



Goodland Dock Extension – Dock Extension

To Whom it May Concern,

On behalf of the Florida Department of Environmental protection, we are submitting a Boat Dock Facility Extension request for the extension of the existing dock located at 2561 San Marco Rd. The site is currently developed and utilized for research. The parcel is approximately 67.81 acres, but the project area is less than an acre. The FDEP wishes to extend the existing dock by adding two fingers as shown on the proposed plans to allow for more vessels to use their research facilities. A narrative for the Dock Extension application is included below.

Dock Extension Criteria

1. Does the proposed boat docking facility meet the other standards (setback, height, etc.) set forth in Ordinance 03-?

The proposed project involves the extension of an existing boat docking facility located within an A-ST zoning district. There are no specific setback or height standards in the City of Marco Island Land Development Code that apply directly to docking facilities within this zoning district. However, the parcel and the proposed dock extension comply with all general setback and height requirements applicable to the property under the Land Development Code and Ordinances.

2. Is there sufficient water depth where the proposed vessel(s) is to be located (as a general guide, -4 feet mean low water is deemed to be sufficient) to allow for safe mooring of the vessels?

The mean low water (MLW) elevation at the project site is approximately -1.88 feet NAVD, while existing water depths around the dock range from -6.5 to -4.5 feet NAVD. The existing dock is actively used by FDEP staff, and no water depth issues have been reported during its current operation. The navigable channel becomes deeper with increasing distance from the shoreline. The proposed dock extension, including the new finger piers, is located in a deeper portion of the channel than the existing dock, providing ample water depth to safely accommodate the moored vessels. This configuration ensures safe access, maneuverability, and continued operational use without risk of grounding or other navigational hazards. In addition, according to the benthic survey, the project area is characterized as a mud bottom, and the seabed was devoid of SAV and other benthic resources.

3. Are there any special conditions related to the subject property or waterway which justify the proposed dimensions and location of the proposed boat docking facility?

The proposed extension of the existing docking facility is justified by the applicant, the Florida Department of Environmental Protection (FDEP), to provide additional slips for research vessels. By extending the existing dock rather than constructing a new facility, the project avoids disturbance to additional coastal areas, including mangroves and shoreline protection features. This approach minimizes environmental impacts while meeting the operational needs for secure mooring and access to research vessels, supporting both regulatory compliance and resource conservation objectives.

4. Does the proposed boat docking facility and moored vessel protrude greater than 25% of the width of the navigable waterway and is a minimum of 50% of the waterway width between dock structures/ moored vessel(s) on the opposite side of the waterway maintained in order to ensure reasonable waterway width for navigability?

The proposed boat docking facility has been designed to remain entirely outside of the denoted navigable channel, as shown on the project plans. The structure will not protrude greater than twenty-five percent (25%) of the width of the navigable waterway. Additionally, there are no dock structures or moored vessels located on the opposite side of the channel. Therefore, more than fifty percent (50%) of the channel width will remain unobstructed, ensuring adequate clearance for safe navigation and maintaining compliance with applicable standards.

5. Is the proposed dock of minimal dimensions necessary in order to adequately secure the moored vessel while providing reasonable access to the boat for routine maintenance without the use of excessive deck area?

The existing dock currently accommodates four (4) slips, while the proposed improvements will expand the facility to a total of eight (8) slips. The dock extension has been carefully designed to provide the minimum additional deck area necessary to safely secure the moored vessels and allow reasonable access for routine maintenance and use. The configuration maintains appropriate separation between slips in accordance with Florida Department of Environmental Protection (FDEP) design standards and guidance. This ensures both functionality and safety while minimizing the overall footprint and potential environmental or visual impacts associated with the expanded dock structure.

6. Is the proposed structure of minimal dimensions and located (designed) to minimize the impact of view to the channel by surrounding property owners?

The proposed dock improvements, including the addition of two finger piers, have been designed to minimize potential visual impacts on surrounding properties. The dock structure does not extend into the navigable channel, ensuring that the view of the waterway from neighboring properties remains unobstructed. The new finger piers are oriented perpendicular to the existing dock, resulting in only minimal changes to the overall view corridor. The nearest developed property to the south is located over 2,000 feet from the project site, further reducing the potential for any visual or spatial impacts. The parcel itself lies west of the dock facility, with Goodland Bay and undeveloped islands located to the

east. Goodland Bridge is situated to the north of the project area, and a marina is located on the opposite side of the bridge approximately 400 feet from the dock. Given these distances and the project's design configuration, the proposed dock extension will not adversely affect navigability or the visual character of surrounding properties.

7. Is the moored vessel in excess of 50% of the length of the waterfrontage such that the addition of a dock structure will increase the impact on or negatively impact the view of the waterway by surrounding property owners? (In the case of multi-family developments and public marinas, the 50 percent provision may be exceeded)

The longest vessel anticipated to utilize the proposed docking facility measures approximately 30 feet in length. The property has a waterfrontage of several hundred feet, which greatly exceeds the length of any vessel to be moored at the site. Therefore, none of the vessels will exceed 50 percent of the total waterfrontage. Given this substantial proportional difference, the addition of the dock structure will not increase visual or spatial impacts on the waterway, nor will it negatively affect the views or use of the waterway by surrounding property owners.

8. Will the proposed location and design of the boat docking facility and moored vessel(s) be such that it may infringe upon the use of neighboring properties, including any existing dock structures?

There are no existing docking facilities located within approximately 400 feet of the proposed dock. Therefore, the proposed improvements to the existing docking structure will not infringe upon or interfere with the use or enjoyment of neighboring properties.

Additionally, the proposed dock extension has been designed to remain outside of the navigable channel limits, ensuring that it will not impede vessel navigation or create conflicts with adjacent waterway users. As such, the proposed location and design are consistent with the protection of neighboring property rights and safe navigation within the area.

9. Regarding existing benthic organisms in the vicinity of the proposed extension:

a. Are seagrasses located within 200 feet of the proposed dock?

There are no seagrasses located around the proposed dock extension. Please refer to the benthic survey included within this application.

b. Is the proposed dock subject to the manatee protection requirements in Sec 10 of Ordinance 00-04?

Section 10 of Ordinance 00-04 establishes manatee protection requirements applicable to all multi-slip docking facilities containing ten (10) slips or more, as well as all marina facilities. The proposed docking facility includes a total of eight (8) slips; therefore, it does not meet the threshold for applicability under this section. Consequently, the specific manatee protection requirements outlined in Section 10 do not apply to this project. However, in the interest of promoting manatee safety and environmental

stewardship, manatee protection signage will be installed at the site if such signage is not already in place as part of the project design.

If you have any additional questions, please feel free to contact me at (941) 505-1700 or rpalmer@weilerengineering.org.

Sincerely,



Robin Palmer, P.E.
Project Engineer