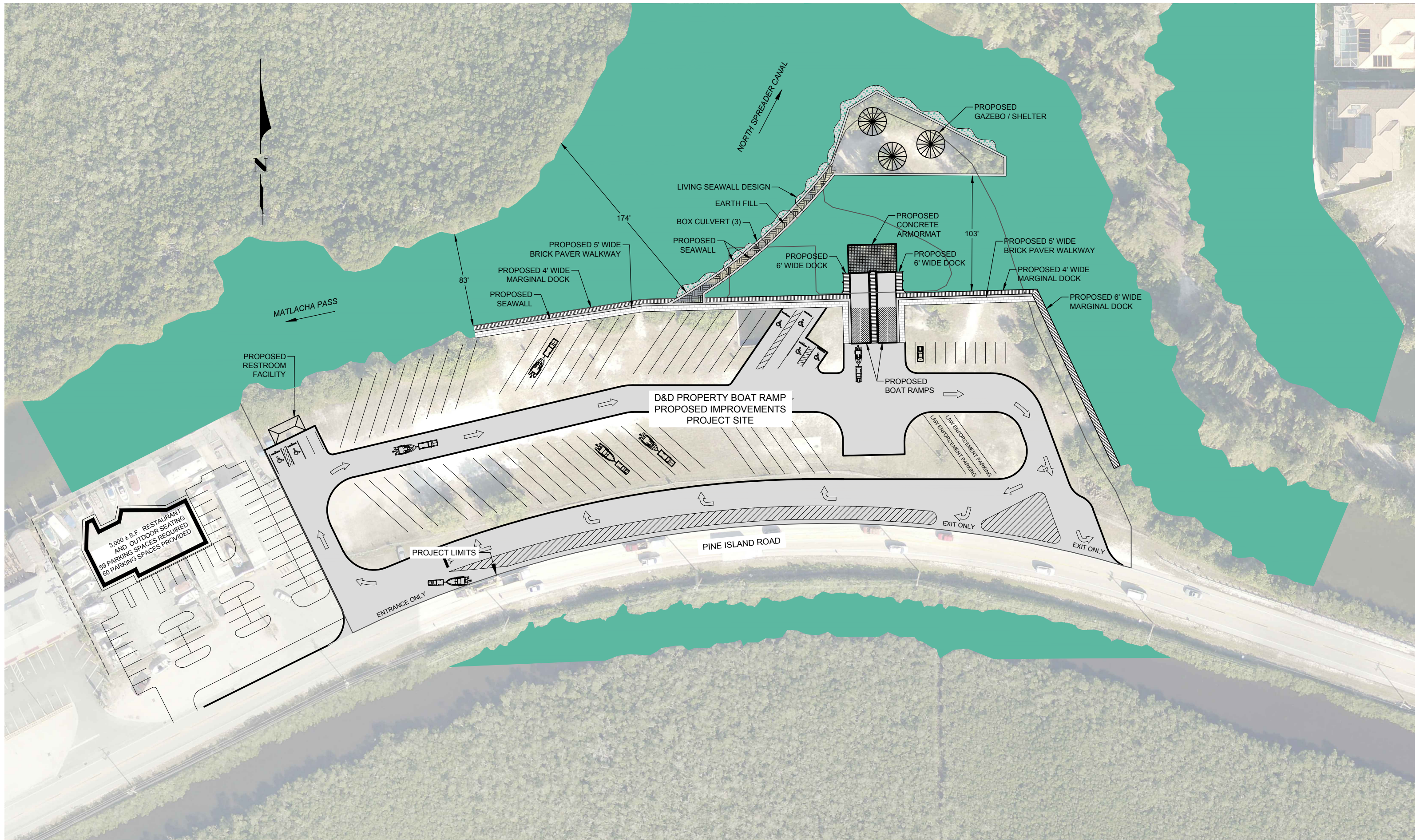
The outcome of the meeting is to get a general sense from Council relative to the following options:

1. Utilize grant funding for boat ramp enhancements including seawall and dock repairs. The WCIND grant for \$222,297 would allow the City to remove the old finger piers and seawall at the west end of the property and replace with a new seawall. The grant would also provide needed safety improvements to the existing boat ramp. The City's contribution for this effort could be up to an additional \$125,000 of budgeted funds, dependent upon final scope of work. A FBIP grant in the amount of \$67,500 is available to provide for design and permitting for improvements to the east end of the parcel that would include a developed parking lot and a new boat ramp. This grant does not require matching funds and would only lay the groundwork to submit for future grants to aid in construction cost. These types of grant applications will not be accepted unless the design and permits are already approved. Any future grants would likely require 50/50

matching funds, but the property purchase would offset a large portion of the City match of funds. The total project cost estimate would be close to \$4 million. See attached schematic for more detail. Please note the schematic also identifies a location for a potential restaurant.

2. Sell the property for its highest and best use value. This means there would no longer be a boat ramp. However, repairs to seawall and dock must be made. Estimated cost is \$300,000.
3. Enter into a public/private partnership for development of this site to its highest and best use or a subset thereof. The maximum allowable height under County zoning regulations is 35 feet. However, this could change when the City Council rezones the property.

JS:pd
Attachment

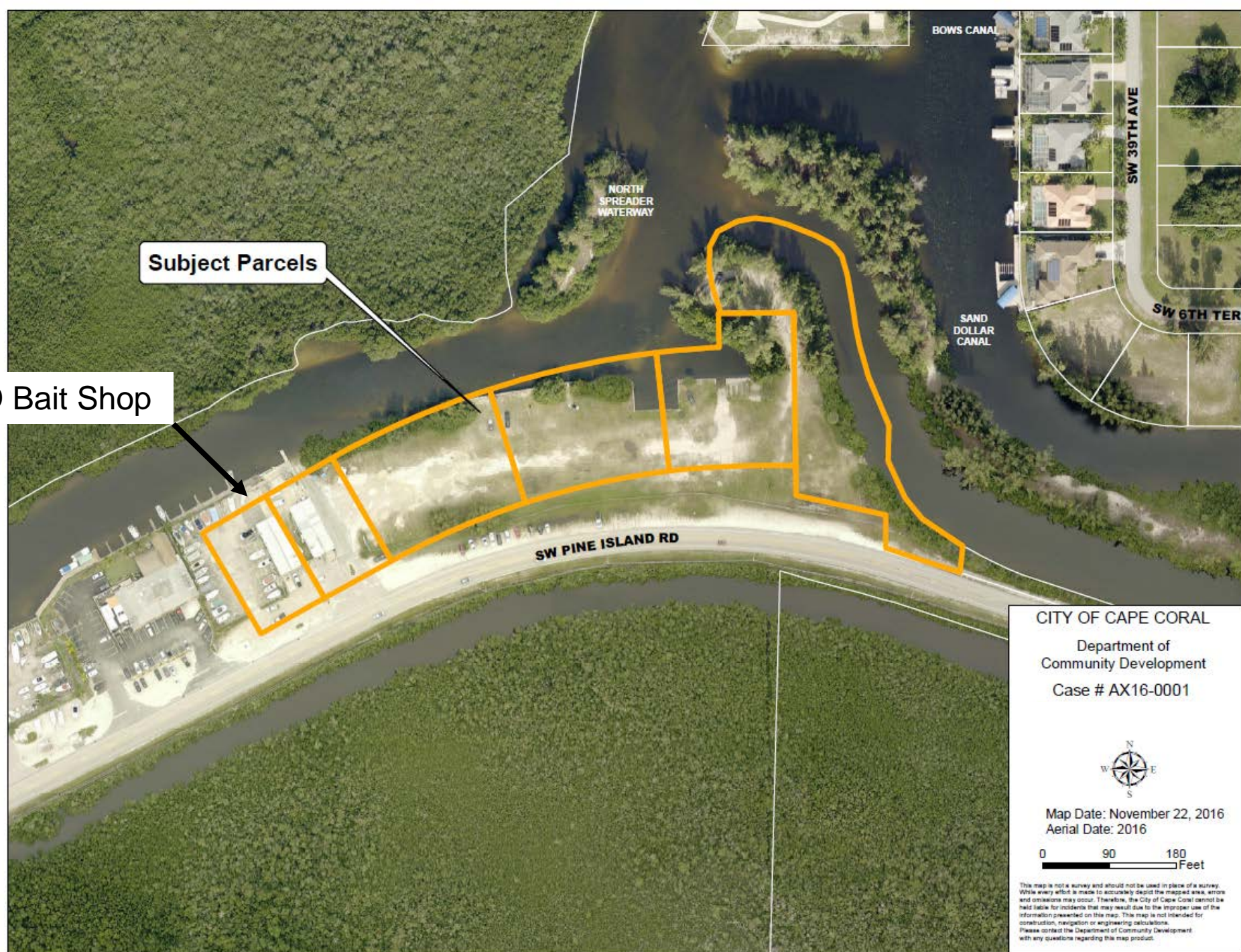


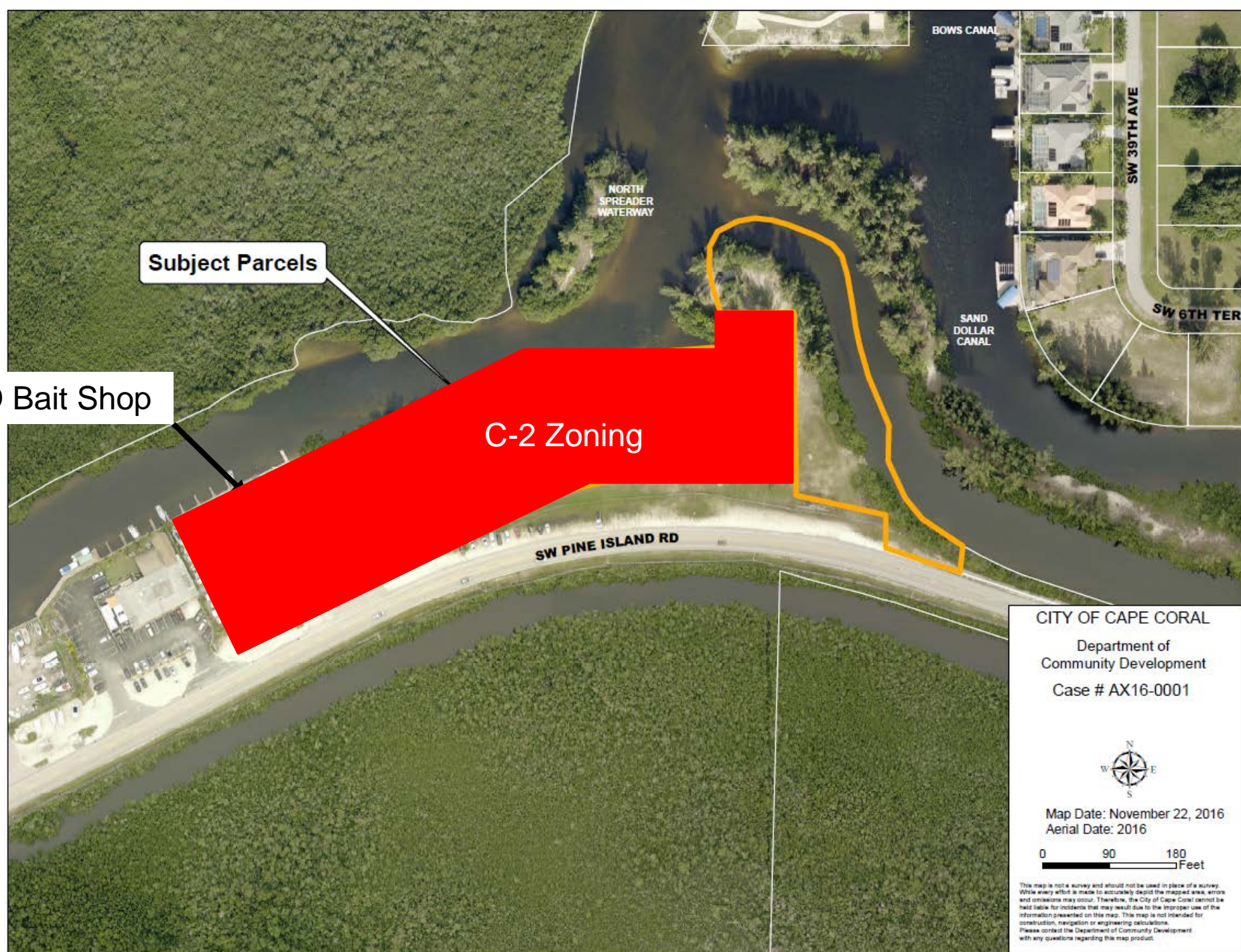
RANGE OF FUTURE USES D&D PROPERTY IN CAPE CORAL

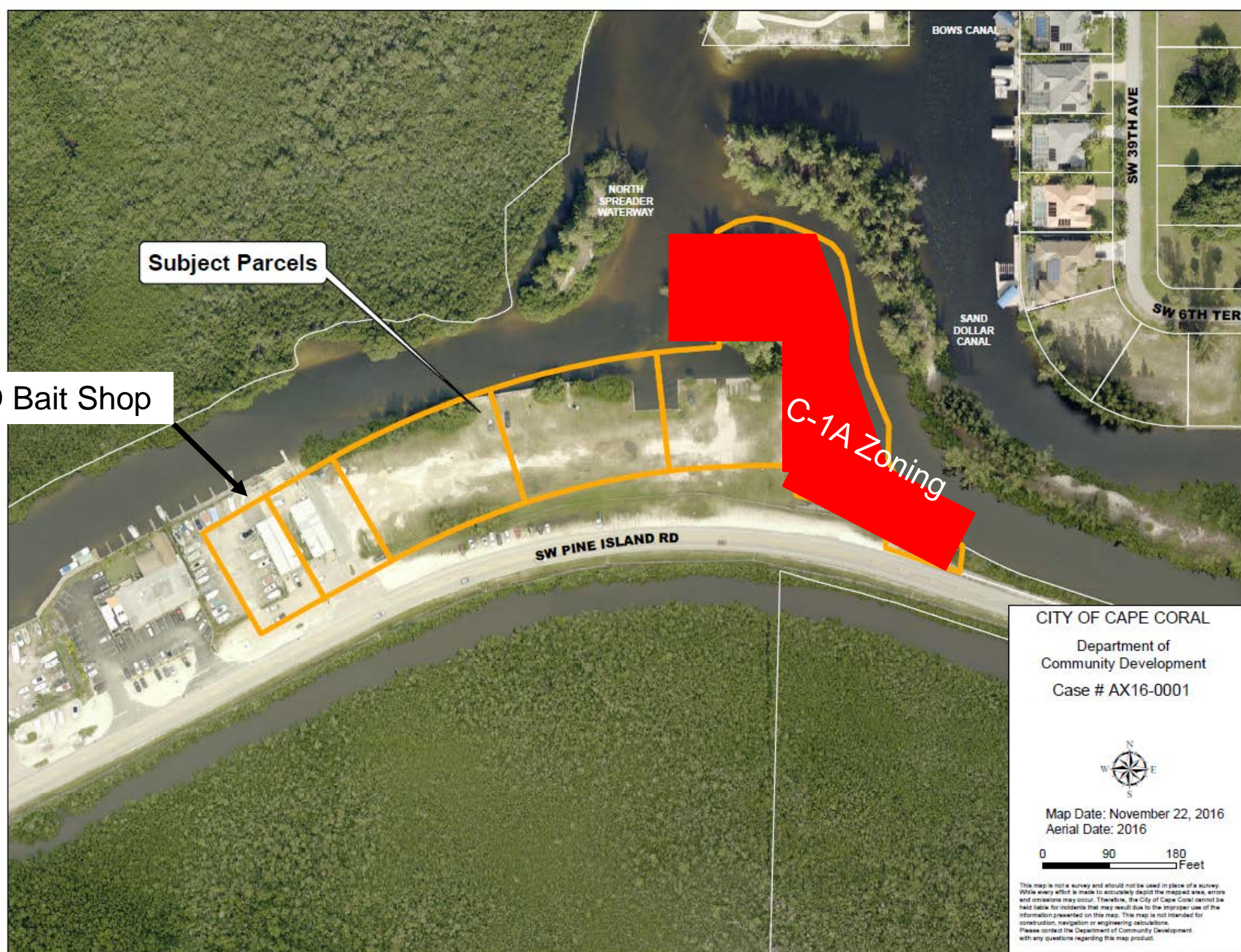
**CITY COUNCIL COMMITTEE OF THE WHOLE
APRIL 23, 2018**

PROPERTY SUMMARY

- **Property Size: 4.48 acres**
- **Lee County Future Land Use: Urban Community (Mixed Use)**
- **Density: 10 units/acre**
- **Zoning: C-1A and C-2**
- **Maximum Height: 35 feet**
- **Maximum Lot Coverage: 40%**







Examples of Permitted Uses

- Automotive Repair and Service (C-2 only)
- **Boat ramp and Boat rental**
- Department Store
- Excavation: oil and Gas (Special Exception only)
- Hotel/Motel (C-2 only)
- Manufacturing uses: apparel, dairy, electrical machinery, fabricated metal, leather, rubber and plastic products (C-2)
- Restaurants, Groups I thru III (range from coffee shop to sit-down).
Fast food allowed in C-2
- Supermarket

- Residential: Single Family, Duplex, Two-Family, and Multi-Family permitted

Boat Ramps in Cape Coral: Comprehensive Plan

- **Policy 1.2, Recreation and Open Space Element:**
- **Boat Ramp Lane Level of Service: 1 boat ramp lane per 10,000 residents**
- **2017 Cape Coral population (BEBR) = 175,063 = 18 boat ramps**
- **At Buildout population of 400,000 = 40 boat ramp lanes needed**
- **Number of Current Boat Ramp Lanes: 7 saltwater access lanes among 4 locations**
- **Projected Deficiency @ buildout: 33 boat ramp lanes**

PROPOSED D&D MARINA PROPERTY IMPROVEMENTS

April 23, 2018

Funding Source Breakdown of Matlacha Parcels

STRAP Number	purchase percentage amount - 0.6048	2011 Just Value (\$)	Initial Assignment	4410021 Stormwater	185001 General Fund	185001 General Fund-Building	Site Address	2011 Taxable Value (\$)	2011 Assessed Value (\$)	December 2011 Annual Tax Amount (\$)	Land Appraisal	Total Acquisition Costs
184423030000000A0	563,749.60	932,175	Stormwater	563,432.16			3850 PINE ISLAND RD NW	932,715.00	932,715.00	15,392.49	25.21	563,457.37
13442202000000270	376,649.50	622,800	Stormwater	376,649.50			3902 PINE ISLAND RD NW	622,800.00	622,800.00	10,278.00	25.21	376,674.71
13442202000000230	369,247.14	610,560	Stormwater	369,247.14			3910 PINE ISLAND RD NW	610,560.00	610,560.00	10,076.01	25.21	369,272.35
13442202000000190	372,604.81	616,112	General Fund		373,430.80		3918 PINE ISLAND RD NW	616,112.00	616,112.00	10,167.66	113.15	373,543.95
13442202000000170	391,826.76	647,896	General Fund		278,472.07	113,354.69	3922 PINE ISLAND RD NW - improved	647,896.00	647,896.00	10,801.66	113.18	278,585.25
13442202000000150	278,472.07	460,461	General Fund		278,472.07		3926 PINE ISLAND RD NW - improved	460,461.00	460,461.00	7,598.93	113.15	278,585.22
				1,309,328.80	930,374.94	113,354.69					16,575.00	\$ 13,630,388.54
			TOTAL			2,353,058.43						
		3,600,000.00	Appraised Value	2,003,173.24	1,596,826.76	3,600,000.00						
			GAIN	693,844.44	553,097.13	1,246,941.57						
				STORMWATER	W&S	GENERAL						
			JDE #	474629	474628	474630						
			Land Purchase	6,000,000.00	6,000,000.00	1,254,585.01						
			Deliq Taxes	127,889.71	127,889.71	29,157.61						
			Adj allocation	24,789.24	(1,456.57)	(23,332.67)						
			Deliq Tax-ref	(145.13)	(145.13)	(39.58)						
			Deliq Taxes-Net	152,533.82	126,288.01	5,785.36						
			Lot Mowing	45,160.72	24,091.01	5,369.61						
			Appraisers	7,438.86	7,438.86	1,697.28						
				6,205,133.40	6,157,817.88	1,267,437.26	13,630,388.54					

D&D Matlacha Bait & Tackle, Inc. – Summary of Lease Terms

Lease Premises

3922 and 3926 Pine Island Road

Term of Lease

5 year initial term

2 additional 5 year terms upon mutual agreement

Lease Commencement Date

January 1, 2014

Lease Expiration Date (Initial Term)

December 31, 2018

12 Month Notification

Rent Amount

1st year \$3,000 per month

+ Annual Property Taxes

+ Applicable Sales Tax on Rent

+ 30% of Boat Ramp Fees collected @ \$10.00 per vehicle

+ Annual CPI Rent Increases

Current Monthly Rent Amount

5th year \$3,497.69

Uses

Sale of fishing/boating supplies, live bait, patron docking boat/trailer storage and launching, cold food, beer and non-alcoholic beverages

Care & Maintenance of Improvements

Tenant is responsible for all building maintenance and repairs



D&D Matlacha Bait & Tackle, Inc. Collection Totals

Rental Period	Total Rent Collected	Total Boat Ramp \$ to City	Annual Revenue Amount to City	Property Taxes Paid
January - December 2014	\$36,000.00	\$17,949.00	\$53,949.00	\$17,005.49
January - December 2015	\$36,612.00	\$20,955.00	\$57,567.00	\$16,887.32
January - December 2016	\$36,612.00	\$22,254.00	\$58,866.00	\$18,711.43
January - December 2017	\$37,887.24	\$16,883.00	\$54,770.24	\$19,897.23
TOTAL	\$147,111.24	\$78,041.00	\$225,152.24	\$72,501.47

Fords Boathouse Cape Coral, LLC Collection Totals

Rental Period	Total Rent Collected	Additional % Rent Collected	Annual Revenue Amount to City	Property Taxes Paid
January - December 2014	\$39,516.13	\$30,723.26	\$70,239.39	\$2,174.74
January - December 2015	\$42,000.00	\$191,755.12	\$233,755.12	\$6,655.73
January - December 2016	\$42,000.00	\$201,838.96	\$243,838.96	\$4,094.02
January - December 2017	\$42,000.00	\$226,846.50	\$268,846.50	\$4,008.73
TOTAL	\$165,516.13	\$651,163.84	\$816,679.97	\$16,933.22

PROPOSED D&D MARINA PROPERTY IMPROVEMENTS

APRIL 23, 2018

- In June 2016 the City was awarded 50/50 matching fund WCIND grant for \$222,297
- Repairs to existing single-lane boat ramp
- Replacement of the deteriorated seawall at west end of property
- Extension filed to continue WCIND grant through July 31st, 2018

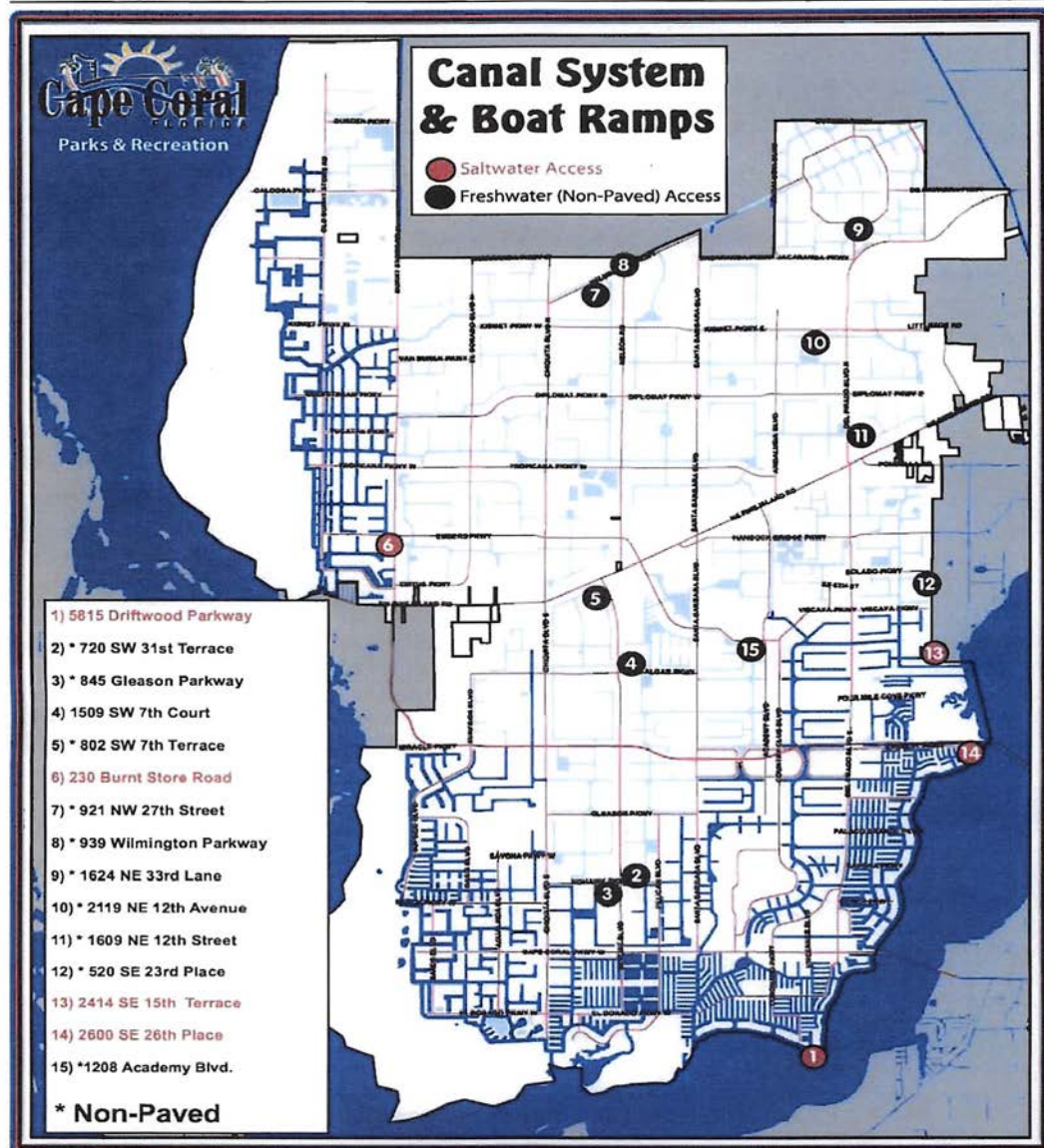


- WCIND grant will be used for the required repairs
- Project will be advertised for construction if approved
- Repairs to existing ramp will not be made if staff is directed to proceed with FBIP grant

- In July 2016, the City was awarded the FWC/FBIP grant for \$67,500
- Grant is for the design and permitting of proposed boat ramp and parking lot
- These improvements will be for the undeveloped east end of the property

- Coastal Engineering Consultants, Inc. (CEC) provided independent Feasibility Report
- Risk and safety factors of proposed boating facility improvements were evaluated
- Final report included in agenda package

- In December 2016 City Council adopted the Parks Master Plan
- Plan outlines future need for boat ramps
- Survey of City residents lists water access as one of their top priorities



- City currently has 4 direct saltwater access boat ramps
- Total of 139 boat trailer parking spaces

- No City owned saltwater canal properties large enough to support a boat ramp facility south of Pine Island Road
- Seven Islands is the only other City owned property that could support a new saltwater access boat ramp facility north of Pine Island Road

- This conceptual plan adds 44 boat trailer parking spaces
- Provides safe access in and out of the spreader waterway
- Reduces the number of current boating and trailer users

- Design and permitting for the proposed improvements funded through the FBIP grant
- FBIP Grant has not been fully executed to date pending approvals
- Expiration of grant is typically one year from executed date

- City may be eligible for construction funds through future grant application process
- Full design and approved permits are required before submittal for future construction grants

- Grants may fund 50% or more of the project
- Estimated construction cost is \$ 4 million
- Grants will need to be paid back if property is not used as a public boat ramp

QUESTIONS ?

D&D PROPERTY EXISTING BOAT RAMP IMPROVEMENTS

CITY OF CAPE CORAL
APRIL 23, 2018

OBJECTIVE

- DETERMINE IF THE EXISTING BOAT RAMP FACILITY IS SAFE FOR PUBLIC USE AND IF IMPROVEMENTS ARE JUSTIFIABLE.



PRESENTATION OUTLINE

- EXISTING USE AND ZONING
- PROPERTY HISTORY
- FWC BOATING ACCIDENT STATISTICS
- WATERFRONT PROPERTIES
- CITY BOAT RAMPS
- BOAT COUNT SURVEY
- HYDRODYNAMIC DATA
- SUMMARY

EXISTING USE

- IN 2012 CITY PURCHASED MULTIPLE ADJACENT PROPERTIES ALONG PINE ISLAND ROAD.
- USE OF PROPERTIES:
 - BAIT AND TACKLE SHOP WITH BOAT RAMPS
 - VEHICLE/TRAILER PARKING LOT



An aerial photograph of a coastal area. A road, labeled 'PINE ISLAND RD', runs diagonally from the bottom left towards the center. A red line is drawn along the road and extends into the surrounding land, forming a large, irregular loop that encompasses a significant portion of the upper and right-hand side of the image. The terrain appears to be a mix of land and water, with some areas showing what might be marshland or wetlands.

**PINE ISLAND ROAD HAS BEEN
CONSTRUCTED VIA DREDGE
AND FILL**

PINE ISLAND RD

1944



CONTINUED DEVELOPMENT,
SHORELINE ARMORED, D&D
PROPERTY IS DEVELOPED WITH BOAT
RAMP, NW CAPE CORAL IS BEING
CONSTRUCTED

PINE ISLAND RD

1972



NORTH SPREADER
WATERWAY IS ABOUT TO
BE CONNECTED TO
MATLACHA PASS

PINE ISLAND RD

1979



D&D AND ADJACENT
PROPERTY APPEARS NOT AS
BUSY, NORTH SPREADER
CANAL IS OPEN, BOAT LIFT IS
CONSTRUCTED

PINE ISLAND RD

1986



CONDITIONS SIMILAR TO
PRESENT DAY, BOAT LIFT
HAS BREACHED

PINE ISLAND RD

2008



CONDITIONS SIMILAR TO
PRESENT DAY, BOAT LIFT
HAS BEEN REMOVED

PINE ISLAND RD

2011



2014

PROPERTY HISTORY

- TO SUMMARIZE....
 - D&D AND ADJACENT PROPERTIES HAVE BEEN USED AS MARINA-TYPE FACILITIES SINCE EARLY 1970's



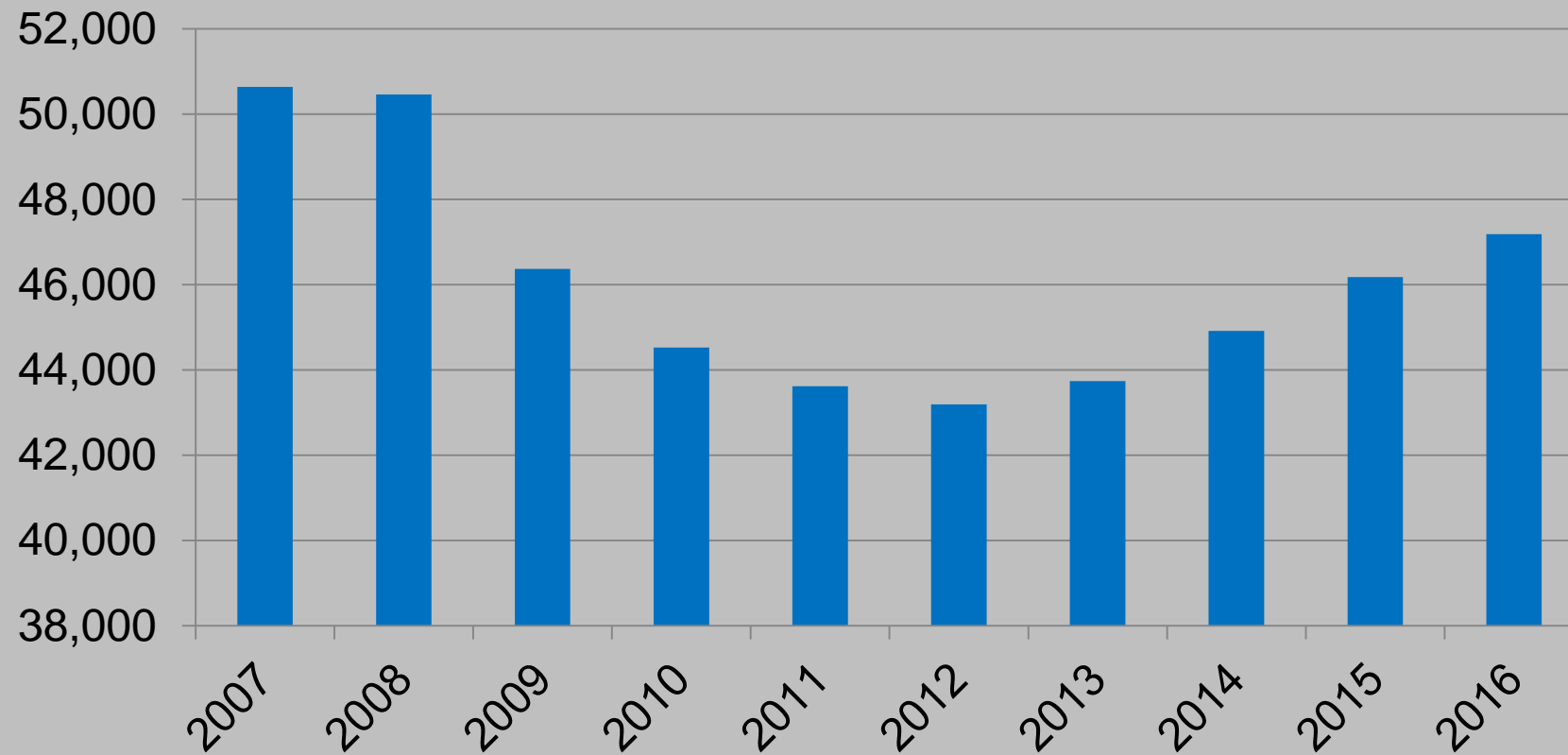
FWC BOATING ACCIDENT STATISTICS

LEE COUNTY (2007-2016)

- RANKED IN TOP 5 - REGISTERED VESSELS
- RANKED IN TOP 10 - REPORTABLE ACCIDENTS
- NO ACCIDENTS REPORTED WITHIN VICINITY OF D&D PROPERTY

FWC BOATING ACCIDENT STATISTICS

LEE COUNTY REGISTERED VESSELS

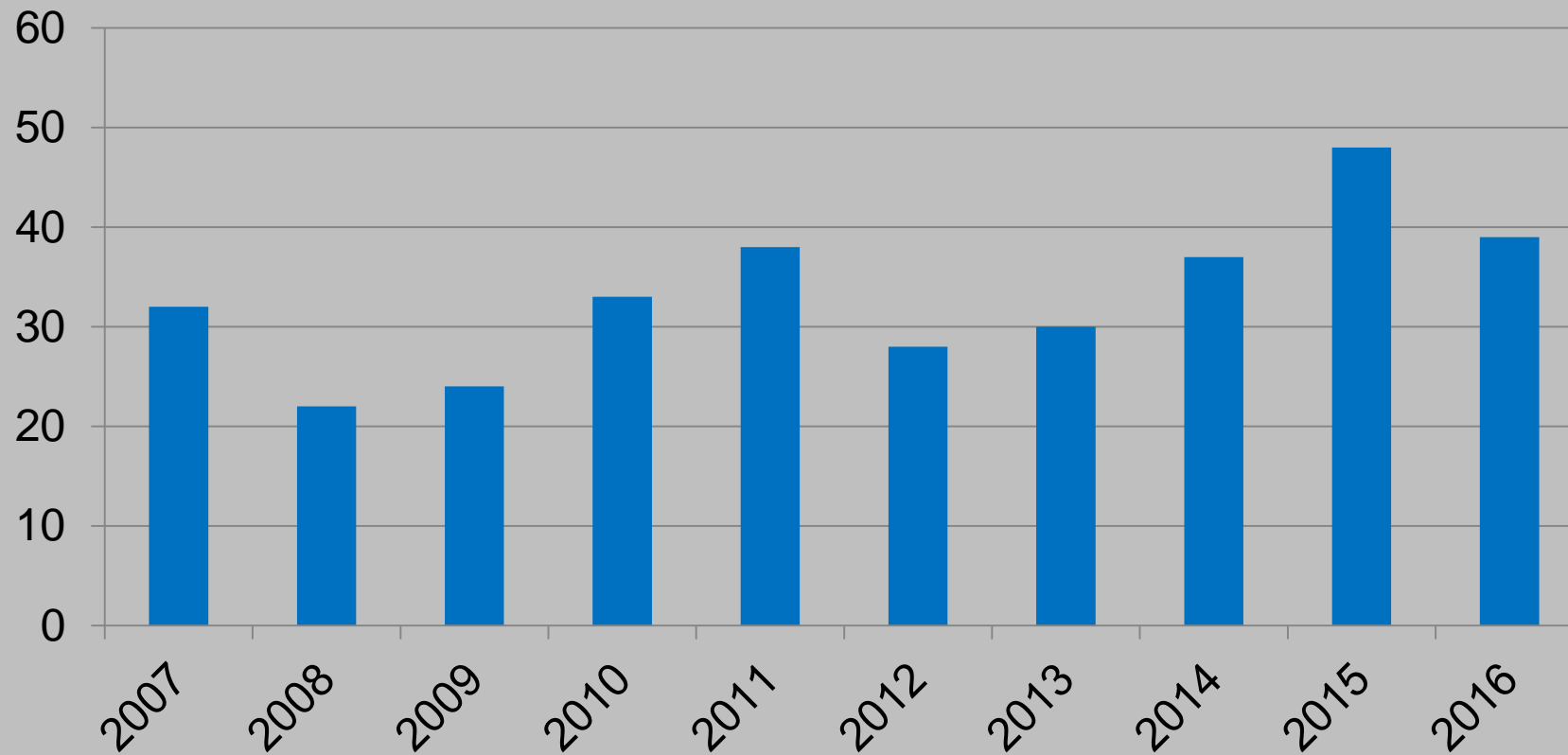


MAXIMUM: 2007, 50,642

MINIMUM: 2012, 43,194

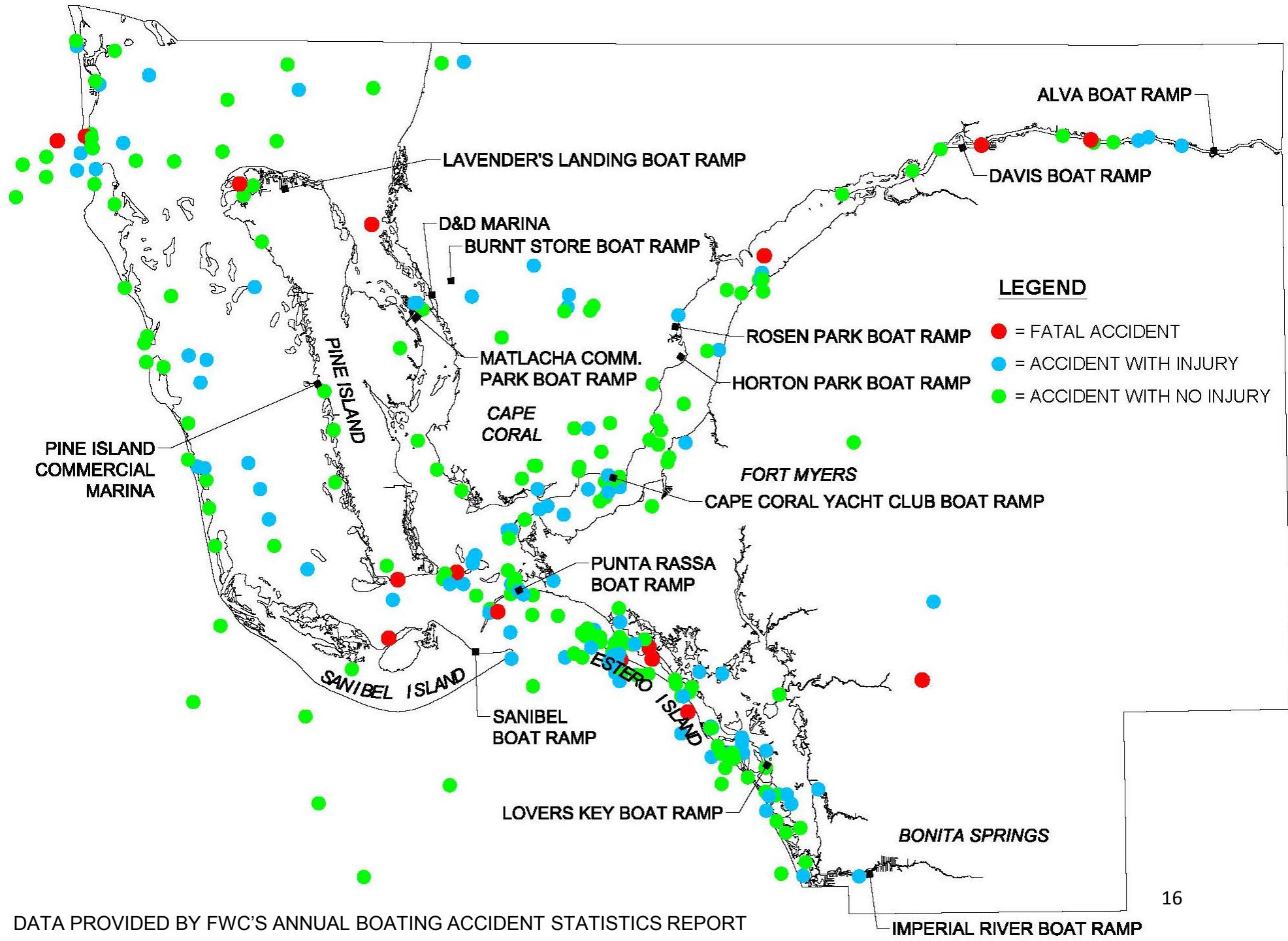
FWC BOATING ACCIDENT STATISTICS

LEE COUNTY REPORTABLE ACCIDENTS



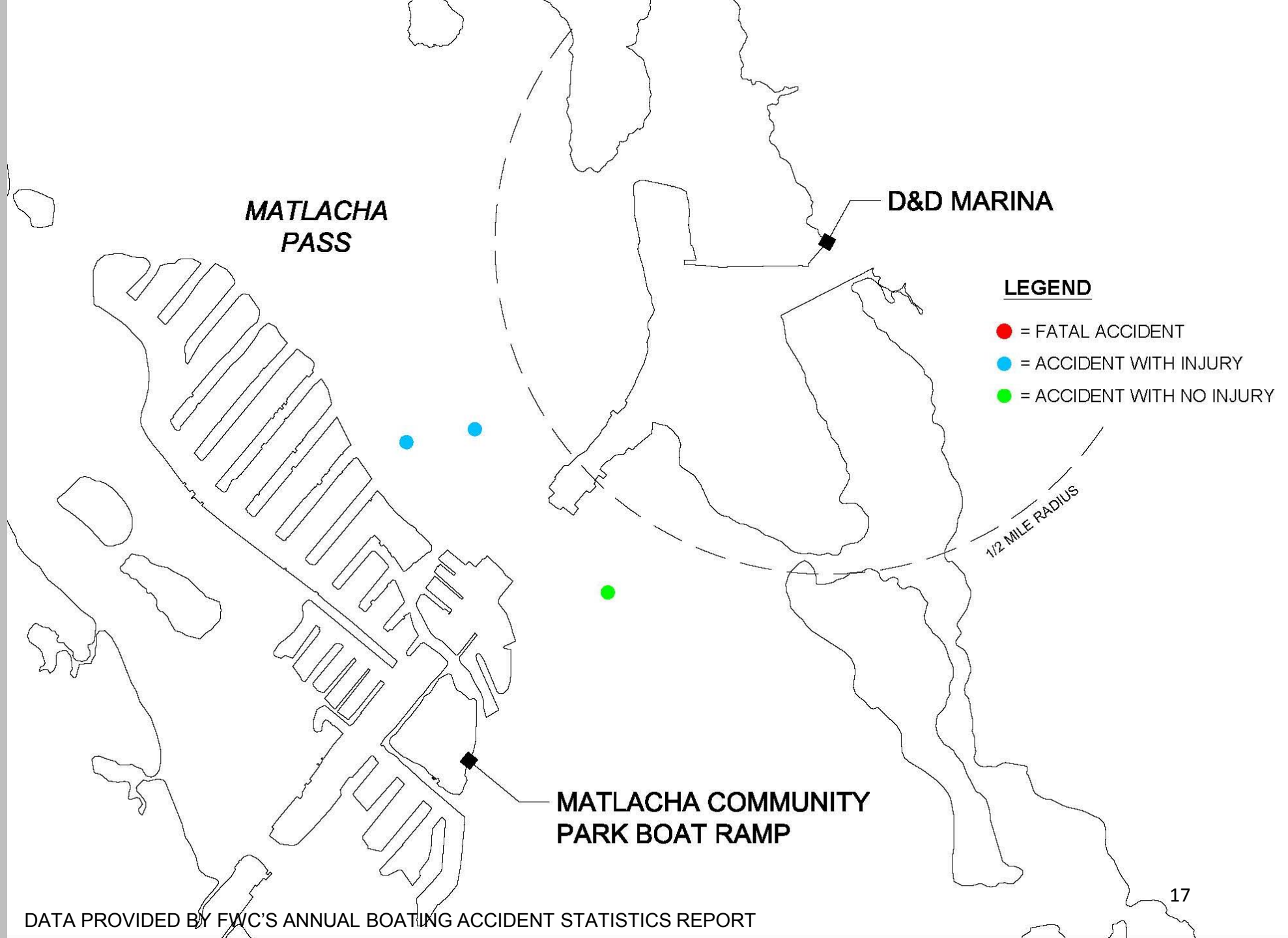
MAXIMUM: 2015, 48
MINIMUM: 2008, 22

FWC BOATING ACCIDENT LOCATIONS (2007–2016)



DATA PROVIDED BY FWC'S ANNUAL BOATING ACCIDENT STATISTICS REPORT

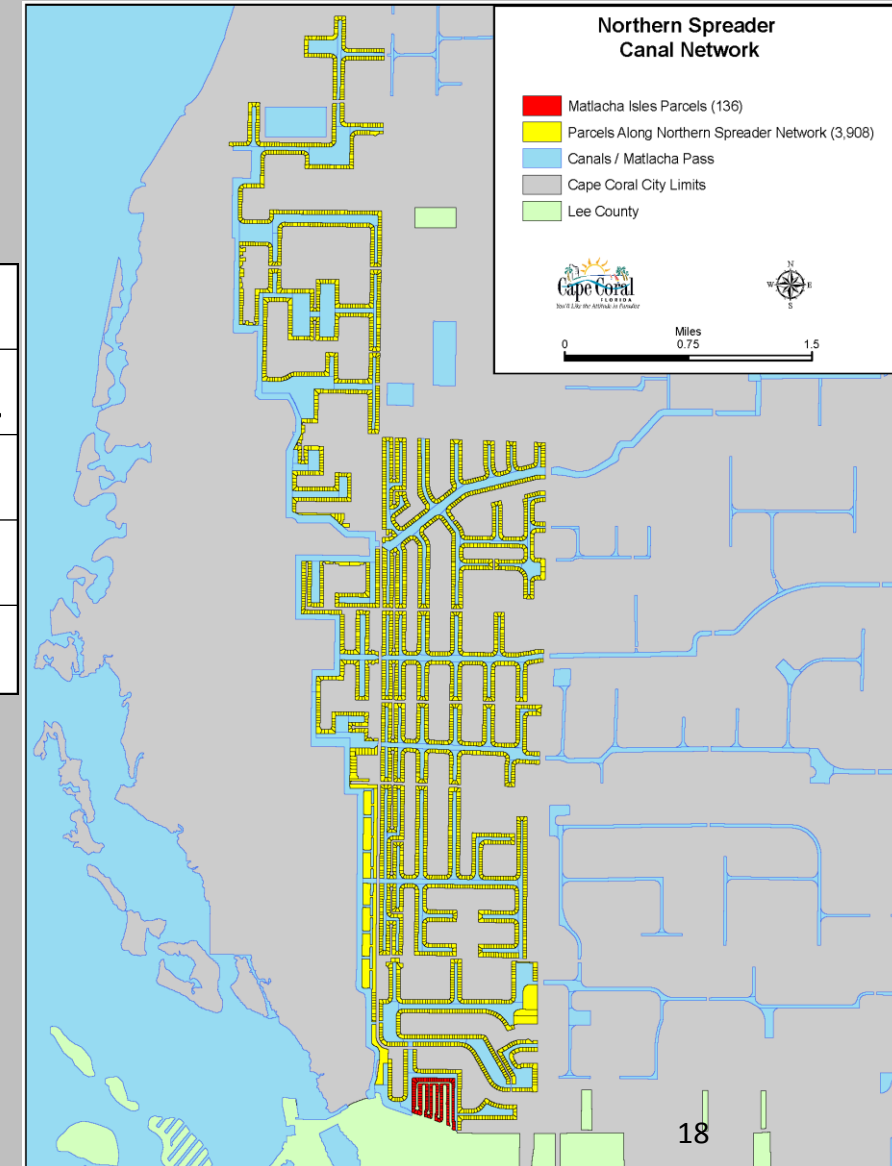
FWC BOATING ACCIDENT LOCATIONS (2007–2016)



NORTH SPREADER CANAL DEVELOPMENT

NORTH SPREADER CANAL ACCESS PROPERTIES			
	NORTH SPREADER	MATLACHA ISLES	TOTAL
IMPROVED	1,284	124	1,408
UNIMPROVED	2,624	12	2,636
TOTAL	3,908	136	4,044

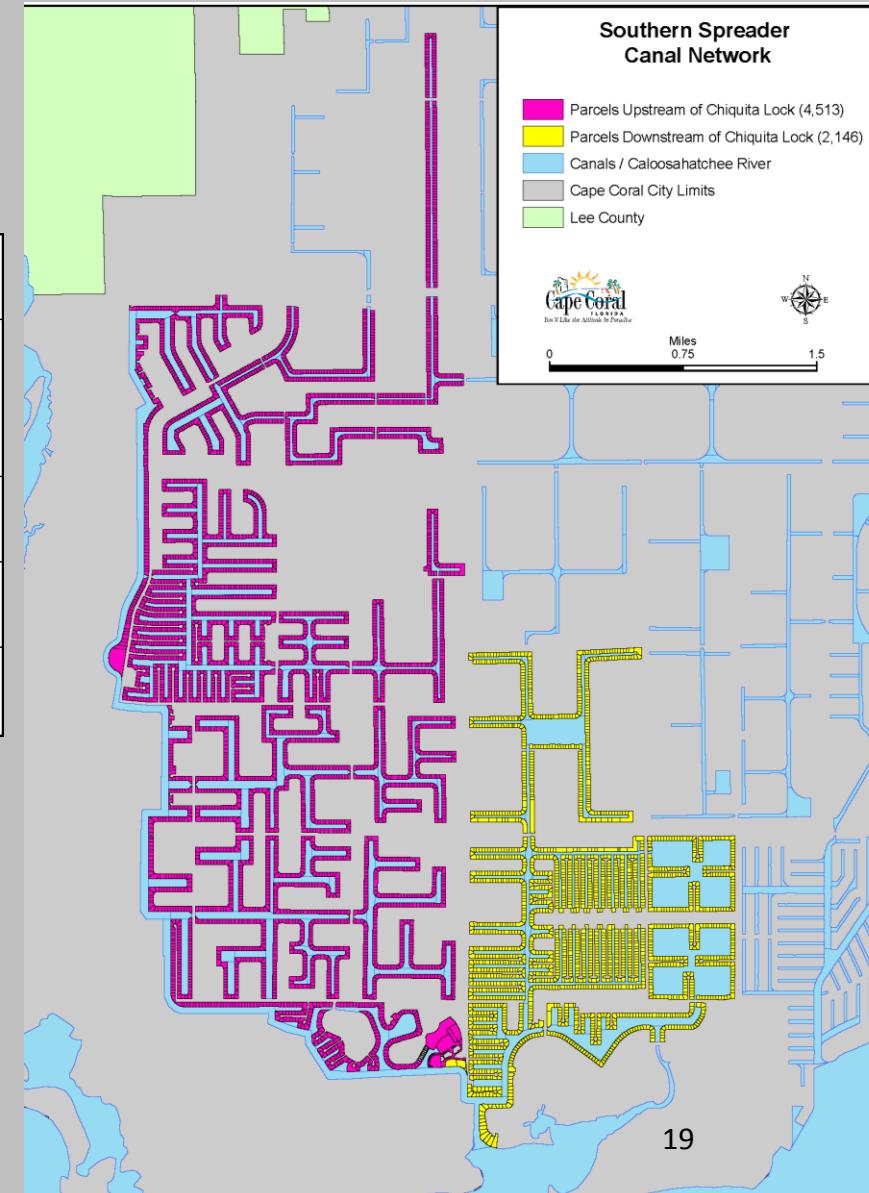
DATA AS OF MARCH 2018



SOUTH SPREADER CANAL DEVELOPMENT

SOUTH SPREADER CANAL ACCESS PROPERTIES			
	UPSTREAM OF CHIQUITA LOCK	DOWNSTREAM OF CHIQUITA LOCK	TOTAL
IMPROVED	3,190	1,952	5,142
UNIMPROVED	1,323	194	1,517
TOTAL	4,513	2,146	6,659

DATA AS OF MARCH 2018



CANAL ACCESS PROPERTY SUMMARY

- 77% DEVELOPED ON SOUTH SPREADER CANAL
(5,142/6,659)
 - 35% DEVELOPED ON NORTH SPREADER CANAL
(1,408/4,044)
- FUTURE NW CAPE DEVELOPMENT WILL LIKELY GENERATE HUNDREDS OF ADDITIONAL BOATS UTILIZING NORTH SPREADER CANAL

BOAT RAMPS WITHIN CITY LIMITS

- 4 SALTWATER ACCESS RAMPS
 - 3 ON THE CALOOSAHATCHEE RIVER (ROSEN, HORTON, YACHT CLUB)
 - 1 INSIDE NW CAPE CORAL CANAL SYSTEM (BURNT STORE)
- 11 FRESHWATER ACCESS RAMPS (NON-PAVED)
 - 6 INSIDE SE CAPE CORAL CANAL SYSTEM
 - 5 INSIDE NW CAPE CORAL CANAL SYSTEM

SALTWATER ACCESS BOAT RAMPS

BOAT RAMPS WITHIN CITY LIMITS				
		LAUNCH LANES	VEHICLE/TRAILER PARKING SPACES	TOTAL PARKING SPACES
SE CAPE	ROSEN	4	56	119
	HORTON	2	32	
	YACHT CLUB	2	31	
NW CAPE	BURNT STORE	2	20	20

BOAT COUNT SURVEY

- CITY STAFF CONDUCTED A BOAT COUNT SURVEY AT D&D PROPERTY
- PERFORMED BETWEEN 6AM – 6PM, FRIDAY 11/25/16 THRU SUNDAY 11/27/16
- INCLUDED OUTGOING AND INCOMING BOATS TRANSITING IN FRONT OF D&D PROPERTY

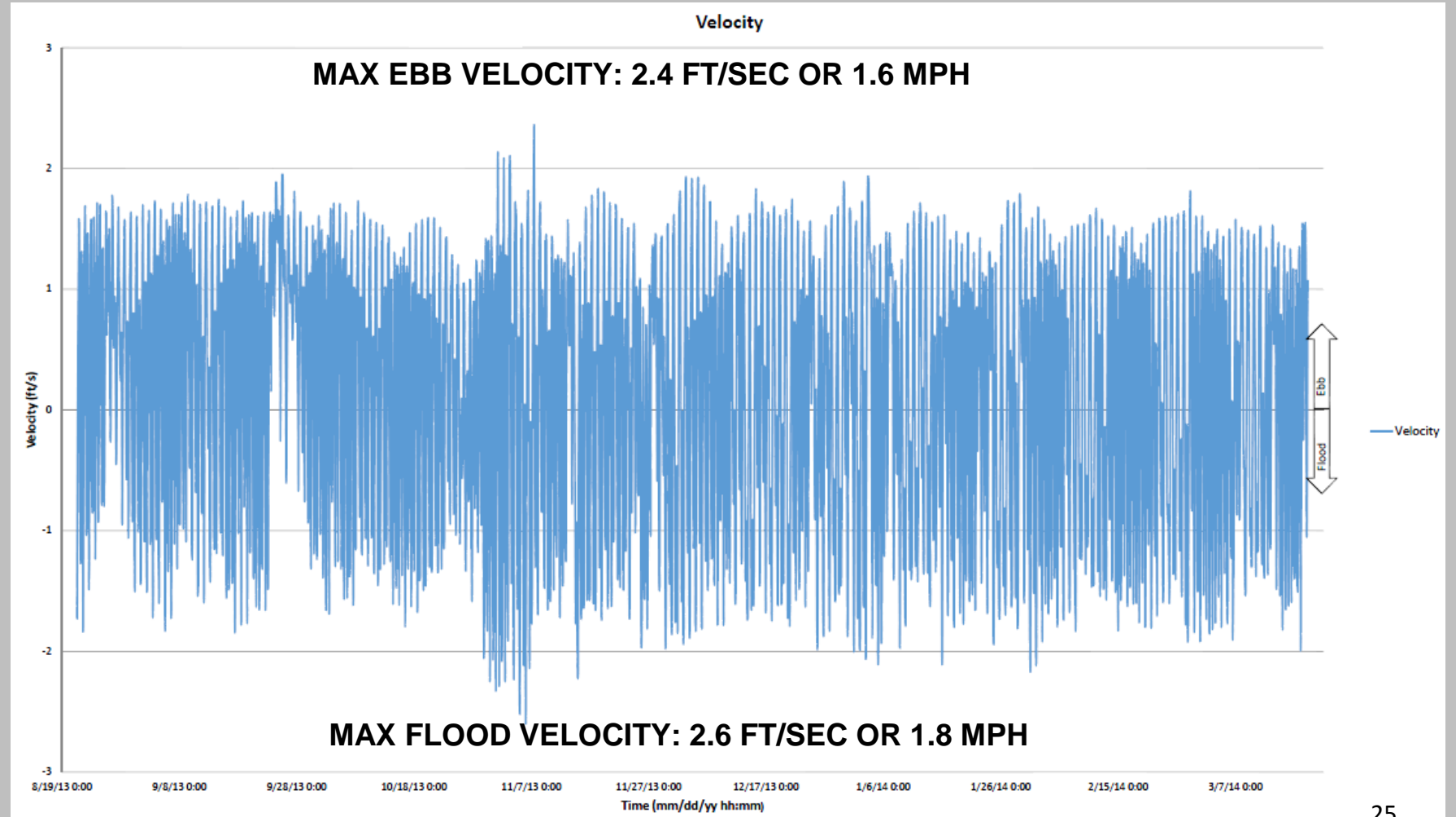
BOAT COUNT SURVEY

BOATS TRANSITING IN FRONT OF D&D PROPERTY			
	OUTGOING	INCOMING	TOTAL
FRIDAY	45	19	64
SATURDAY	116	119	235
SUNDAY	83	92	175

VEHICLES PARKED ON D&D PROPERTY AT NOON			
	WITH TRAILER	WITHOUT TRAILER	TOTAL
FRIDAY	23	17	40
SATURDAY	28	12	40
SUNDAY	15	6	21

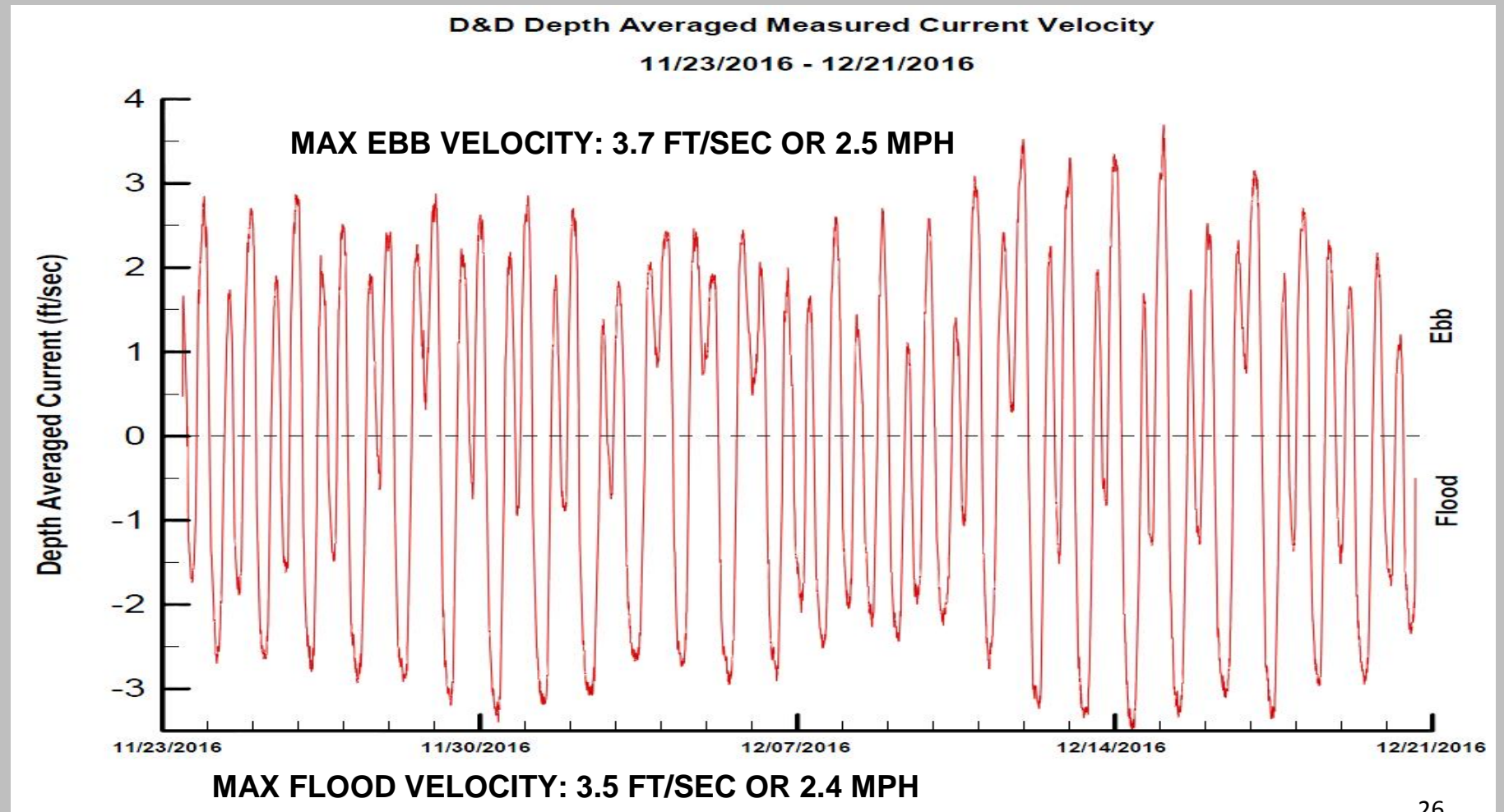
HYDRODYNAMIC DATA - USGS

- STATION OPERATED FROM AUGUST 2013 – MARCH 2014



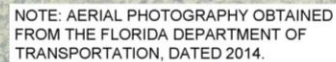
HYDRODYNAMIC DATA - CEC

- GAUGE OPERATED FROM NOVEMBER – DECEMBER 2016

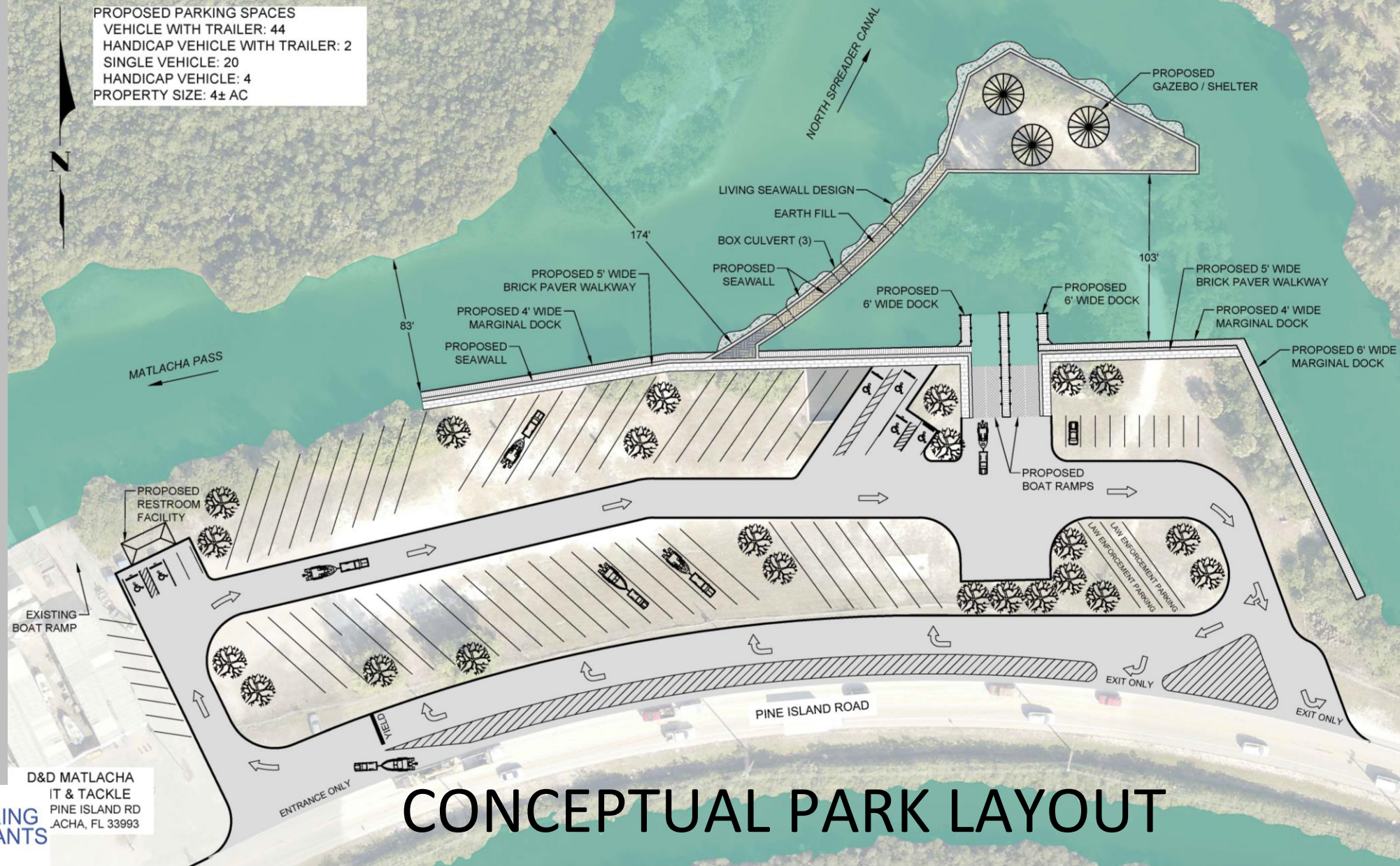


SUMMARY

- FOR OVER 40 YEARS THESE PROPERTIES HAVE OPERATED AS MARINA-TYPE FACILITIES WITH NO KNOWN ACCIDENTS
- BASED ON DATA REVIEWED, THE LOCATION OF THESE PROPERTIES IS SAFE FOR CONTINUED MARINA-TYPE USES
- IMPROVEMENTS ARE RECOMMENDED TO ADDRESS:
 - SAFETY
 - ENVIRONMENTAL RESOURCES
 - VESSEL TRAFFIC
 - VEHICULAR TRAFFIC



PROPOSED PARKING SPACES
VEHICLE WITH TRAILER: 44
HANDICAP VEHICLE WITH TRAILER: 2
SINGLE VEHICLE: 20
HANDICAP VEHICLE: 4
PROPERTY SIZE: 4± AC





A CECI GROUP COMPANY

[CECI Group Services](#)
Coastal and Marine Engineering
Environmental and Geological Services
Land and Marine Survey and Mapping
Website: www.coastalengineering.com

July 31, 2017

Via email: mridenou@capecoral.net

Mark Ridenour
Facilities/Project Manager
City of Cape Coral
1015 Cultural Park Boulevard
Cape Coral, Florida 33990

Re: D&D Property Public Boat Ramp
CEC File No. 15.250

Mr. Ridenour:

Coastal Engineering Consultants, Inc. (CEC) is pleased to submit this feasibility report to address concerns from stakeholders about proposed improvements to the existing boat ramps at the City owned D&D property on Pine Island Road. The concerns were expressed April 11, 2016, during the public hearing on passage of Resolution 49-16. This Resolution authorized the City to apply for and administer a grant to improve the existing boating infrastructure at the D&D property. Stakeholder concerns included 1) navigation safety; 2) potential environmental impacts and; 3) community impacts. CEC was tasked with collecting data, preparing concept plans, and providing recommendations.

We appreciate the opportunity to be of service. If you have any questions, please do not hesitate to call me at (239) 643-2324, extension 128.

Sincerely,
COASTAL ENGINEERING CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read 'Mark Kincaid', is written over a light blue circular stamp.

Mark Kincaid
Senior Engineer

Attachments

**FEASIBILITY REPORT
FOR
PROPOSED IMPROVEMENTS
AT THE D&D PROPERTY
PUBLIC BOAT RAMP**

Prepared for:

THE CITY OF CAPE CORAL

City Hall
1015 Cultural Park Boulevard
Cape Coral, Florida 33990

JULY 31, 2017



Coastal Engineering Consultants, Inc.
3106 S. Horseshoe Drive
Naples, Florida 34104
239-643-2324

EXECUTIVE SUMMARY

This report was requested by City of Cape Coral (City) Management to address concerns from stakeholders about proposed improvements to the existing boat ramps at the City owned D&D property on Pine Island Road. The concerns were expressed during the public hearing on passage of Resolution 49-16. This Resolution authorized the City to apply for and administer a grant to improve the existing boating infrastructure at the D&D property. Stakeholder concerns included 1) navigation safety; 2) potential environmental impacts and; 3) community impacts. Coastal Engineering Consultants, Inc. (CEC) was tasked with collecting data, preparing concept plans, and providing recommendations.

1. Navigation Safety

The D&D property was developed in the early 1970's and remains nearly identical today. The two original boat ramps are still heavily used. Long before wetlands were excavated, between 1975 and 1984, to create the stormwater conveyance system known as the North Spreader Canal, boats had been launched from and stored on the D&D property. During construction of the northwest Cape Coral canal system two land bridges existed; one at Sirenita Vista Park (where the future Ceitus boat lift would be installed) and one just north of the subject property. These land bridges restricted vessel navigation and tidal waters from entering the system until the mid-1980's. Prior to the removal of the land bridges the Ceitus boat lift structure was installed. This structure lifted small boats across the structure but restricted tidal waters from mixing with fresher, upstream canal water. The boat lift stopped operating around 2007 and the water control structure and boat lift were removed in 2008.

Historically, the D&D boat ramps have been very popular with boaters, providing easy access to Matlacha Pass, Charlotte Harbor, Pine Island Sound and beyond. Since purchasing the property in 2012, City staff have documented the amount of paid boat launch receipts. City staff have reported the number of launches at this facility consistently exceeds the combined number of launches from the City's other four saltwater access boat ramps (Horton, Rosen, Yacht Club and Burnt Store).

Based upon review of available State records (dating back to 2007), no vessel accident reports within ½ mile of the D&D property were recorded. This period reflects the vessel traffic after removal of the water control structure and boat lift. Navigable channel widths along the D&D property are a minimum of 50 feet wide measured at 5 feet below Mean Low Water. Average absolute tidal velocities were measured to be approximately 1.2 MPH.

The channel along the D&D property has been navigated safely by boaters of all skill levels without significant incident since development of the Matlacha area. Construction of the North Spreader Canal and removal of the water control structure resulted in a substantial increase in waterfront property and influx of vessels operating in front of the D&D property. As evidenced by the long-term successful use of the boat ramps and no accident reports on record since 2007, the concerns of navigation safety are unsubstantiated for current and projected growth conditions.

2. Environmental Impacts

The D&D property is mostly vacant and used as an unimproved parking area for the adjacent D&D Bait and Tackle. The main thoroughfare through the property is covered in asphalt millings while the remainder of the property is dirt and grass. The shoreline is a mix of concrete seawall and vegetation.

Multiple invasive and exotic trees exist on the property. The property has no stormwater treatment system.

Proposed improvements to the property would not result in any adverse environmental impacts. Lee County Division of Natural Resources confirmed the proposed boat ramp improvements are consistent with the approved 2004 Manatee Protection Plan (MPP). The goal of the project is to continue to provide the community a safe boat ramp while protecting the environment. To meet this goal, considerations for the project include minimizing impervious surfaces, constructing a stormwater management system, removing invasive and exotic trees, and constructing a living shoreline.

3. Community Impacts

The City acquired the six contiguous parcels, referenced herein as the D&D property, in 2012. On December 12, 2016 City Council approved annexation of the property with adoption of Ordinance 57-16. Parcels have a Lee County commercial zoning district of C-2 or C-1A. Boat ramps and bait and tackle shops are permitted uses.

Accessed by Pine Island Road, ingress and egress to the D&D property does not disrupt any adjacent residential neighborhoods. It is the only City owned boat ramp property not contiguous with residential property. The remnants of an old land bridge, now an island, provides a buffer to the closest residents in Cape Coral and Matlacha Isles.

On December 12, 2016 the City Council adopted the recently updated Parks Master Plan (Plan). The Plan outlines a future need for boat ramps. A survey of City residents lists water access as one of their top priorities. This adopted Plan recommends up to \$4 million of improvements for boat ramps and access at D&D. Two grants totaling \$289,797 have been secured and are ready for implementation. With the passage of Resolution 49-16 the City can utilize earmarked funds to begin the proposed improvement design. This project meets the eligibility criteria for future grants to complete the balance of the project.

Based upon the research gathered and our professional judgment, CEC recommends that the City of Cape Coral move forward with design of proposed boating facility improvements. This project is consistent with the City's Parks Master Plan. Strategic boat ramp placement, engineering, and minor realignment of the channel would be pursued to help develop community support and consensus. Further refinement of concept plans with City staff and stakeholders would ensure navigation safety, impact minimization and enhancement of the environment with a goal of creating a facility the community enjoys and values.

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INTRODUCTION

Boating is very important to many Floridians. Millions of recreational boaters enjoy the opportunities afforded by Florida's vast tidal coastline. Across Florida, municipalities struggle to provide public boating access while meeting the steady increase in vessel registrations.

The City of Cape Coral (City) owns multiple adjacent parcels along the North Spreader Canal and Pine Island Road referred herein as the D&D property – see Figure 1 D&D Property Location Map. Most of the property is vacant, used as an unpaved parking area for neighboring D&D Bait and Tackle. The public utilizes the two-existing single-lane boat ramps as well as the waterfront property for fishing. Please reference Appendix 1 for site photographs.



FIGURE 1. D&D PROPERTY LOCATION MAP

The City is considering making improvements to these existing boat ramps and shoreline. City Management requested this Feasibility Report (Report) to address concerns from stakeholders regarding 1) navigation safety; 2) potential environmental impacts and; 3) community impacts. Coastal Engineering Consultants, Inc. (CEC) was tasked with collecting data, preparing concept plans, and providing recommendations. CEC explored the following:

- Property History
- Existing Use and Zoning
- Parks Master Plan

- Navigational Safety
- Bathymetric Survey
- Hydrodynamic Data
- Boat Count Survey
- City Waterfront Property
- City Boat Ramps
- Conceptual Design
- Environmental Concerns

PROPERTY HISTORY

Available aerial photographs were obtained for review and can be referenced in Appendix 2. Historic aerials show Pine Island Road was constructed via dredge and fill prior to 1944. At that time, current day Matlacha Isles-Matlacha Shores was mangrove forest. Between 1953 and 1958 Matlacha Isles-Matlacha Shores (parcels north of Pine Island Road) were constructed via dredge and fill. The canal north of these properties would become the future North Spreader Canal entrance. By 1968 the properties north of Pine Island Road were being developed. Further dredging and filling was evident to the east, north of Pine Island Road. By 1972, the present day D&D Bait and Tackle buildings were constructed along with seawalls and two boat ramps. These boat ramps have been providing access to the water for over 40 years. Note the boat ramps existed prior to the construction of the North Spreader Canal system. The D&D Bait and Tackle parcels remain active through current day while the parcels to the east were observed vacant by 1990. Last year the City submitted a Limited Development Order to Lee County to improve the public parking area on the subject property. The project was permitted and completed.

EXISTING USE AND ZONING

In 2012, as part of a larger 491 parcel purchase, the City acquired six adjacent parcels, approximately 5.3 acres, along Pine Island Road (3850 – 3926 Pine Island Road NW).

Currently, the City has a 10 year lease with D&D Bait and Tackle for the subject property. Their existing facility occupies two parcels and includes the building, fenced boat storage yard, 5 finger piers with 10 boat slips, single-lane boat ramp, and boarding pier. A concrete seawall armors the shoreline immediately behind the building and fenced boat storage. The existing seawall, finger piers, and boat ramp are severely deteriorated. As the facility nears a state of disrepair, replacement will be required.

The remaining four parcels serve as an unimproved parking area for the adjacent bait and tackle shop. There is a second existing single-lane boat ramp and boat basin. The shoreline is a mix of concrete seawall and vegetation. This existing seawall and boat ramp are in similar condition, severely deteriorated, and require replacement. Please reference to Appendix 1 for existing site condition photographs.

The properties have a future land use classification of Urban Community. Urban Community areas are defined as areas outside Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Five of the subject properties have a Lee County commercial zoning district of C-2 and one is zoned C-1A. Several of the permitted uses include; auto/boat parts stores, bait and tackle shops, drug stores/pharmacy, restaurants and supermarkets. Townhouses and duplexes can be permitted in special circumstances. Districts allow a maximum density of 10 DU/acre and a maximum building height of 35 feet. Boat ramps are a permitted use in C-2 districts and permitted as existing only/special exemption in C-1A districts.

PARKS MASTER PLAN

The City recently completed its Parks Master Plan (Plan) update, dated November 2016. The City Council officially adopted the Plan on December 12, 2016. The Plan's purpose is to address the following needs of the City's Parks System:

- Identify issues, needs and opportunities.
- Ensure adequate growth.
- Modernization of the Level of Service (LOS).
- Continual funding opportunities.
- Provide planning actions and acquisition needs.

The Plan inventories and assesses the City's recreational facilities based on the needs of the community. The City's existing boat ramp lanes are included in the Plan's evaluation.

The Plan contains specific target LOS for 20 different recreational facilities. Boat ramp lanes LOS has been established to equal one boat ramp lane per 10,000 residents. According to the Plan, the City is reported to have seven existing saltwater access boat ramp lanes. Facilities and lanes include Burnt Store Boat Ramp (1), Horton Park (1), Rosen Park (2), Strausser BMX Sports Complex (1), and Yacht Club Community Park (2). Based on the City's 2015 population estimate, 18 lanes are required to meet the City's desired LOS in 2015. Thus the City currently has a boat ramp lane deficiency of 11 lanes. To achieve the same desired LOS when the City is built out, a total of 40 boat ramp lanes would be required. To meet the desired LOS upon buildout the City will need to construct 33 boat ramp lanes.

The Plan compares the City's outdoor facilities to similar facility's LOS standards published in the 2013 Florida Statewide Comprehensive Outdoor Recreation Plan (SCORP). The comparison focused on Florida's southwest region. SCORP defines LOS as the amount of resources and facilities available to support an activity, expressed in terms of units of supply per 1,000 participants. SCORP has established a 2020 boat ramp lane LOS of 0.16 boat ramp lanes units per 1,000 participants. To meet the LOS standard and participant demand at the City's buildout an additional 9 boat ramp lanes will be required.

It should be noted that these two comparison methodologies utilize different LOS units. The City accounts for residents in their analysis while SCORP focuses on specific activity participants.

The Plan lists boating/kayaking access as one of the residents' top needs. To prioritize the needs of the community a Proposed Phase 1 Projects list was drafted. It recommends a new saltwater ramp

(motorized craft) be constructed on the D&D property at an estimated cost of \$3-4 million dollars. Currently the City has secured approximately \$289,797, via two grants, to fund various work at the D&D property. Additional grants are available from the Florida Fish and Wildlife Conservation Commission (FWC), the West Coast Inland Navigation District (WCIND) and Lee County Tourist Development Council (TDC) to fund the construction of the proposed improvements. City staff has already initiated contact with these agencies regarding the application process to compete for such grants. Having already been awarded design funds it is likely the construction aspect will compete successfully for grant funds from the same agencies.

BOATING ACCIDENT REPORTS

FWC is responsible for documenting and maintaining all boating related accidents within the State. The Boating and Waterways Section of the FWC's Division of Law Enforcement compiles investigative report data from marine law enforcement agencies and publishes an annual Boating Accidents Statistical Report. The statistics reflect data from "reportable boating accidents" in Florida. A boating accident must meet at least one of the following criteria to be considered reportable:

- A person dies.
- A person disappears under circumstances that indicate possible death or injury.
- A person receives an injury requiring medical treatment beyond immediate first aid.
- There is at least \$2,000 aggregate property damage to the vessel(s) or other property.
- There is a total loss of a vessel.

Numerous stakeholders have suggested the canal at the D&D property providing access to the North Spreader Canal is unsafe to navigate because of its narrow width, blind turn, and extreme current velocities. To determine the validity of these claims, CEC reviewed available records from FWC on boating accidents for Lee County from 2007 to 2016.

The data showed Lee County historically ranks in the top 10 most accident-prone counties in the State. However, there were no accidents observed within the project vicinity. The nearest reportable accident was in Matlacha Pass, more than ½ mile away from the D&D property.

To further the review, the same analysis was performed for the most popular boat ramps in Lee County to determine if boat ramps are inherently accident prone areas. The boat ramps at Punta Rassa, Lovers Key/Carl Johnson, Horton, Rosen, and Sanibel Parks were chosen. Within a ½ mile radius of Punta Rassa boat ramp there were nine reportable accidents, one each at Lovers Key/Carl Johnson and Horton boat ramps, and none at the Rosen and Sanibel boat ramp. The unique conditions at the Punta Rassa boat ramp should be noted as a possible cause of elevated accident count. The boat ramp is centered at the intersection of several heavily trafficked channels; multiple waterbodies are converging; and the Sanibel Causeway is restricting navigation.

Analysis of the FWC data suggests there was no evidence indicating the D&D property boat ramps are unsafe to operate or that the canal accessing the North Spreader was hazardous to navigate. There was no concentration of accidents adjacent to the property or within the North Spreader Canal system. Additionally, to suggest a boat ramp facility is inherently prone to boating accidents would be a false

claim. Lee County's busiest and most popular boat ramps do not exhibit excessively high boating accident counts.

BATHYMETRIC SURVEY

A historic channel exists along the northern shoreline of Matlacha Shores. Historic aerials show most of the channel being dredged prior to 1958 but dredging is evident in parts of this channel prior to 1953. In December 2016, CEC conducted a bathymetric survey of the historic channel. The survey extended 7,400 feet from the Matlacha Pass Bridge to Sirenia Vista Park. The purpose of the survey was to determine if shoaling has affected channel navigability. To evaluate the channel, a conceptual channel template was designed and centered over the deepest water. Criteria for this channel template included a width of up to 50 feet with a depth of 5 feet Mean Low Water (6.4 feet North American Vertical Datum 1988). Based on this template there was shoaling around the Shoreview Drive peninsula. There is approximately 7,300 cubic yards of material within the template. It should be noted the channel is naturally wider and deeper than the conceptual template in multiple locations. The channel in front of the D&D property has adequate depth and width. Channel depths range from 5 to 10 feet with a minimum navigable width of 50 feet. Please reference Appendix 3 for survey results.

CITY WATERFRONT PROPERTY DEVELOPMENT

Development of Cape Coral began in the mid-1950's with the goal to sell lots in "paradise" to people throughout the world. With its waterfront property abundance, Cape Coral was nicknamed and advertised as a "Waterfront Wonderland."

For discussion purposes the City was divided into four quadrants. Pine Island Road roughly divides Cape Coral north and south while Chiquita Boulevard South/Burnt Store Road North divides Cape Coral east and west. The northeast quadrant is virtually landlocked. Lakes and canals are predominately freshwater with water control structures restricting vessel traffic and water flow. Generally, City residents in the southeast quadrant have direct access to the Caloosahatchee River through residential canals. In the southwest quadrant boaters utilize the man-made South Spreader Canal to access the Caloosahatchee River. The South Spreader Canal runs from Veterans Parkway, south along the western edge of the City to Chiquita Lock and ultimately to the Caloosahatchee River. City residents in the northwest quadrant utilize the North Spreader Canal to access Pine Island Sound. The North Spreader Canal runs from Caloosa Parkway, south along the western edge of the City, along Pine Island Road to Matlacha Pass.

Development of waterfront properties on the North and South Spreader Canals varies significantly. The southwest quadrant of the Cape was the second area to be developed, behind the southeast quadrant. The southwest quadrant is much more developed and further established when compared to the northwest quadrant. The City has yet to extend its utility services to much of the northwest quadrant and many residential lots are undeveloped. Table 1 – Waterfront Access Properties provides a breakdown of the improved and unimproved waterfront lots utilizing the North and South Spreader Canals. Comparing unimproved canal access properties, approximately 70 percent of the properties

on the North Spreader Canal are not developed versus approximately 30 percent on the South Spreader Canal.

TABLE 1. WATERFRONT ACCESS PROPERTIES

WATERFRONT ACCESS PROPERTIES			
	NORTH SPREADER	SOUTH SPREADER	TOTAL
IMPROVED	1,222	3,062	4,284
UNIMPROVED	2,825	1,329	4,154
TOTAL	4,047	4,391	8,438

*Data provided by City staff

Northwest Cape Coral has considerable growth potential. The “Waterfront Wonderland” dream is still alive and as development of these waterfront lots in “paradise” continues, boat sales will follow. Further development will lead to more boats navigating the North Spreader Canal system. As Table 1 depicts, the total number of canal access properties with the North Spreader is 4,047, substantially greater than the proposed 46 vehicle/trailer parking spaces in the D&D boat ramp conceptual plans. The proposed boats that would access the North Spreader Canal through the D&D boat ramp account for less than 2 percent of all the waterfront property owners. Over 98 percent of the potential boat traffic will be generated from the private property owners in northwest Cape Coral. The 46 vehicle/trailer parking spaces proposed would serve the rest of the non-waterfront homes throughout the area.

CITY BOAT RAMPS

With the large canal system and vast waterbodies surrounding the Cape it is important for the City to provide its residents with sufficient boating access opportunities. Currently the City owns and maintains four saltwater access boat ramps within the City limits. Three of the saltwater access boat ramps are on the Caloosahatchee River and one is inside the northwest Cape Coral canal system. Each of these saltwater access boat ramps is located within an established residential neighborhood, bordered by residential lots. The present distribution of boat ramp facilities favors the southeastern quadrant of the City, or boaters utilizing the Caloosahatchee River. This can be seen below in Table 2 – City Boat Ramp Inventory. There are significantly more boat ramps and vehicle/trailer parking spaces accessible in the City’s southeastern quadrant.

Since purchasing the property in 2012, City staff have documented the amount of paid boat launch receipts. City staff have reported the number of launches at this facility consistently exceeds the combined number of launches from the City’s other four saltwater access boat ramps (Horton, Rosen, Yacht Club and Burnt Store).

TABLE 2. CITY BOAT RAMP INVENTORY

CITY BOAT RAMP INVENTORY				
		LAUNCH LANES	VEHICLE/TRAILER PARKING SPACES	TOTAL PARKING SPACES
SE CAPE	ROSEN	4	56	119
	HORTON	2	32	
	YACHT CLUB	2	31	
NW CAPE	BURNT STORE	2	20	20

*Data provided by FWC

Comparing the four City owned saltwater access boat ramp parks to D&D, D&D is the most isolated from residential properties. The other four parks (Horton, Rosen, Yacht Club and Burnt Store) all have common property lines with residential properties. Traveling through residential neighborhoods provides the only ingress and egress at three parks (Horton, Rosen, Yacht Club). Burnt Store Park is accessed from Burnt Store Road and is contiguous with ten residential properties.

D&D is accessed by Pine Island Road, ingress and egress to the property does not disrupt any residential neighborhoods. D&D is the only City owned boat ramp property that does not share a property line with an adjacent residential property.

As the City continues to grow it would be prudent to provide additional boating access opportunities to its residents. The City currently owns the land which D&D Bait and Tackle operates as a boat ramp facility. The existing boat ramps provide an ideal boating access point for Pine Island Sound and Charlotte Harbor. Users do not have to drive through a residential neighborhood nor is it bordered by residential lots. Improving this facility would assist in equalizing the City's available boating access opportunities.

BOAT COUNT DATA

City staff conducted a boat count survey at the D&D property over the Thanksgiving Holiday weekend, November 25 – 27, 2016. Staff recorded vessels transiting the North Spreader Canal in front of the D&D property. Over the three day period, 474 vessels were counted transiting by the property with the greatest documented on Saturday, equal to 235 vessel transits. Approximately half of all vessels were between 16-feet and 24-feet long. Staff also counted vehicles with and without boat trailers parked on the D&D property. Over the three day period, 66 vehicles with trailers and 35 vehicles were observed at noon. During this survey period, only 13.9 percent of the boat traffic in the canal was generated by the users of the D&D Bait and Tackle boat ramps. Please reference Appendix 4 for the boat count data.

HYDRODYNAMIC DATA

There have been numerous claims the North Spreader Canal is not safe to navigate because of extreme current velocities. To determine the validity of these claims North Spreader Canal tide data was analyzed at two locations adjacent to the project site, see Figure 2 – Instrument Locations.



FIGURE 2. INSTRUMENT LOCATIONS

In 2013 the United States Geological Survey (USGS) established Station 02293344. USGS installed a self-logging acoustic Doppler velocity meter (ADVM) to measure water level and flow through the North Spreader Canal. The ADVM was installed south of the old Ceitus boat lift and west of Sirenica Vista Park. The instrument recorded data for seven months, from August 2013 to March 2014. Various hydrodynamic characteristics of the North Spreader Canal were computed utilizing field measurements and the ADVM data. Table 3 - USGS Station 0229334 summarizes the maximum velocities recorded during the observation period. It should be noted this data was collected after the removal of the Ceitus boat lift. Please reference Appendix 5 for hydrodynamic data.

TABLE 3. USGS STATION 0229334

USGS STATION 0229334		
MAXIMUM CURRENT VELOCITIES		
TIDE	FT/SEC	MPH
EBB	2.4	1.6
FLOOD	2.6	1.8

In 2016 CEC deployed a self-logging acoustic Doppler current profiler in the North Spreader Canal between the two existing boat ramps at the D&D property. Velocity data was collected for one month, capturing a complete lunar cycle between November and December 2016. Table 4 – CEC Gauge Deployment summarizes the maximum velocities recorded during the observation period. Additionally, CEC deployed tide gauges during this observation period to capture the maximum and minimum water elevations. Maximum tidal elevations ranged 2.8 feet from low to high tide. Please reference Appendix 5 for hydrodynamic data.

TABLE 4. CEC GAUGE DEPLOYMENT

CEC GAUGE DEPLOYMENT		
MAXIMUM CURRENT VELOCITIES		
TIDE	FT/SEC	MPH
EBB	3.7	2.5
FLOOD	3.5	2.4

Numerous stakeholders have suggested the tidal current velocities routinely exceed 5 MPH in this part of the North Spreader Canal. During these two observation periods no velocity came close to 5 MPH. Data from the USGS and CEC deployments revealed the maximum water velocities were 1.8 MPH and 2.5 MPH, respectively. The maximum tidal current velocities recorded are not extreme. It should be noted these maximum velocities are not constant or occur for long periods of time but only occur for a brief period of time during the tide cycle. USGS and CEC instruments observed average absolute velocities of 0.7 MPH and 1.2 MPH, respectively. To put these velocities in perspective the walking speed of an average human is approximately 3.1 MPH.

Design considerations can be implemented to reduce the effects of the tidal current on boat launching and retrieval activities. Possible considerations include the location of the proposed boat ramp on the property and angle of the boat ramp relative to the North Spreader Canal and current. Removal of the small island north of the D&D property would increase the canal cross sectional area, resulting in a reduction of tidal velocities. The canal width would increase by approximately 80 feet (40 percent) to improve navigability and sighting distance.

ENVIRONMENTAL CONCERNS

Most of the City's property is vacant and used as an unimproved parking area for the adjacent D&D Bait and Tackle. The main thoroughfare through the property is covered in asphalt millings while the remainder of the property is dirt and grass. The shoreline is a mix of concrete seawall and vegetation. There are multiple invasive and exotic trees on the property. The property has no stormwater treatment system.

No adverse environmental impacts are proposed with the D&D boat ramp improvement project. The goal of the project is to continue to provide the community a safe boat ramp while protecting the

environment. To meet this goal, considerations for the project include minimizing impervious surfaces, constructing a stormwater management system, removing invasive and exotic trees, and constructing a living shoreline.

Lee County Division of Natural Resources confirmed the proposed boat ramp improvements are consistent with the approved 2004 Manatee Protection Plan (MPP). Since the boat ramp facility existed and operated prior to the adoption of the MPP, the facility is grandfathered in. The exact number of permitted vehicle/trailer parking is subject to review and will be determined during the design stage.

RESOLUTION 49-16

On April 11, 2016 City Council adopted Resolution 49-16 with a 5 – 3 majority vote. This Resolution authorized the City Manager or the City Manager’s designee to apply for and administer a grant from FWC in the amount of \$67,500. Grant funds are designated for the design and permitting of D&D boat ramp improvements.

CONCEPTUAL DESIGN

CEC has developed multiple concept plans for the proposed boat ramp improvements. Each iteration of the concept strives to improve usability, public safety, and accessibility while minimizing environmental impacts. During the final design and engineering, careful consideration shall be given to constructability, project costs, and future operation and maintenance costs. These concept plans are a tool used to help establish approximate ramp size and location, target parking area capacity, define traffic management and circulation and restroom location. Three main concepts have been included in Appendix 6.

Design goals for the project include, but are not limited to the following:

- Reduce/eliminate potential conflict of boats launching into the path of vessels ingressing and egressing the Spreader canal.
- Reduce/eliminate concerns of launching and retrieving boats in cross currents.
- Improve ingress and egress of vehicle traffic onto Pine Island Road.
- Provide order and flow for patrons by designing parking spaces and travel lanes.
- Beautification of property with landscaping.
- Provide clean and operational public restrooms.
- Provide ADA access to powerboat community.
- Improve water quality by constructing a stormwater management system.
- Create marine habitat by incorporating “living shoreline” concepts into bulkhead designs.

STAKEHOLDER CONCERNS

During the initial phases of developing this project, stakeholders met with City staff to discuss concerns over the proposed improvement plans. The meeting was held on September 28, 2016 and included attendees Councilman Williams, resident David Scott, HOA President Dennis Catalano, City Manager John Szerlag, City staff, and CEC. General issues discussed in the meeting were public safety and safe navigation of the channel. Questions from the meeting are summarized along with prepared responses and included in Appendix 7.

Public comments were received regarding Ordinance 57-16 by City Council during a regular Council meeting held on December 12, 2016. The consensus of the stakeholder concerns was focused on the voluntary annexation of the subject property. Minutes of the public comment section of the meeting were produced and included in Appendix 7. Questions asked by the stakeholders were summarized along with prepared responses and are included in the appendix.

GRANTS

Currently the City has secured approximately \$289,797, via two grants, to fund various work at the D&D property. Funds have been earmarked for engineering design, permitting and construction. To-date, none of these funds have been utilized.

On June 1, 2016 WCIND awarded the City \$222,297 through the Waterway Development Program. These funds were earmarked for construction and replacement of the deteriorated seawall and single-lane boat ramp at D&D Bait and Tackle Shop. Additional improvements included installing armorment scour protection at the ramp toe and construction of an ADA accessible parking spot adjacent to the boat ramp.

On July 22, 2016 FWC awarded the City \$67,500 through the Florida Boating Improvement Program. These funds were earmarked for the engineering design and permitting of the proposed boat ramp improvements at the D&D property.

Additional funding is available from WCIND, FWC and TDC. Once a year these entities publish their application and eligibility requirements. Application windows vary and can be as short as one month. These entities provide millions of dollars of funding to projects related to coastal and inland waters.

SUMMARY

This report was requested by City of Cape Coral (City) Management to address concerns from stakeholders about proposed improvements to the existing boat ramps at the City owned D&D property on Pine Island Road. The concerns were expressed during the public hearing on passage of Resolution 49-16. This Resolution authorized the City to apply for and administer a grant to improve the existing boating infrastructure at the D&D property. Stakeholder concerns included 1) navigation safety; 2) potential environmental impacts and; 3) community impacts. Coastal Engineering

Consultants, Inc. (CEC) was tasked with collecting data, preparing concept plans, and providing recommendations.

1. Navigation Safety

The D&D property was developed in the early 1970's and remains nearly identical today. The two original boat ramps are still heavily used. Long before wetlands were excavated, between 1975 and 1984, to create the stormwater conveyance system known as the North Spreader Canal, boats had been launched from and stored on the D&D property. During construction of the northwest Cape Coral canal system two land bridges existed; one at Sirenita Vista Park (where the future Ceitus boat lift would be installed) and one just north of the subject property. These land bridges restricted vessel navigation and tidal waters from entering the system until the mid-1980's. Prior to the removal of the land bridges the Ceitus boat lift structure was installed. This structure lifted small boats across the structure but restricted tidal waters from mixing with fresher, upstream canal water. The boat lift stopped operating around 2007 and the water control structure and boat lift were removed in 2008.

Historically, the D&D boat ramps have been very popular with boaters, providing easy access to Matlacha Pass, Charlotte Harbor, Pine Island Sound and beyond. Since purchasing the property in 2012, City staff have documented the amount of paid boat launch receipts. City staff have reported the number of launches at this facility consistently exceeds the combined number of launches from the City's other four saltwater access boat ramps (Horton, Rosen, Yacht Club and Burnt Store).

Based upon review of available State records (dating back to 2007), no vessel accident reports within ½ mile of the D&D property were recorded. This period reflects the vessel traffic after removal of the water control structure and boat lift. Navigable channel widths along the D&D property are a minimum of 50 feet wide measured at 5 feet below Mean Low Water. Average absolute tidal velocities were measured to be approximately 1.2 MPH.

The channel along the D&D property has been navigated safely by boaters of all skill levels without significant incident since development of the Matlacha area. Construction of the North Spreader Canal and removal of the water control structure resulted in a substantial increase in waterfront property and influx of vessels operating in front of the D&D property. As evidenced by the long-term successful use of the boat ramps and no accident reports on record since 2007, the concerns of navigation safety are unsubstantiated for current and projected growth conditions.

2. Environmental Impacts

The D&D property is mostly vacant and used as an unimproved parking area for the adjacent D&D Bait and Tackle. The main thoroughfare through the property is covered in asphalt millings while the remainder of the property is dirt and grass. The shoreline is a mix of concrete seawall and vegetation. Multiple invasive and exotic trees exist on the property. The property has no stormwater treatment system.

Proposed improvements to the property would not result in any adverse environmental impacts. Lee County Division of Natural Resources confirmed the proposed boat ramp improvements are consistent with the approved 2004 Manatee Protection Plan (MPP). The goal of the project is to continue to provide the community a safe boat ramp while protecting the environment. To meet this goal, considerations for the project include minimizing impervious surfaces, constructing a

stormwater management system, removing invasive and exotic trees, and constructing a living shoreline.

3. Community Impacts

The City acquired the six contiguous parcels, referenced herein as the D&D property, in 2012. On December 12, 2016 City Council approved annexation of the property with adoption of Ordinance 57-16. Parcels have a Lee County commercial zoning district of C-2 or C-1A. Boat ramps and bait and tackle shops are permitted uses.

Accessed by Pine Island Road, ingress and egress to the D&D property does not disrupt any adjacent residential neighborhoods. It is the only City owned boat ramp property not contiguous with residential property. The remnants of an old land bridge, now an island, provides a buffer to the closest residents in Cape Coral and Matlacha Isles.

On December 12, 2016 the City Council adopted the recently updated Parks Master Plan (Plan). The Plan outlines a future need for boat ramps. A survey of City residents lists water access as one of their top priorities. This adopted Plan recommends up to \$4 million of improvements for boat ramps and access at D&D. Two grants totaling \$289,797 have been secured and are ready for implementation. With the passage of Resolution 49-16 the City can utilize earmarked funds to begin the proposed improvement design. This project meets the eligibility criteria for future grants to complete the balance of the project.

Based upon the research gathered and our professional judgment, CEC recommends that the City of Cape Coral move forward with design of proposed boating facility improvements. This project is consistent with the City's Parks Master Plan. Strategic boat ramp placement, engineering, and minor realignment of the channel would be pursued to help develop community support and consensus. Further refinement of concept plans with City staff and stakeholders would ensure navigation safety, impact minimization and enhancement of the environment with a goal of creating a facility the community enjoys and values.

APPENDIX 1

SITE PHOTOGRAPHS

D & D PROPERTY SITE PHOTOGRAPHS



Photo 1: Front view of D & D Bait and Tackle Shop



Photo 2: View looking east from property entrance along Pine Island Road

D & D PROPERTY SITE PHOTOGRAPHS



Photo 3: View looking west from east end of parking lot



Photo 4: View looking east from building

D & D PROPERTY SITE PHOTOGRAPHS



Note: Photos numbered from top to bottom

Photo 5: West boat ramp view from parking lot

Photo 6: Damaged concrete ramp slab below water line

Photo 7: West boat ramp view from boarding pier



D & D PROPERTY SITE PHOTOGRAPHS



Photo 8: Seawall adjacent to west boat ramp



Photo 9: View looking east at first finger pier behind tackle shop

D & D PROPERTY SITE PHOTOGRAPHS



Photo 10: Third finger pier behind building looking east



Photo 11: Fifth finger pier behind building

**D & D PROPERTY
SITE PHOTOGRAPHS**



Photo 12: View looking west at third finger pier behind building

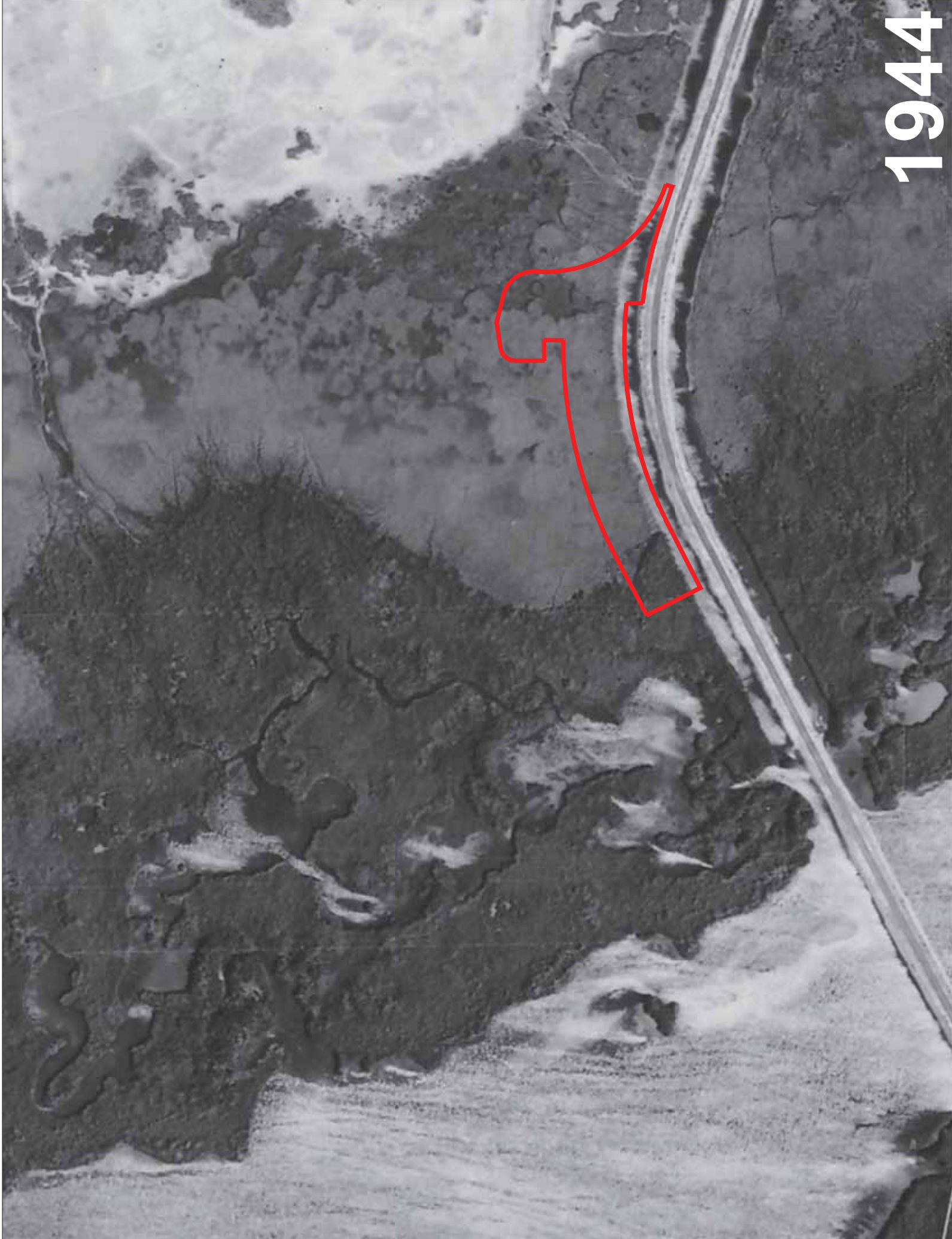


Photo 13: East boat ramp

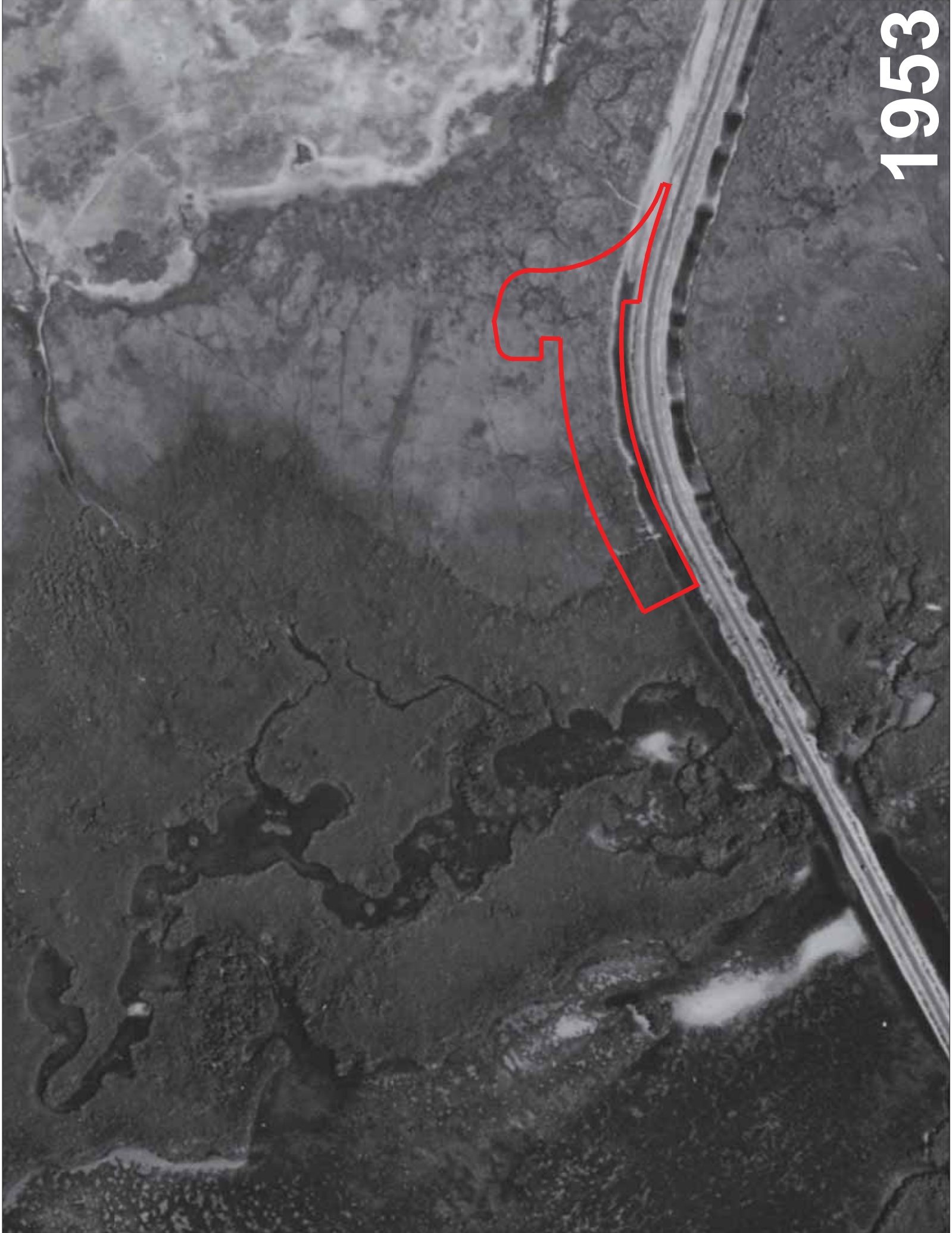
APPENDIX 2

HISTORIC AERIALS

1944



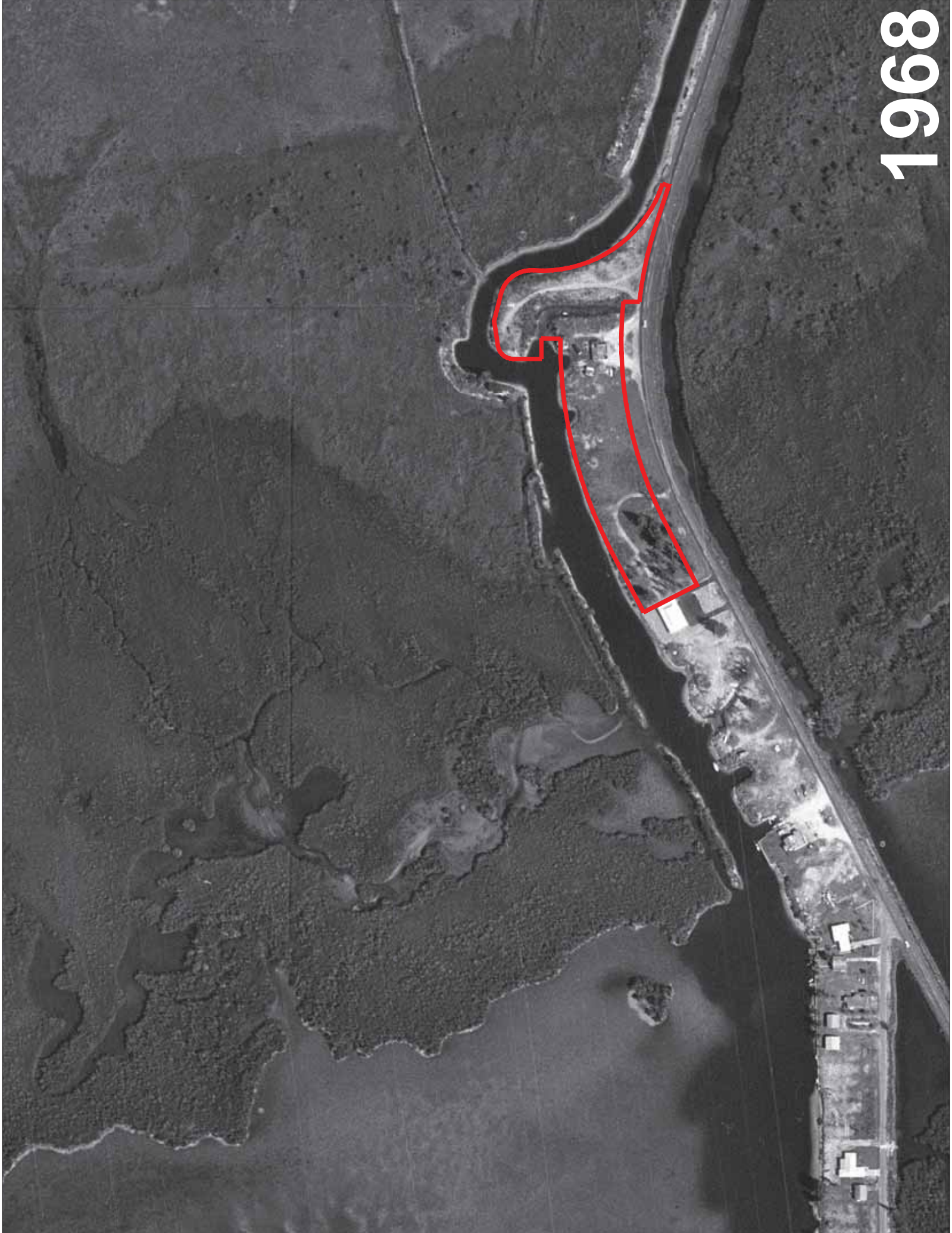
1953



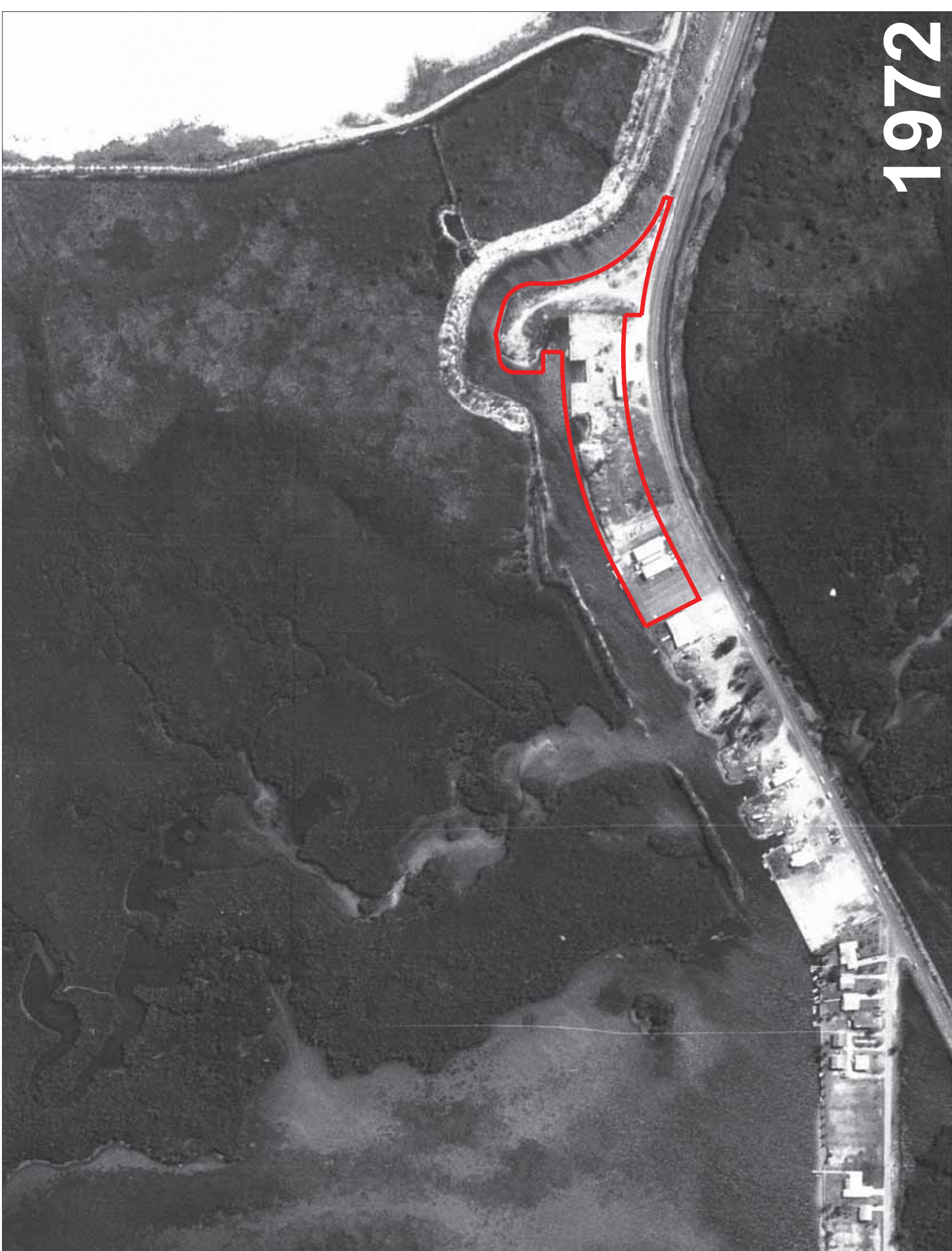
1958



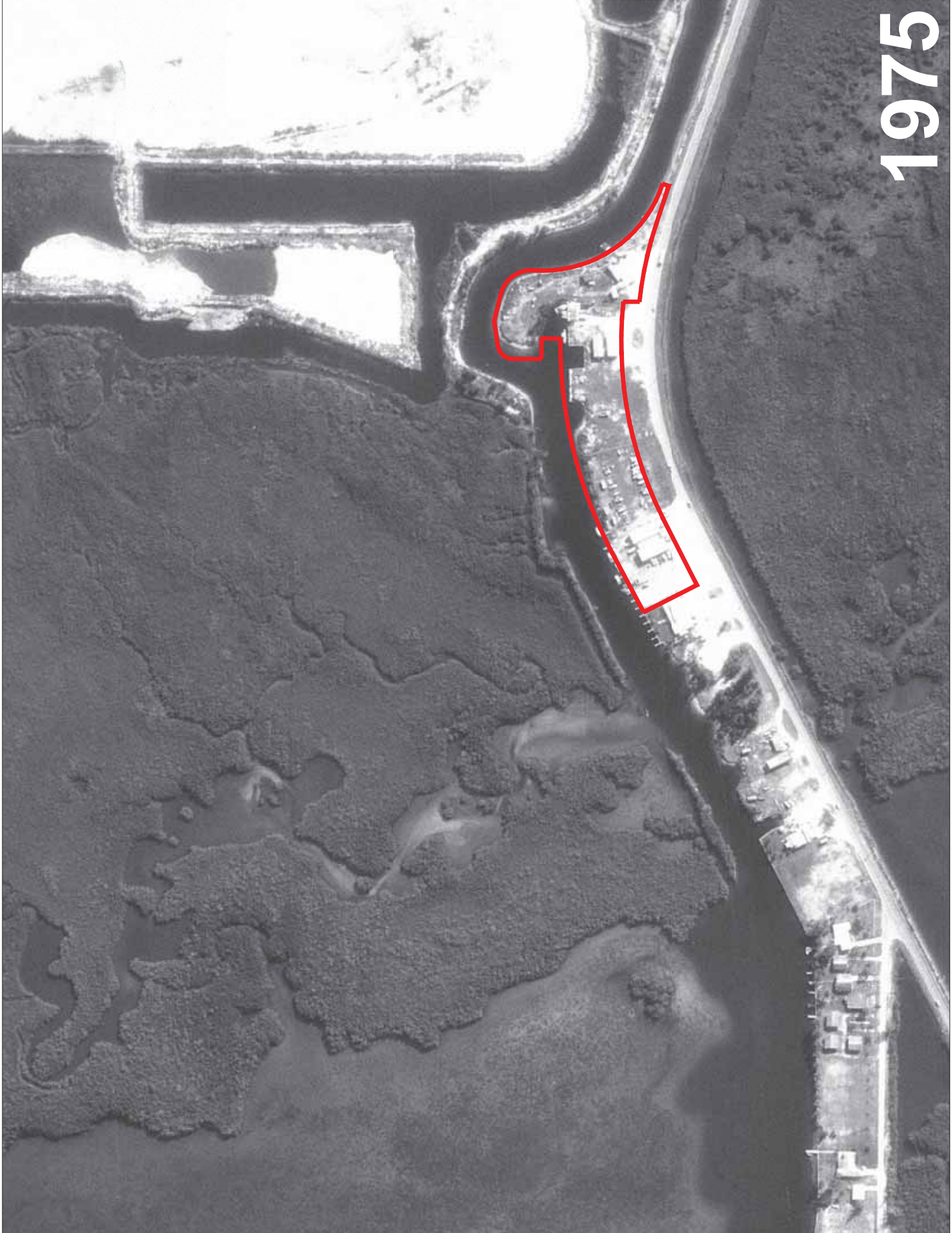
1968



1972



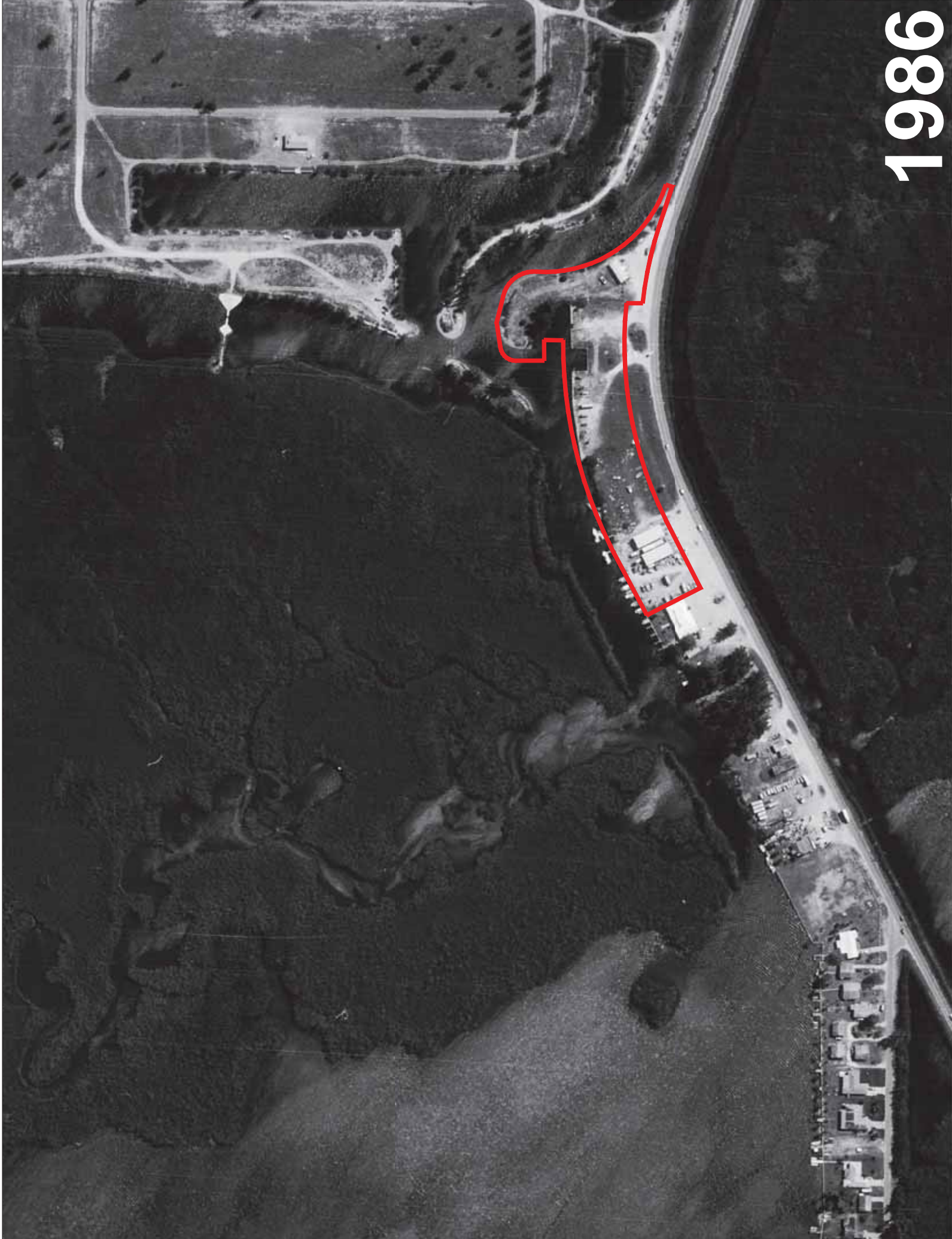
1975



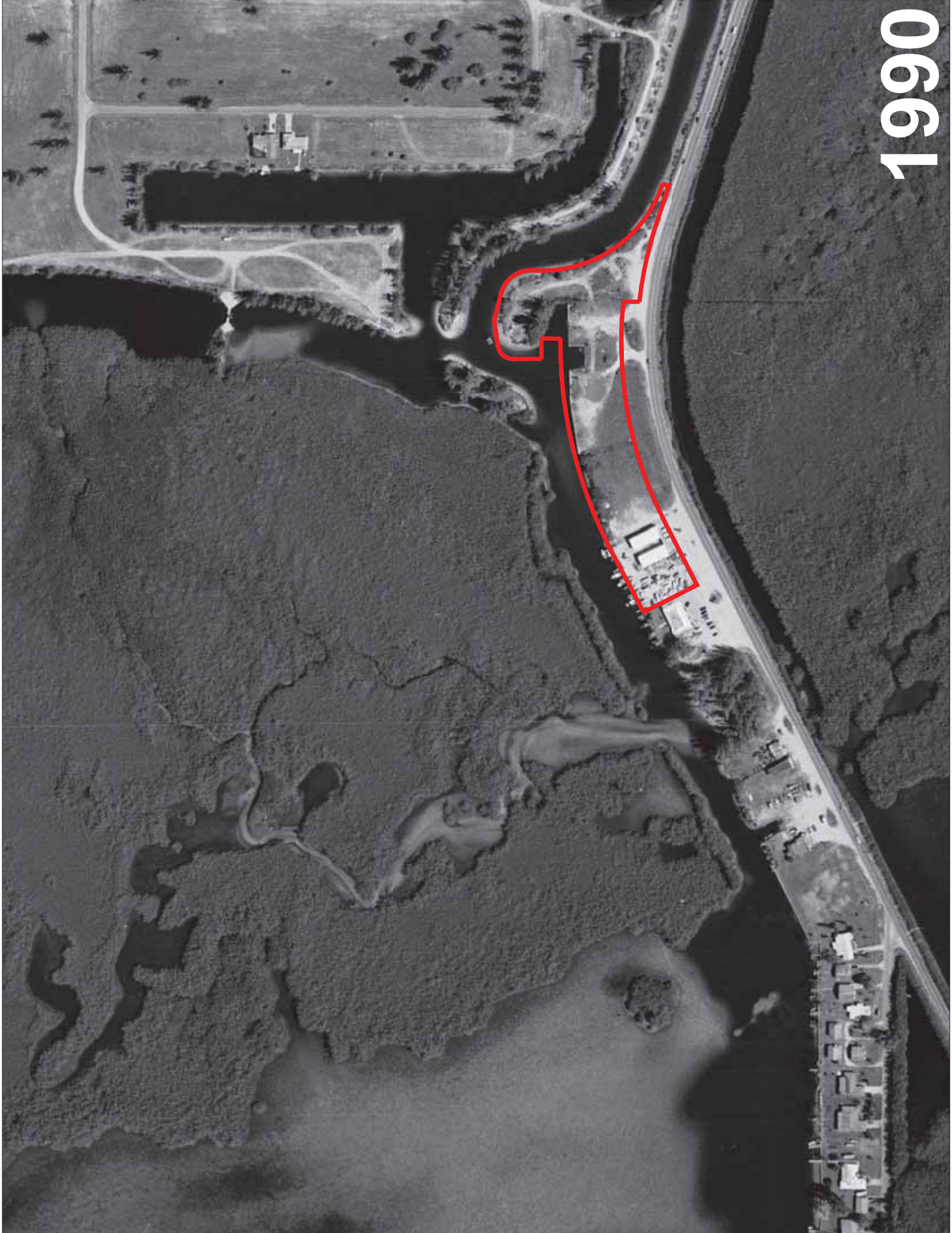
1979



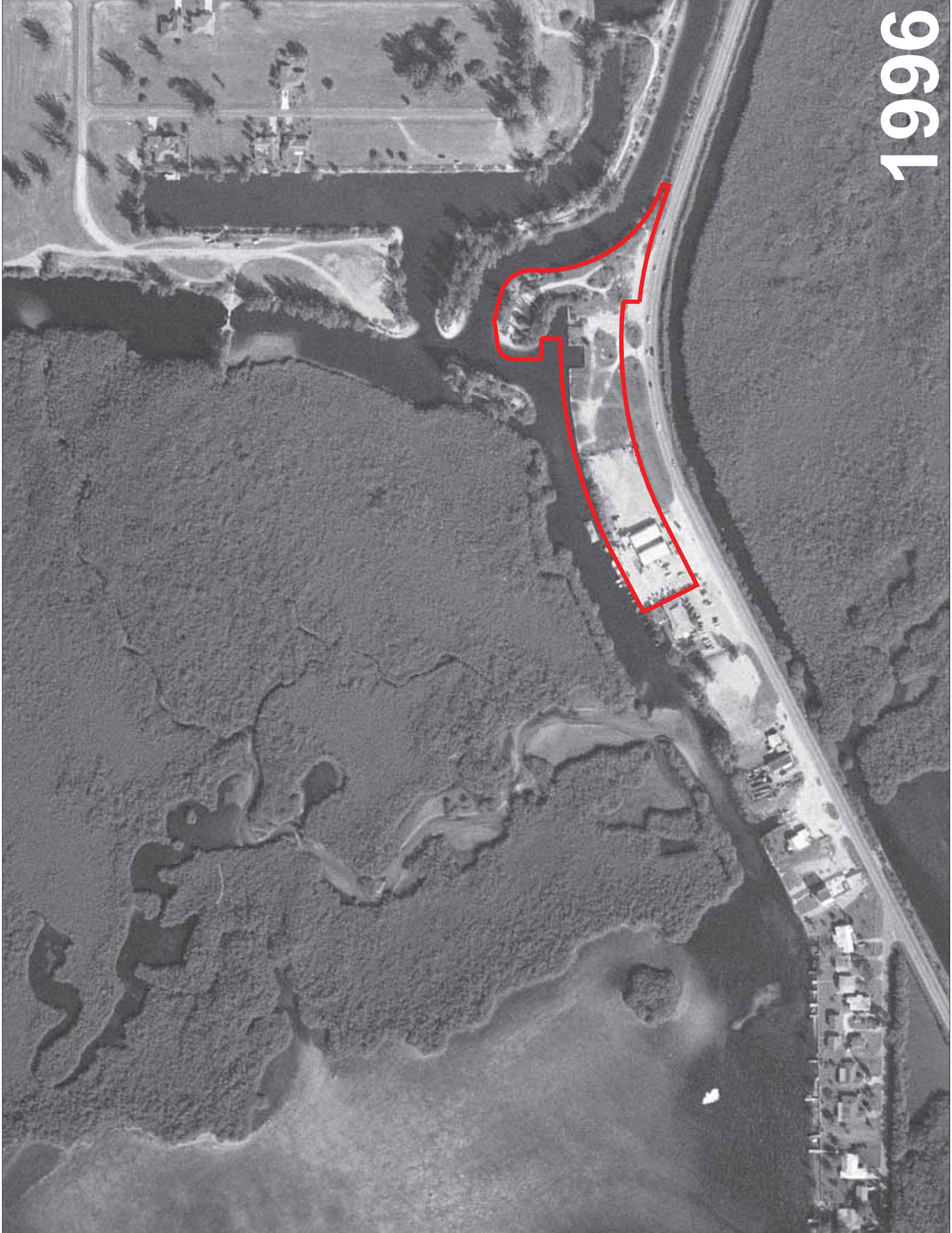
1986



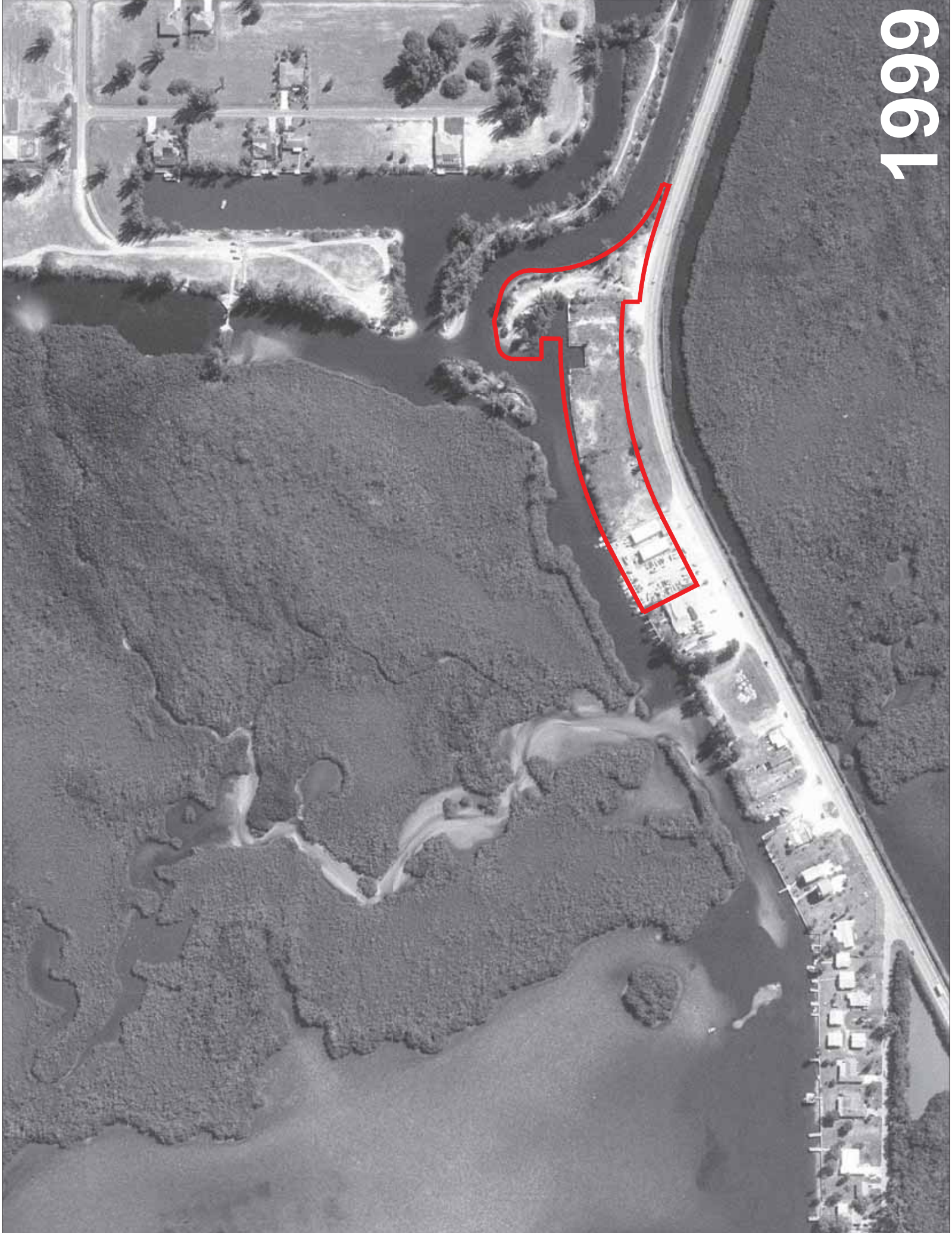
1990



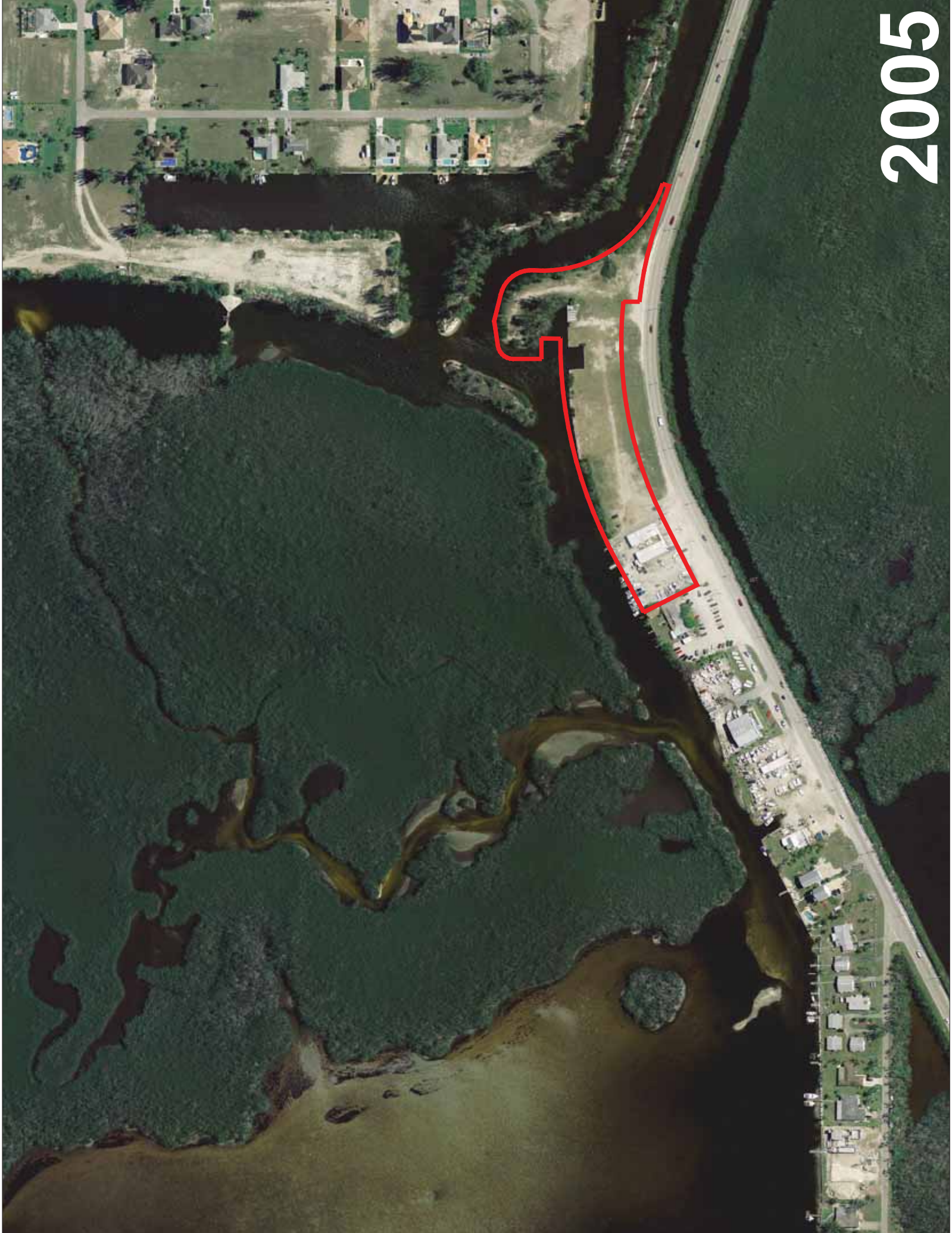
1996



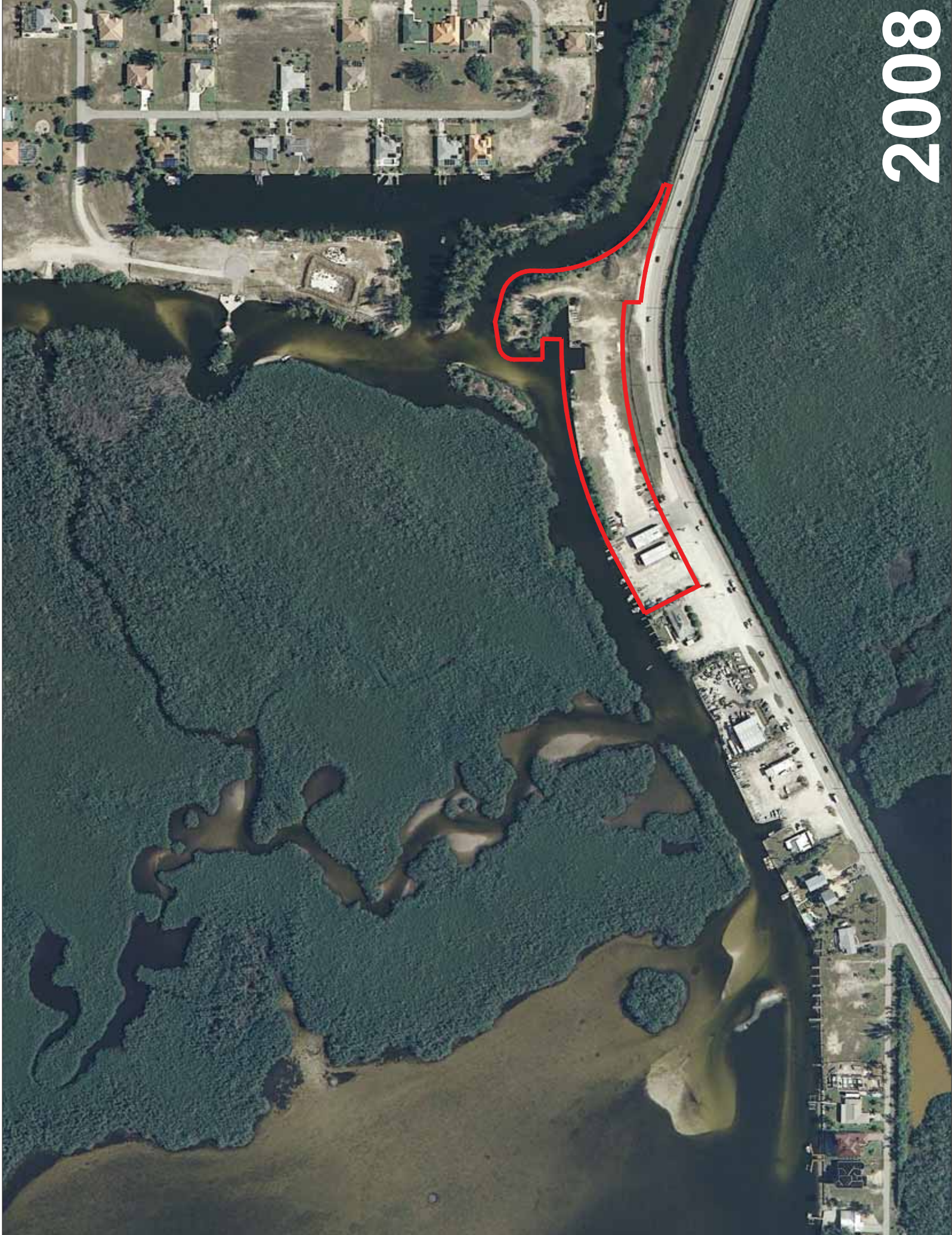
1999



2005



2008





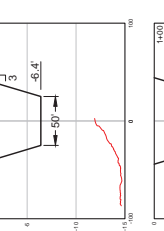
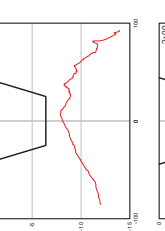
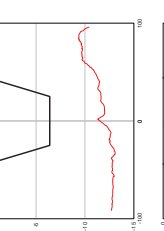
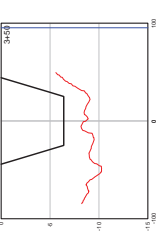
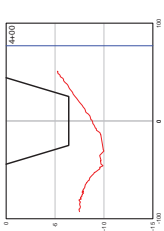
2011

2014

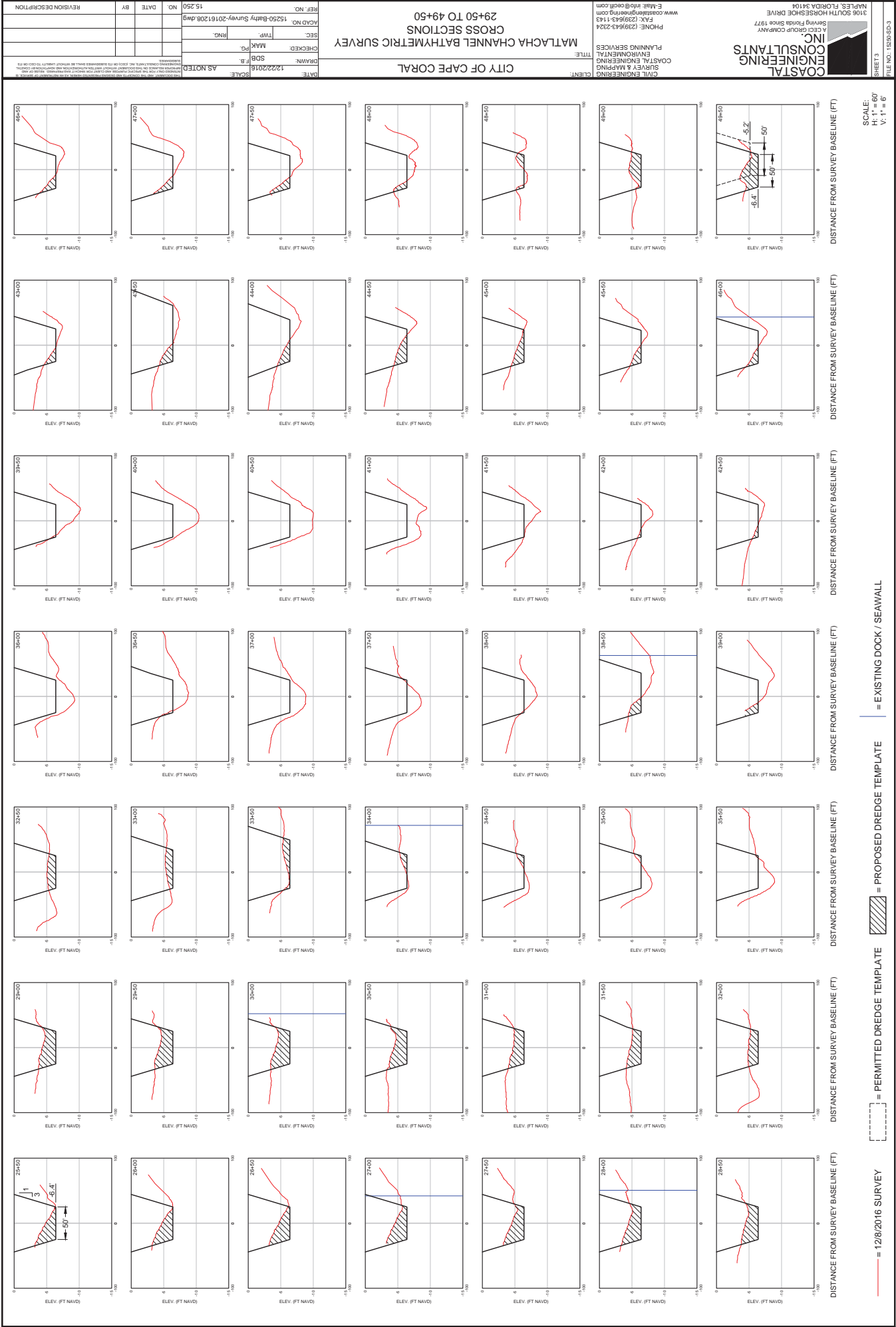


APPENDIX 3

BATHYMETRIC SURVEY



DATE:	1/22/2016	SCALE:	AS NOTED
CREWMAN:	SOB	CHECKED:	MAK
	SEC	TWP	RMC
ACAD NO:	15250-Bathly Survey-20161208.dwg	REF. NO:	15.250
REVISION DESCRIPTION NO. DATE BY			



APPENDIX 4

BOAT COUNT DATA

D&D Marina/Matlacha Pass Boat Traffic Counts

FRIDAY		Outgoing			Ingoing		
Date	11/25/2016	Small	Medium	Large	Small	Medium	Large
Time	6:00am to 6:00pm	<16'	16' to 24'	> 24'	<16'	16' to 24'	>24'
Counter 1	Joe McDaniel Sr.	8	14		2	6	0
Counter 2	Jay Frazier	11	5		8	3	0
Parking Lot Count at 12:00 noon							
With Trailers	Without trailers						
23	17						
Totals		19	19	7	10	9	0
Total:							
					64		

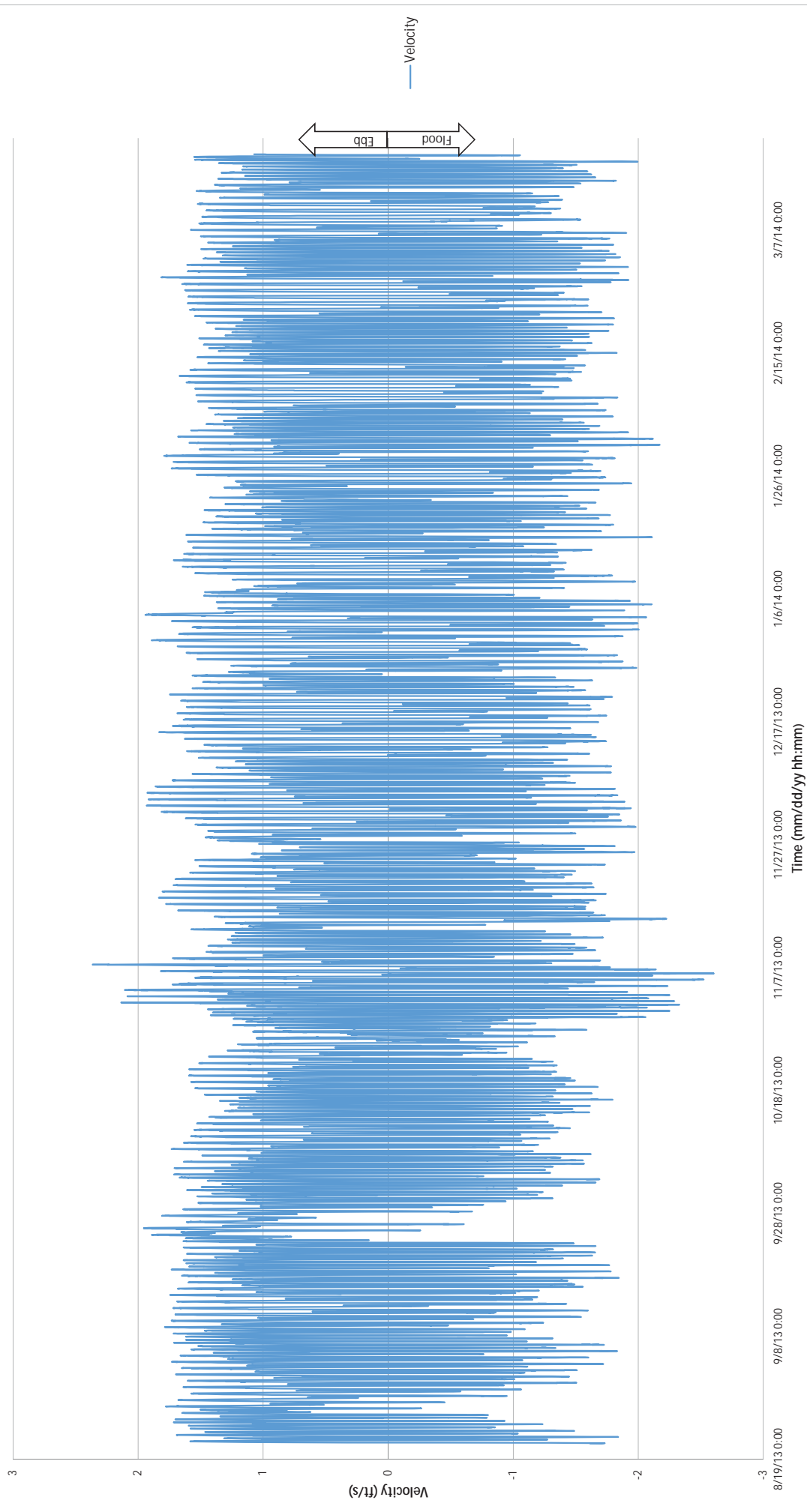
APPENDIX 5

HYDRODYNAMIC DATA

USGS Station 02293344

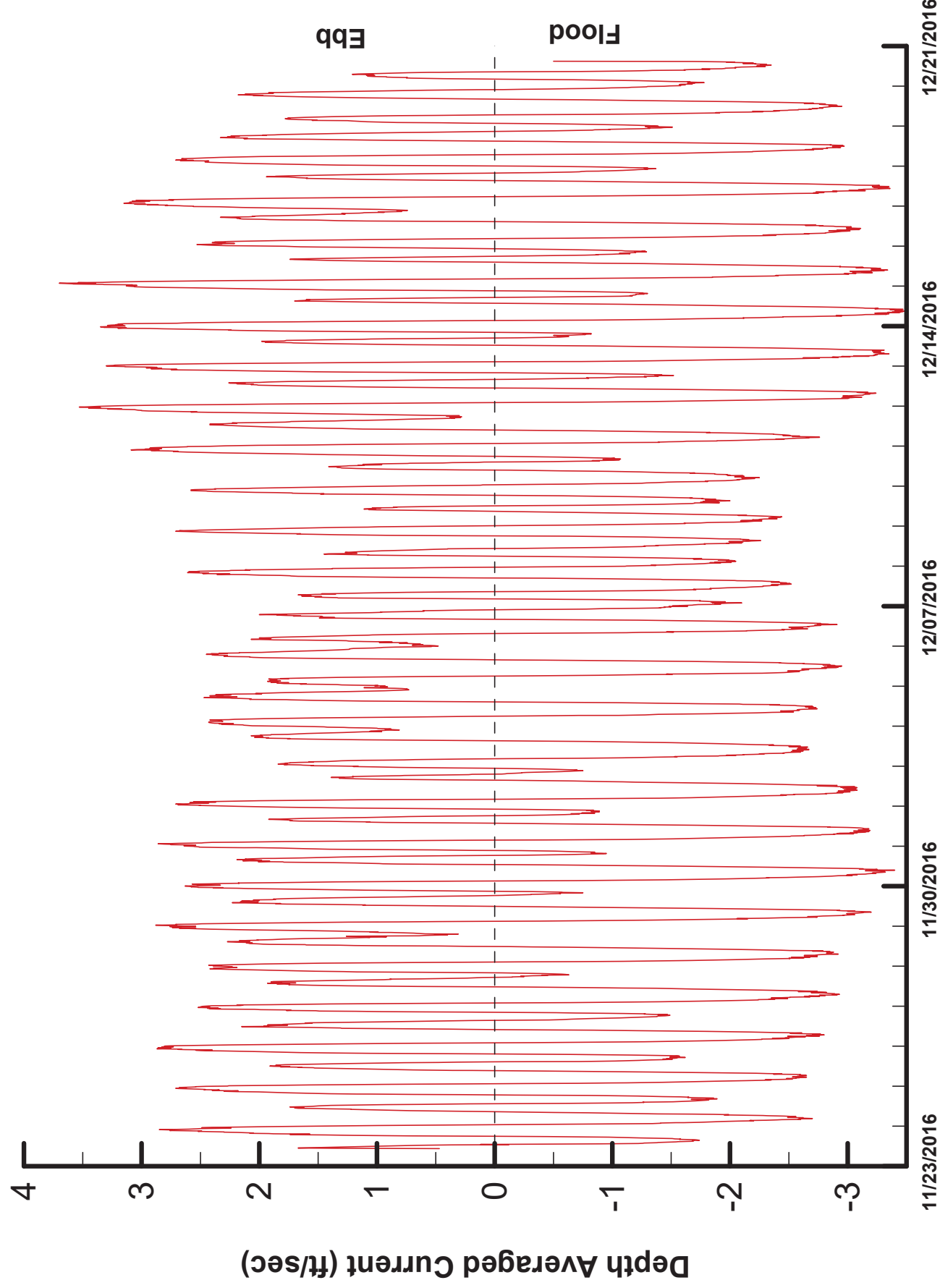
August 2013 to March 2014

Velocity



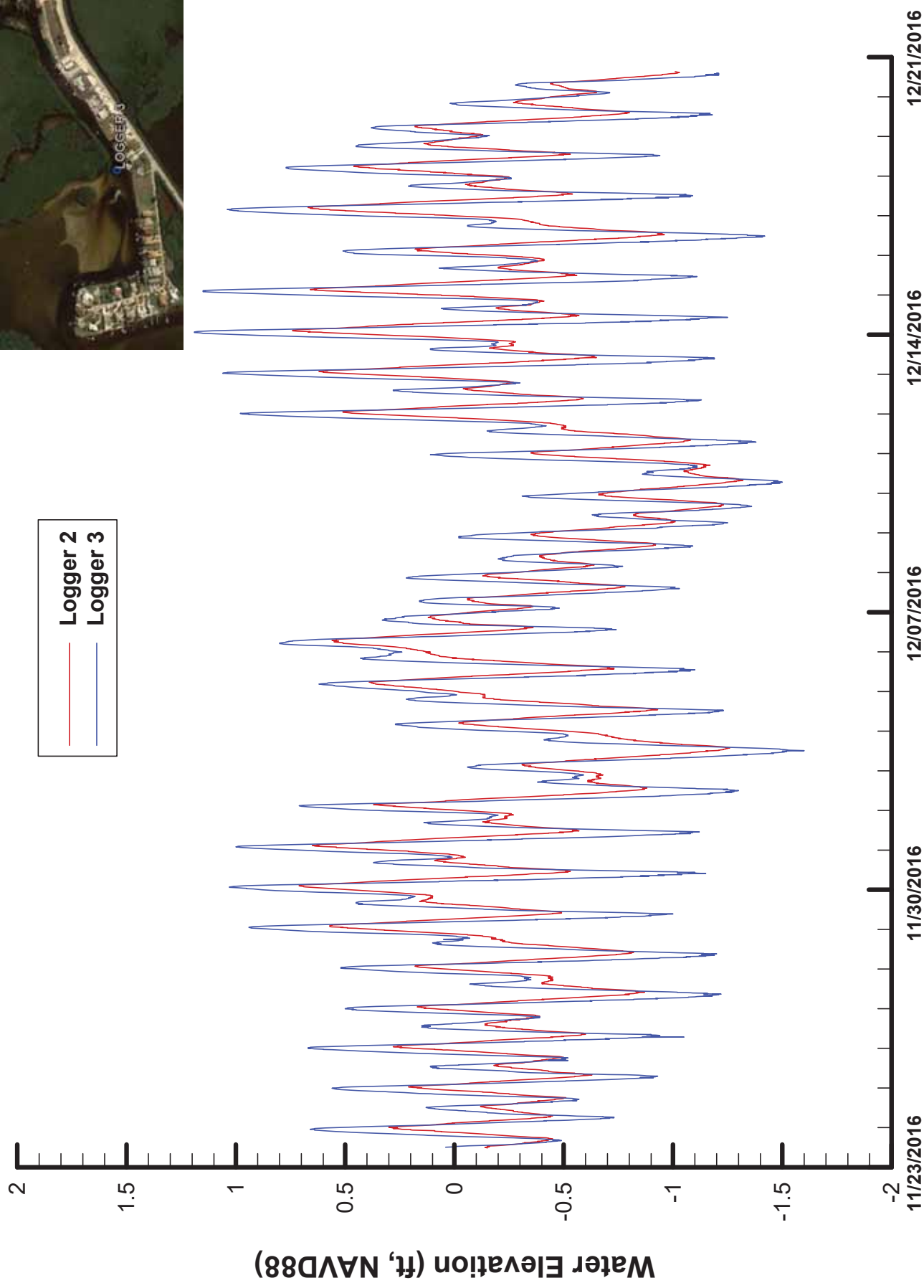
D&D Depth Averaged Measured Current Velocity

11/23/2016 - 12/21/2016



D&D Measured Water Elevations

11/23/2016 - 12/21/2016

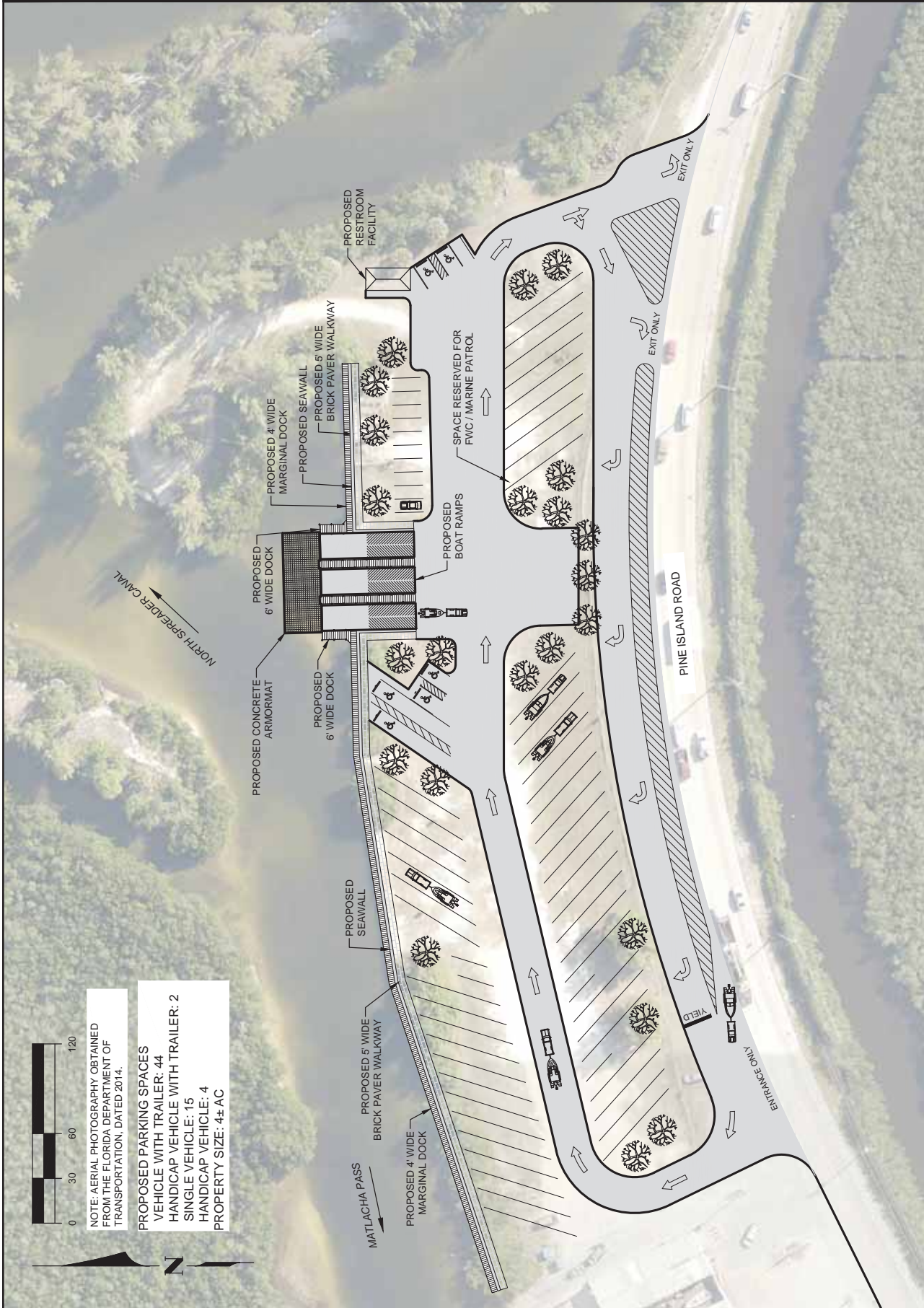


APPENDIX 6

CONCEPT PLANS

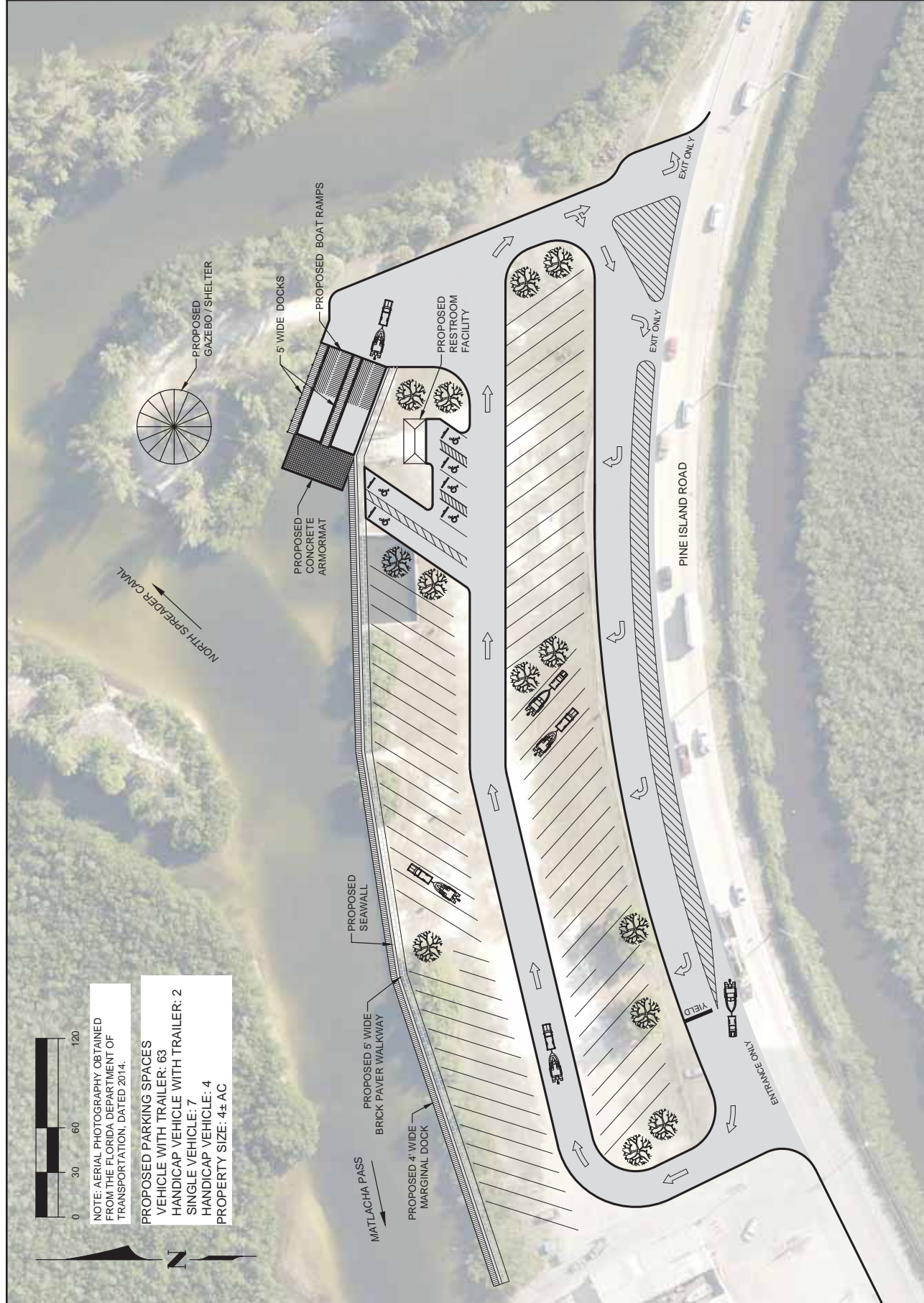
CITY OF CAPE CORAL
D&D PROPERTY BOAT RAMP
PINE ISLAND ROAD
PROPOSED IMPROVEMENTS (ALT #1)

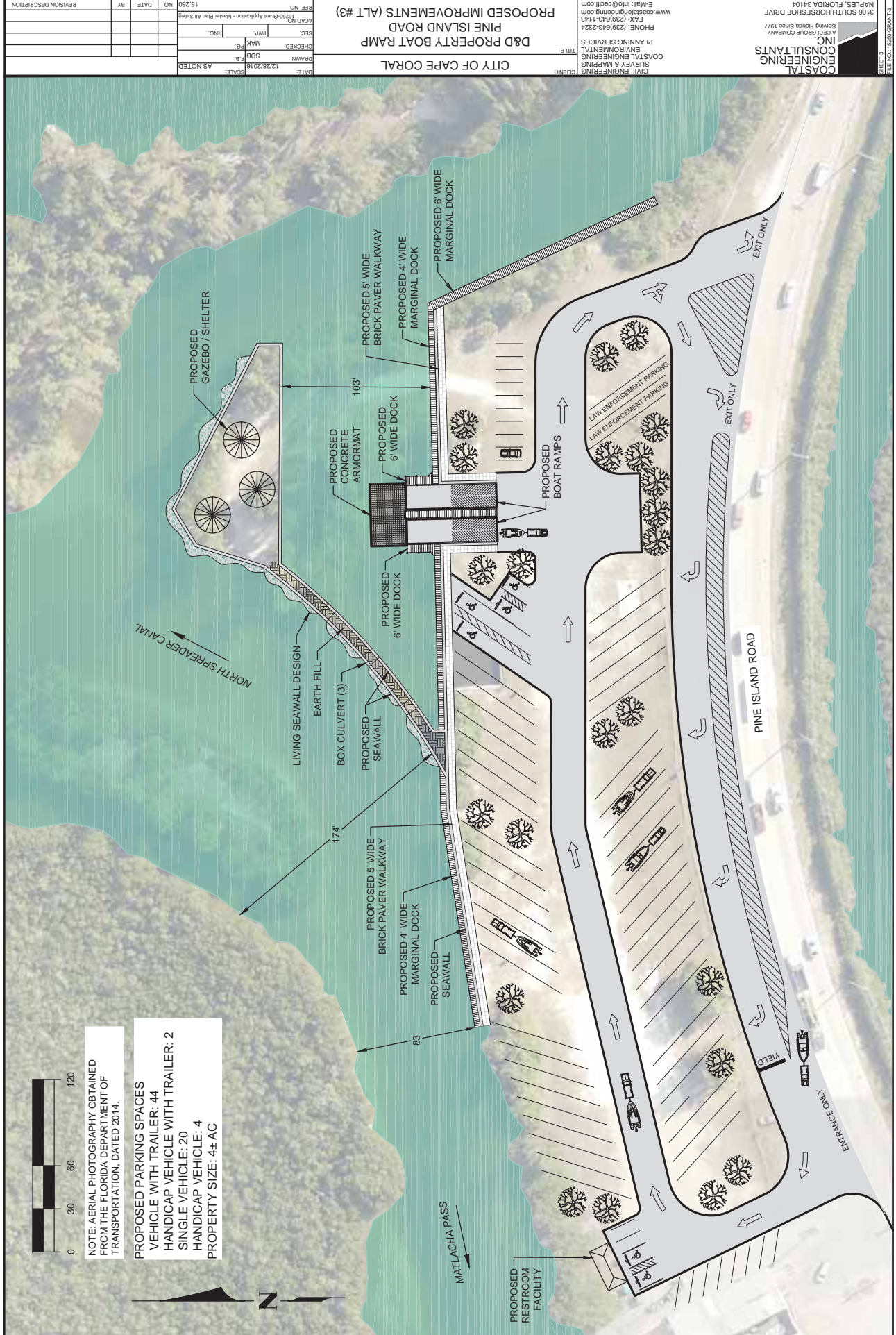
DATE	3/3/2016	AS NOTED
DRAWN:	S08	P= A
CHECKED:	MAK	PG.
SEC.	TWP.	RNG.
ACAD NO.	15250-Grant Application - Master Plan Map	REF. NO.
NO.	15,250	REVISION DESCRIPTION



CITY OF CAPE CORAL
D&D PROPERTY BOAT RAMP
PINE ISLAND ROAD
PROPOSED IMPROVEMENTS (ALT #2)

DATE	3/3/2016	AS NOTED
BROWN:	SDB	P = A
CHECKED:	MAK	PC
SEC.	TWP.	RNG.
ACAD NO.	15250-Chart Application - Master Plan Map	
REF NO.	15 250	NO.
REVISION DESCRIPTION		DATE BY





NO.	DATE	BY	REVISION DESCRIPTION
15.250			

DATE: 12/28/2018
SCALE: AS NOTED
DRAWN: SDB
CHECKED: MAA
SEC: TWP
ACAD NO: 15.250
REF NO: 15.250

CITY OF CAPE CORAL
D&D PROPERTY BOAT RAMP
PINE ISLAND ROAD
PROPOSED IMPROVEMENTS (ALT #3)

CIVIL ENGINEERING
SURVEY & MAPPING
ENVIRONMENTAL
PLANNING SERVICES
PHONE: (239) 643-2224
FAX: (239) 643-1143
E-Mail: info@cei.com
www.ceiengineering.com

COASTAL
ENGINEERING
CONSULTANTS
INC.
3108 SOUTH HORSESHOE DRIVE
NAPLES, FLORIDA 34104

APPENDIX 7

STAKEHOLDER COMMENTS/QUESTIONS

D&D Property Seawall and Boat Ramp Repair – 12/12/16 City Council Meeting Questions
– Ordinance 57-16 Public Hearing

Comment 1: Roger Wood president of Greater Pine Island Civic Association. If Cape Coral sticks its finger in the area that has been historically considered Matlacha by annexation, then we lose all say in the development and management of that property in the future. Negative impacts from this annexation on Pine Island Road would increase traffic, loss of business, island residents will not be able to get to work and school on time, ambulances and fire will not be able to perform emergency services, negative impacts to water quality and aquatic life of Matlacha Pass, future development will cause hazards to boat navigation and threaten the mariners from Matlacha Isles, losing say in maintaining the unique character of Pine Island and Matlacha Isles that is different from the City of Cape Coral.

Comment 2: Birdie Smock president of Matlacha Civic Association. Negative impacts on aquatic preserve, estuaries, waterways, threatened and endangered species. The estuary is now threatened by encroachment, overdevelopment, polluted run-off, and dredging. The idea of development along the fragile aquatic preserve is economically short-sided. The EPA needs to be notified about the impacts of development before any new zoning is considered.

Comment 3: Laura Semzoli The annexation and development of Matlacha land and the dismantling of the Chiquita Lock, both being considered by the City of Cape Coral can have a profound environmental impact within the Matlacha Pass National Estuary.

Comment 4: Gabriel Saultera resident of Pine Island. Mentioned pollution of Pine Island and Matlacha estuary and the Ceitus barrier was destroyed and never replaced. Attorney Phil Bucannon was very involved in the lawsuit against the Cape Coral to replace the barrier. Since Mr. Bucannon recently passed there is no lawsuit and Cape Coral will not replace the barrier. Pollution discharges in to the estuary from the farm polluted waters of Lake Okeechobee. Fisherman having harder time finding fish and shrimp. The estuary cannot handle more development and pollution.

Comment 5: Louis Ramos landscaper and resident of Pine Island and Matlacha for past 30 yrs. Interested in maintaining the character that exists at present. The way that it will be annexed will change the character, format, and feel and not a good thing for the area. Use the land but do not change the area.

Comment 6: Johnny Glissen resident of Matlacha. Annexation will affect thousands of people. People there need to have the right to know what is going on including new people need to have time to know what is happening in the area so they have an opportunity to voice their opinion. Hold off for 60 days and let them have a chance to see the plans.

Comment 7: Martha Gibbons resident of Matlacha Isles and own businesses in Matlacha which are hospitality businesses that employ locals. Matlacha is destined to be a tourist destination because it offers an “island life” experience, that people know is disappearing and now cherishing. The annexation presents several challenges: the proposed marina threatens to add more traffic. If Cape Coral continues to purchase property in Matlacha it has said that it will

not alter its restrictions, but we have seen in many cases that that is not the case. Building height restrictions are different Cape Coral than in Matlacha and asks the board to join in the commitment in responsible growth and to help maintain this piece of paradise by stopping the piece-meal annexation of Matlacha.

Comment 8: Nora Sidler resident of Bokeelia on Pine Island. Agrees with previous comments. Wants the property sold back to them and to leave the island alone.

Comment 9: Scott Wilkinson resident of Pine Island. Cape Coral has not replaced the boat lift on the northeast spreader and reneged on that promise once the old lift was torn out. Because of that, too much silt and freshwater is being dumped out in Matlacha Pass, destroying oyster beds and plant life among other things. Council made objections to its own residents and plowed ahead on an outsized development project on the seven islands. Now with the purchase Cape Coral will rebuild it with sub-standard building codes...and asks, “for what?...little bit of money?...what could possibly be the reason?” “Not doing it to conserve it”. “How are they to deal with the increased boats and vehicles traffic from the result of the project? Are they to supply treated water from the islands wells to the project?”

Comment 10: Claudia Bringe resident of St. James City. If the land is developed with boat ramps or whatever will be put on the narrow 2-lane road on a bad curve will damage the health and safety of the people of Pine Island. Wants to know if a traffic survey has been done to know what the impact is of what is planned to do on it. Concerned about travel time to the hospital with increased traffic.

Comment 11: Carol Crane resident of St. James City. Concerned with the City feeling the need to expand by acquiring an annexing property from unwilling jurisdictions in order to resume and sell it to developers. If it was inherited with the larger land purchase why annex it instead of just sell it? Concerned with navigation hazards that would result from the City’s proposed expansion of the existing boat ramp on the subject property the City proposes to annex. Rumor has it that the existing boat ramp will be repaired but also include expand in building 5 more ramps at that site. Boating and navigation problems already exist there which would be greatly increased by adding more boat ramps. Already a narrow waterway and width is only 100 feet and upstream it narrows to approx. 85 feet. The waterway is too narrow for multiple launches and pull-outs. Danger to safety with swift currents especially after the removal of the Cietus boat lift barrier. Dredging of the waterway has increased the current even more causing safety problems. Closeness of the boat ramps is an issue. City already owns 10.24 acres of suitable property just 245 feet of property from the site on the North Spreader Waterway. If the property was inherited why does the property need to be annexed? Why don’t you just sell it or just use it? Then that way you would follow the Pine Island plan instead of imposing a much less restrictive City plan.

Comment 12: Eric Hansen resides in Matlacha. Concerned about the negative impact on the local watershed and local ecology. Wants the property preserved by donating it to the Caloosa Land Trust instead of annexation.

Comment 13: Dan Shephard resident of Cape Coral and business owner in Pine Island. Feels that the Cape and Matlacha are differently unique and should stay that way. The City should sell the property since it is not the City's backyard, it's Matlacha's backyard. The City should sell and take the money and put it towards to buying the golf course that they are all talking about to make it a park that Cape Coral needs.

Comment 14: Tim Heights resident of Pine Island-Bokeelia. No need for annexation and does not want the "old Florida look" to change so it should be left alone. Transportation is bad and how will the boat traffic be moved out? Will the road be widened? Will a turning lane be put in? Who will pay for that? The City is creating problems.

Comment 15: Robert Pritt attorney with Roetzel and Andress representing his client the Matlacha-Pine Island Fire Control District. Requests that the council continue the hearing for at least a month to allow the District to review the application and possibly to confer with the City to determine the effect upon the District. The property is close to the proposed Station 4 for the District within a mile or less. The District is in the process of soliciting proposals for the new station. The annexation may affect the feasibility of the station and the fire and rescue service. Also the lack of contiguity between the property and other City boundaries. The annexation does not serve a public purpose when it should. Records show that businesses (not legitimate public businesses) on the property that the City own are tax exempt.

Comment 16: Michael Hanon new resident of Matlacha. Feels that all of the issues should be brought up with the attorneys - County Attorney and State Attorney. If it goes through it will go the press. Land should be given to the conservancy.

Comment 17: Jim Nehouse resident of Cape Coral. Used an overhead to point out the area. Ecological and estuary concerns especially manatees. Concerns with the proposed use, boat ramps on a major artery of manatee transportation. Put something on it that is useful to all like a parking lot and use shuttles to Matlacha area to lessen traffic.

Comment 18: Rod Aldridge: resident of Matlacha. Concern with ecological impact from development on the property along the wetlands area. The City of Cape Coral should not be in the land development business. He thinks a solution to the problem is to provide the property to the Caloosa Land Trust. Money could be generated through donations to pay the City of Cape Coral a fair amount for the property.

Comment 19: Torrey Wolf: resident of Bokeelia. Why a voluntary annexation? Isn't a lot of the area considered a tidal wetland?

Comment 20: Gary Pierce: resident of Bokeelia. Feels that Cape Coral has destroyed their own area with infrastructure and damaged natural habitats and does not want that to happen to Bokeelia-Pine Island-Matlacha. He thinks the property should be given back to Matlacha.

Comment 21: Dr. Michael Dryclern: resident of Bokeelia and elected commissioner of the Pine Island Matlacha Fire Control District and board member of Pine Island Water Association... Would it have an impact on traffic and where are the analysis and studies?

Mentioned the Pine Island Plan and issues regarding evacuation off the island which the Lee Co EOC was involved in. If adopting the annex would have the ability to change zoning, would it have an impact on the Lee Plan? Asking to stay the vote tonight and take the opportunity for input and allow for more analysis and have the vote at a later time. Really wants the vote rejected. Mentioned that the City spent 13mil in 2011 for the property with funds from water and sewer. How did they spend the 13mil out of water and sewer for the properties, then in 2012 filed for an exemption on the properties? Wants to know how the District will get their money from the lost tax revenue from the properties. Many tax issues mentioned at a loss to Matlacha and Pine Island. No governmental purpose for the property. Asked to reject the annexation and sell the property.

Comment 22: Jenny Bunch (5-acre eminent domain) In 2012, the City did not buy what it needed with the money that was borrowed from the UEP. City did not buy the property for the north for 2 UEP projects. Thinks property should be sold back to Matlacha and the City can use the money to purchase the property needed for the UEP and other projects instead of using eminent domain against Cape Coral property owners.

Comment 23: Wendy Blake (eminent domain) on behalf of the Bunch family. Concerns regarding the parcel and many others sat idle for the last 4 years with no taxes to the taxpayers no stormwater fees, nothing giving back to the citizens. Mentioned the UEP issue. Thinks the property has been promised for other plans (developer)...why isn't it part of the parks plan?

Comment 24: Zal resident of Bokeelia. Against annexation and does not want change.

Comment 25: Katie Fisher Matlacha resident, realtor and small business owner. Asked Council to listen to the citizens and do what's right and don't change what they have.

ISSUES RAISED BY STAKEHOLDERS DURING DECEMBER 12, 2016 CITY COUNCIL MEETING

1. EXTREME WATER VELOCITIES AT THIS SITE MAKE IT UNSUITABLE FOR A BOAT RAMP.

Current meters were deployed in 2014 by the USGS for a five month period and in 2016 by CEC for a one month period. Maximum current velocities measured during these periods were 3 ft/sec (2 mph or 1.8 knots) and 3.7 ft/sec (2.5 mph or 2.2 knots), respectively. Multiple Government and State boat ramp design publications were reviewed for current velocity criteria. These publications recommended minimizing current effects, when possible, through design considerations; site characteristics, ramp alignment and location, shoreline and waterbody features. The Ohio Boating Facilities Standards and Guidelines was the only source reviewed that published an average current velocity design value, 5 mph. The maximum velocity measured at this site is half of this recommended average velocity.

2. BOAT RAMP WILL CAUSE HAZARDS TO NAVIGATION.

Boats have been launched from the two ramps at this property for over 45 years. No reportable boating accidents or data were found on record with the FWC or the LCSO to corroborate this claim.

3. BOAT RAMP WILL SIGNIFICANTLY INCREASE BOAT TRAFFIC.

There are over 4,000 waterfront properties accessing the North Spreader Waterway. Proposed improvements to this property would restrict boat trailer/tow vehicle parking to less the 50 boats. The potential boat traffic from this boat ramp is less than 1.3 percent of the potential boat traffic generated by waterfront property owners. The average number of launches per day will be insignificant to the total number of boat trips per day in this waterway.

4. BOAT RAMP AT THIS LOCATION ADDS MORE BOATS INTO THE SPREADER CANAL SYSTEM.

See Response to Item 3.

5. BOAT RAMP WILL ADVERSELY IMPACT PINE ISLAND ROAD TRAFFIC.

Traffic on Pine Island Road may improve with the renovation of the D&D property. The number of vehicles traveling east and west on Pine Island Road towing a boat is relatively very small to the total number of vehicles. The boat ramp at D&D may beneficially impact island traffic. If boaters choose to launch at this property it will potentially reduce the number of tow vehicles and boats crossing the Matlacha Pass Bridge to launch at boat ramps to the west.

6. ROAD INGRESS AND EGRESS TO PROPERTY IS DANGEROUS.

Accident reports from the LCSO and the FHP do not support this statement.

7. WILL THERE BE A TRAFFIC STUDY PERFORMED?

The City will follow the Land Development Code for improvements to this property.

8. BOAT RAMP WILL ADVERSELY IMPACT WATER QUALITY.

By renovating the 45 year old boat ramp and constructing upland stormwater treatment the impacts to water quality are anticipated to be positive. In addition, shoreline stabilization can incorporate "living shoreline" design to create and improve marine habitat.

9. BOAT RAMP WILL CHANGE CHARACTER OF MATLACHA.

The property has existed as a boat launch for more than 45 years; it is one of the first properties seen as one approaches Matlacha from the east on Pine Island Road. There is an aging chain link fence in disrepair along the roadway and sparse vegetation consisting mainly of exotics (Australian Pines and Brazilian Peppers), cabbage palms and some red mangroves along the shoreline. Matlacha would benefit from the beautification of this property as a gateway to their community.

10. HOW MANY BOAT RAMPS ARE PROPOSED FOR THE PARK?

No more than three boat ramp lanes have ever been considered at this site. As different concepts and ideas have been discussed, replacing the existing two ramps appears to be the consensus.

11. THE WATERWAY IS TOO NARROW FOR A BOAT RAMP.

Two boat ramps have existed and functioned at this location for over 45 years.

12. MANATEE MORTALITY RATE IS HIGH ON NORTH SPREADER.

The boat ramps at this location existed prior to the development of the North Spreader system. Boat trips originating from this property will be an insignificant percentage of the traffic generated by waterfront property owners within the system.

13. TRAFFIC FROM BOAT RAMP MAY ADVERSELY IMPACT TRAFFIC IN MATLACHA AND INCREASE EMERGENCY VEHICLE RESPONSE TIME.

The number of vehicles traveling east and west on Pine Island Road towing a boat is relatively very small. The boat ramp at D&D may beneficially impact traffic on the island. If boaters choose to launch for this property it will potentially reduce the number of tow vehicles and boats crossing the bridge to launch at boat ramps to the west.

14. WHO WILL PAY FOR BOAT RAMP IMPROVEMENTS?

The City has applied for and received approval of a grant from the West Coast Inland District for replacement of the existing seawall and boat ramp immediately behind the building occupied by D&D Bait Shop. This grant requires matching funds from the City. A second grant has been applied for and received from the State of Florida Boating Improvement Fund to cover the costs of design and permitting for the property to the east. Both grants are pending approval for use

by the City Council. Construction of the proposed improvements is anticipated to be funded by a combination of City monies and grants from WCIND, FWC, and TDC.

15. WILL THE ROAD BE WIDENED?

The segment of Pine Island Road in front on the D&D property is maintained by Lee County Department of Transportation. Improvements to this property may have no bearing on future road improvement plans.

16. WILL A TURNING LANE BE INSTALLED?

One of the major project goals for this property would include improvements for ingress and egress.

17. IS THIS PROPERTY CONSIDERED A TIDAL WETLAND?

No. This property is not a tidal wetland.