



City of Sanibel

Planning Commission

PLANNING DEPARTMENT STAFF REPORT

Planning Commission Meeting:
Planning Commission Agenda Item:
Application Numbers:
Applicant:

May 22, 2018
No. #7b.
18-10648V, 18-10649DP
Steven Hartsell, attorney on behalf of
Randy Wayne White and Wendy Webb

RE: Consideration of an application filed pursuant to Land Development Code Section 82-138, Application and hearing, for a **Variance** to Land Development Code Chapter 126, Article XIV, Division 2, Subdivision II. – Accessory Marine Structures, Sections 126-875 Waterward Extension and 126-894 Location from Lot Lines, to allow an existing dock constructed pursuant to an emergency building permit to be located closer than 15 feet from the side property lines as extended into the water, to allow for the installation of a new elevator-style boat lift, located immediately adjacent to the dock, to extend approximately 9.2' farther than the maximum permitted waterward extension as measured from the approximate mean high water line, and to allow for the boat lift to be located closer than 15 feet from the extended side property lines; and

Consideration of an application for a **Development Permit** to implement the proposed variance and construct a boat lift immediately adjacent to an existing dock that is proposed to be modified and is located on a parcel of land serving as a dock parcel that is accessory to and shall remain owned in common with a residential parcel located on the south side of Pine Avenue.

The subject dock parcel is located at 6428 Pine Avenue (in Lot 24, Block B, Del Segua Unit 4 – tax parcel no. 11-46-21-T1-0030B.024A.) The applications are submitted by Steven C. Hartsell, Esquire (the applicant) for Randy Wayne White & Wendy Webb (the property owners). **Application Nos. 18-10648V and 18-10649DP.**

ISSUES

In considering the subject variance and development permit applications to allow a new boat lift to encroach into the side yard setbacks as extended into the water; and to allow a new boat lift to exceed the maximum permitted waterward extension, the following issues should be addressed:

1. Do the requested variances meet all seven standards listed in section 82-140 of the *Sanibel Code* as required to be considered by the Planning Commission?
2. If the variances are approved, what additional conditions, if any, should be placed on the development?

PROPOSAL

The applicant's plans propose the construction of a new two-piling elevator-style boat lift located immediately adjacent to an existing nonconforming boat dock on a vacant boat access parcel abutting a man-made canal located at 6428 Pine Avenue.

A copy of the variance application is provided with this report as **Attachment A**, and a copy of the development permit application implementing the variance is provided as **Attachment B**. The applicant's responses to the seven standards for each of the two variances requested for the new boat lift are provided as **Attachment C**. A location map, and a reduced-size copy of the survey, is provided as **Attachment D** and **Attachment E**, respectively. A plan depicting the existing dock is provided as **Attachment F** and the plans depicting the proposed boat lift and boat lift specifications are provided as **Attachment G**. Canal photos showing markers placed in the water are provided as **Attachment H**, and a neighborhood / location map of the surrounding area is included as **Attachment I**.

ANALYSIS

Existing Site Conditions

The subject parcel is approximately 3,430 square feet in net lot area and has only 30 feet of width (frontage) along Pine Avenue and 30 feet of frontage along the canal. This boat access parcel was established prior to the City's approval in 1983 of a re-subdivision for certain parcels within Del Sega Unit 4, and is located between re-subdivided Lots X and Y. The subject property has been deeded as a boat access parcel and historically associated with a nearby residential Pine Avenue parcel without canal access. It is currently owned-in-common with a vacant buildable residential parcel at 6419 Pine Avenue, a property without access to a body of water. A location and neighborhood map is included as **Attachment I** and shows the immediate Del Sega canal system, including parcels with adjacent docks. The subject dock is located on a canal that serves as the only means of navigable boat access to state waters for approximately 40 residential parcels in the Del Sega neighborhood. Approximately 32 of these residential parcels appear to have accessory marine structures visually apparent in aerial imagery, most of which include boat lifts.

The subject property is served by an existing lawfully existing nonconforming dock repaired/reconstructed pursuant to a building permit issued in September of 2004, subsequent to Hurricane Charley. The dock has 130 square feet existing over water, and 35 square feet over land, for a total of 165 square feet. A plan of the existing dock is provided as **Attachment F**. The parcel also includes an unimproved walkway leading from the roadway to the subject dock, as well as a rope and bollard fence running alongside each side property line.

In terms of setbacks, the existing dock encroaches into the minimum 15-foot side yard setbacks measured from the property lines as extended into the waterway. The existing dock is located approximately 2.2 feet from the eastern property line and 7.4 feet from the western property line. With a 30-foot wide parcel, no dock structure could meet the required 15-foot side setback.

With regard to waterward extension, the most waterward edge of the existing dock extends between 13.4 feet and 14.0 feet into the canal from the mean high water line. Accessory marine structure regulations allow for a maximum waterward extension of 20% the width of the waterway, or 30-feet, whichever is less. The width of the subject canal is approximately 69 feet, measured from mean high water line to mean high water line, allowing for a maximum waterward extension of 13.8 feet.

The parcel frontage along the canal is fringed with mangroves having root lines extending between 6 feet and 13 feet into the canal measured from the mean high water line. The mangrove canopy on the adjacent lots to the east and west of the subject parcel extends beyond the outer edge of the existing dock.

Proposed Site Conditions

The applicant is proposing to add a two-piling elevator-style boat lift (without outside pilings) parallel to the outer edge of the existing boat dock terminal platform, without any modification to the dock. The plan for the proposed boat lift is provided as **Attachment G**, showing the proposed 7'11" wide boat lift, mangrove root lines, and canal depth and width. Also included in **Attachment G** are the boat lift specifications and an illustrative photograph of the proposed vertically-mounted boat lift. The applicant indicates the proposed plan avoids impacting the mangrove fringe on the east and west sides of the dock by locating the boat lift parallel to the existing dock. To do so, a variance is required to allow the proposed boat lift to encroach 8.2 feet past the 13.8 feet maximum allowed, for a total waterward extension of 22 feet from the mean high water line. A separate variance is also required to allow for the existing dock and proposed lift to encroach into the required 15-foot side setbacks measured from the property lines as extended into the waterway. As proposed, the boat lift is not to encroach any further into the required side setbacks than the current boat dock.

Site improvements other than the boat lift proposed by the applicant are to maintain the existing unimproved off-street parking area at the entrance to the subject property and to replenish an existing shell pathway leading from the roadway to the dock facility.

Variance to Setbacks. The Planning Department recognizes the hardship this property, at 30 feet in width, has conforming to 15-foot side setback requirements. The proposed boat lift, as shown on the proposed plans, will not encroach any further into the side setbacks than the existing boat dock. The current dock is 2.2 feet away from the eastern property line (a 12.8 foot encroachment), and the proposed boat lift will be approximately 7 feet away from the property line at its closest point (an 8 foot encroachment).

Variance to Waterward Extension. In terms of the variance to waterward extension, the applicant's initial proposal featured an 11.5 foot wide boat lift, with a total waterward extension of 25 feet (an 11.2 foot variance). Concerns about navigability of the canal were expressed by nearby residents and the applicant considered modifying the existing dock to reduce the length of the finger pier walkway leading to the terminal platform. Doing so would have potentially impacted the only remaining live branch of a large red mangrove just west of the finger pier, according to Natural Resources Staff – see **Attachment J**. To address those concerns, the applicant proposed to leave the existing dock unmodified and reduce the width of the proposed boat lift to 7'11", for a total waterward extension of 22 feet (an 8.2 foot variance). This reduces the overall waterward extension by 3 feet over the initial proposal, although it may be feasible to reduce the width of the existing terminal platform (to further reduce the waterward extension of the proposed boat lift), the applicant has expressed significant safety concerns with reducing the width of the terminal platform.

The applicant indicates that there is 29 feet from the edge of the presently moored boat to a point across the canal with a navigable depth of 4.0 feet, as shown on **Attachment G** (applicant's Exhibit L-8N). The applicant also indicates that the existing mangroves on either side of the boat access parcel extend farther into the canal than the outermost edge of the proposed boat lift, as well as a neighboring moored boat to the west.

To demonstrate the waterward extent of the proposed boat lift, and to address concerns relating to canal navigability, the applicant's marine contractor placed two pole markers in the canal approximately 9 feet from the edge of the existing dock. The furthest extent of the 7'11" proposed boat lift would fall inside (landward) of the pole markers once attached to the existing dock. **Attachment H** shows two photographs provided by applicant of the canal markers, with one of the photos taken from the east, looking west in direct line of sight of the markers. The applicant contends that this photo shows the moored boats to the west extending further into the canal than the edge of the proposed boat lift.

Natural Resources Staff has reviewed the proposal and conducted site visits, and their comments are provided as **Attachment J**. Note that these comments are dated May 11, 2018, before the applicant revised their proposed plans to shorten the width of the proposed boat lift instead of modifying the existing dock. Subsequent to the revised proposal, Natural Resources Staff has no objection to the proposed variance.

PROCEDURE

The Planning Commission may approve variances to certain requirements of the Land Development Code pursuant to Chapter 82, Article III, Division 3, Subdivision II of the *Sanibel Code*. The general standards to be used in evaluating variance applications are provided in section 82-140 of the *Sanibel Code* and are repeated here for convenience:

The planning commission may grant variances upon finding all of the following:

- (1) A literal enforcement of the particular regulation would result in undue and unnecessary hardship to a property owner because the particular shape, size, location or topography of a lot or parcel, or of a structure thereon, would cause practical difficulties that would deprive the owner of reasonable use and enjoyment of such lot or parcel in the same manner as other properties similarly situated.
- (2) That the special conditions relate to unusual conditions peculiar to the specific lot or parcel or relate to special conditions of the structure involved, and are not generally applicable to other lands or structures similarly situated.
- (3) That the special conditions and circumstances do not result from actions taken by the applicant or proposed by the applicant, and are not otherwise self-imposed.
- (4) That the applicant has taken all reasonable steps to mitigate or eliminate the requested variance by the acquisition of adjacent lands or the relocation or redesign of the structure involved.
- (5) That the development or use of the subject parcel in some other manner than that proposed, in accordance with the applicable requirements, is not feasible.
- (6) That the requested variance will not be adverse to the developed neighborhood scheme and will not adversely affect the plan and scheme set forth in this land development code, and will not cause the proposed development to be inconsistent with the Sanibel Plan nor adverse to the health, safety and general welfare of the community.
- (7) That the variance granted is the minimum necessary to mitigate the hardship demonstrated.

CONCLUSION

Although the reduction of the terminal platform width would further reduce the variance to the waterward extension, Staff finds that the proposed lift does not project into the waterway or obstruct the navigable channel more than a boat moored adjacent to the existing dock.

If the Planning Commission finds that the application meets the seven variance standards then Staff recommends the following conditions be included with the approval of the variance and the implementation development permit:

1. The boat lift shall be installed in conformance with the proposed site plan provided with **Attachment G** of the Planning Department Staff Report dated May 22, 2018, also labeled as the applicant's Exhibit L-8P, authorizing a boat lift to extend no further than 22 feet from the mean high water line, and to be located no closer than 7 feet from the side property line as extended into the waterway.

2. The subject dock parcel (6428 Pine Avenue, STRAP #11-46-21-T1-0030B.024A) shall remain owned in common with another residential property located on the southern side of Pine Avenue not having direct access to an adjacent body of water.
3. No impacts to existing shoreline vegetation including mangrove is permitted with the new boat lift. Any future trimming of mangroves on the subject property requires a separate vegetation permit from the City.
4. An as-built survey shall be submitted to the City demonstrating compliance with the approved plans including, but not limited to, the waterward extension and setbacks (as approved) prior to the issuance of a completion certificate.
5. The size of any boat to be placed on the lift shall be such that the boat does not project past the property lines as extended waterward and will not pose an impediment to navigation or boat canal access.
6. Any existing conical piling caps or any other anti-bird roosting devices shall not be placed on the dock and lift pilings.
7. Any existing or proposed outdoor dock lighting shall be in compliance with the standards and requirements of the Land Development Code, including:
 - a. Lights on docks, boat lifts, boat davits, and mooring pilings shall be no more than the minimum necessary as an aid to navigation and to illuminate the surface of the dock and access walkway as a safety measure for those walking on these surfaces at night.
 - b. A light installed as an aid to navigation shall be in conformance with the U.S. Coast Guard standards.
 - c. Existing or installed lights to illuminate the surface of a dock or walkway shall:
 - i. Be a minimum of 11 feet apart.
 - ii. Be so shielded and directed that the light falls only on the surface of the dock or walkway.
 - iii. Use an incandescent bulb with a maximum of 25 watts.
 - iv. Number no more than six (6).
 - v. Be installed so that no part of the light fixture is more than 30 inches above the surface of the dock or walkway.
8. All other standard requirements for accessory marine structures contained in the Land Development Code shall be met including, but not limited to, the following:

- a. No fill or dredging is authorized by the approved variance or development permit.
 - b. The height of the boat lift pilings shall be limited to a maximum of three (3) feet and ten (10) feet, respectively, above mean high water level.
 - c. Materials used in the boat lift construction shall comply with the standards in Land Development Code Section 126-885.
 - d. No double berthing of vessels shall be permitted.
 - e. Roofing and enclosures are not permitted on any dock, boat davit, or boat lift structure, including mooring pilings.
 - f. Turbidity screening shall be employed during subsurface construction, to remain in place a minimum of twenty-four (24) hours to ensure protection of water quality in the area.
9. The applicant shall obtain all applicable development and building permits and approvals required from other governmental agencies, including the Florida Department of Environmental Protection and the United States Army Corps of Engineers.

INDEX TO STAFF REPORT ATTACHMENTS

Attachment A	-	Variance Application
Attachment B	-	Development Permit Application
Attachment C	-	Applicant's Response to Variance Standards for Dock and Lifts
Attachment D	-	Site Location Map
Attachment E	-	Survey
Attachment F	-	Existing Dock Plan
Attachment G	-	Proposed Boat Lift Plans & Specifications
Attachment H	-	Canal Photos Showing Markers
Attachment I	-	Neighborhood Canal System & Location Map
Attachment J	-	Natural Resource Department Comments

ATTACHMENT A

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE

VARIANCE APPLICATION

CITY OF SANIBEL DEVELOPMENT PERMIT APPLICATION

APPLICATION NO. 18-10648V FILING DATE: 3/19/18 ACCEPTED BY: JGO FEE PAID \$3,636.00

OTHER APPLICATIONS FILED WITH THIS REQUEST: Accessory Dock/Boat Lift Development Permit (OP 18-10649)

PART I. PARCEL IDENTIFICATION

TAX STRAP NUMBER: 11-46-21-T1-0030B.024A

STREET ADDRESS OF PROPERTY: 6428 Pine Avenue, Sanibel FL 33957

PART II. OWNER/APPLICANT INFORMATION

NAME OF OWNER: Randy Wayne White and Wendy Webb H/W

OWNER ADDRESS: 6425 Pine Avenue, Sanibel, FL 33957

OWNER E-MAIL ADDRESS: randywaynewwhite@yahoo.com

OWNER PHONE NO: Home 239-691-0691 Business _____ Fax _____

NAME OF APPLICANT: Steven C. Hartsell, Esq.

APPLICANT ADDRESS: Pavese Law Firm, PO Drawer 1507, Ft. Myers, FL 33902-1507

APPLICANT E-MAIL ADDRESS: stevehartsell@paveselaw.com

APPLICANT PHONE NO: Home _____ Business 239-336-6244 Fax 239-332-2243

APPLICANT'S INTEREST IN PROPERTY: Attorney

PART III. PROVIDE A BRIEF DESCRIPTION OF THE PROPOSED DEVELOPMENT:

A Variance from LDC §126-875 and §126-894

IDENTIFY THE LAND DEVELOPMENT CODE SECTION(S) FROM WHICH VARIANCE IS REQUESTED:

LDC §126-875 (Waterward Extension of Marine Structure)

LDC §126-894 (Location from Lot Lines)

PART IV. ATTACHMENTS CHECKLIST:

The information and attachments requested as part of this application are the minimum necessary to determine compliance with the requirements of the Sanibel Plan and the Land Development Code (LDC). The city may require additional information, or waive certain requirements, at any time during the application process depending upon the nature of the variance request (Ref. Land Development Code Section 82-138). For a complete explanation of each item, refer to the Planning Department handout entitled "Instructions For Permits And Other Applications OF The Sanibel land Development code".

VARAPP/REV 10/06 Sanibel Code

SIDE ONE OF TWO

PAID
MAR 19 2018
BY RM

PART IV. ATTACHMENTS CHECKLIST

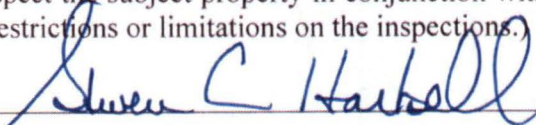
- ☒ DESCRIPTION OF HOW THIS APPLICATION MEETS THE SEVEN VARIANCE STANDARDS (Complete Attachment A, "Variance Standards").
- ☒ DEED
- ☒ OWNER'S AUTHORIZATION (Certified-Form available in City Planning Department)
- ☒ OTHER AGENCY PERMITS (Certified Statement RE: Required Permits and Copy of Applications/Permits)
- N/A VERIFICATION OF PERMITTED RESIDENTIAL DENSITY (See LDC Sections 86-91 and 86-92)
- ☒ LOCATION MAP
- N/A SITE DEVELOPMENT PLAN (1"=20')
- N/A DRAINAGE PLAN OR VERIFICATION OF EXISTING DRAINAGE IMPROVEMENTS
- N/A EXTERIOR LIGHTING PLAN
- N/A VEGETATION PLAN
- N/A WILDLIFE HABITAT IDENTIFICATION AND PLAN FOR PRESERVATION
- N/A VERIFY GOPHER TORTOISES ARE PROTECTED ON SITE OR HAVE BEEN REMOVED (If applicable)
- N/A IWA WATER AVAILABILITY LETTER
- N/A BUILDING PERMIT APPLICATION
- N/A FLOOR PLANS (1/4"=1')
- N/A TYPICAL WALL SECTION (1/4"=1')
- N/A BUILDING ELEVATIONS (Front, Back and Side, Showing Height and Setback Compliance)
- N/A FLOODPROOFING CERTIFICATION (For Coastal High Hazard Areas Only)
- N/A OTHER INFORMATION REQUIRED FOR COMPLIANCE WITH THE LAND DEVELOPMENT CODE:

PART V. PUBLIC HEARING NOTIFICATION REQUIREMENT

- ☒ Provide name and address labels for all property owners within a radius of 300 feet of the extreme limit to the parcel proposed for development (to be obtained from Lee County Geographic Information System Department). Refer to the "Adjacent Property Owners" section of the "Instructions for Permits and Other Applications of the Sanibel Land Development code" for details on obtaining this information.

*** * * * CERTIFICATION * * * ***

I hereby certify that the information contained in this application and the attachments hereto are true and correct to the best of my knowledge and belief. Furthermore, I acknowledge that the City has the right to inspect the subject property in conjunction with this variance application. (Please advise the City of any restrictions or limitations on the inspections.)

 3-2-18

SIGNATURE OF OWNER OR OWNER'S AUTHORIZED REPRESENTATIVE

DATE

NOTE TO OWNER/APPLICANT: A development permit is required in addition to this variance request in order to implement the use and may be filed concurrently or subsequently to this application. If filed subsequently to this application, the development permit must be obtained within a period of twelve (12) months after variance approval. The proposed development may be subject to private deed restrictions or covenants. It is the applicant's responsibility to verify with the appropriate property owners association whether the proposed development complies with the applicable deed restrictions or covenants. The City does not enforce deed restrictions or act as an arbitrator between the applicant and the association.

ACCESSORY DOCK - BOAT DAVIT - BOAT LIFT

CITY OF SANIBEL DEVELOPMENT PERMIT APPLICATION

APPLICATION NO. 18-10649 DP FILING DATE: 3/19/18 ACCEPTED BY: Josh O. FEE PAID: \$593.00 due

OTHER APPLICATIONS FILED WITH THIS REQUEST: Variance for Dock/Boat Lift - DP 18-10648 V

PART I. PARCEL IDENTIFICATION

TAX STRAP NUMBER: 1 1-46-21-T1-0030B.024A

STREET ADDRESS OF PROPERTY: 6428 Pine Avenue, Sanibel FL 33957

PART II. OWNER/APPLICANT INFORMATION

NAME OF OWNER: Randy Wayne White and Wendy Webb H/W

OWNER'S MAILING ADDRESS: 6425 Pine Avenue, Sanibel, FL 33957

OWNER PHONE NO: Home 239-691-0691 Business _____ Fax _____

OWNER E-MAIL ADDRESS: randywaynewwhite@yahoo.com

NAME OF APPLICANT: Steven C. Hartsell, Esq.

APPLICANT ADDRESS: Pavese Law Firm, PO Drawer 1507, Fort Myers, FL 33902-1507

APPLICANT PHONE NO: Home _____ Business 239-336-6244 Fax 239-332-2243

APPLICANT E-MAIL ADDRESS: stevehartsell@paveselaw.com

APPLICANT'S INTEREST IN PROPERTY: Attorney

PART III. PROVIDE A BRIEF DESCRIPTION OF THE PROPOSED DEVELOPMENT:

DOCK IS TO BE LOCATED ON THE FOLLOWING TYPE OF WATER BODY:

- ☐ A NATURAL BODY OF WATER HAVING NAVIGABLE ACCESS TO STATE WATERS.
☐ A MAN-MADE CANAL HAVING NAVIGABLE ACCESS TO STATE WATERS.
☐ A BODY OF WATER NOT HAVING NAVIGABLE ACCESS TO STATE WATERS. (Includes Sanibel River.)

IS THIS A PUBLIC OR PRIVATE BODY OF WATER? Public

IS THERE A PRINCIPAL BUILDING OR STRUCTURE LOCATED ON THIS LOT OR PARCEL? No

ATTACHMENT B

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE

PART IV. ATTACHMENTS CHECKLIST:

The information and attachments requested as part of this application are the minimum necessary to determine compliance with the requirements of The Sanibel Plan and the Land Development Code (LDC). The City may require additional information, at any time during the application process, to determine compliance with the requirements of the Sanibel Plan and the LDC. Provide three copies of all surveys and plans. For a complete explanation of each item, refer to the Planning Department handout entitled "Instructions For Permits And Other Applications Of The Sanibel Land Development Code".

____ DEED (Copy)
____ OWNER'S AUTHORIZATION (Certified - Form available in City Planning Department)
____ OTHER AGENCY PERMITS (A valid US Army Corps of Engineers permit and Department of Environmental Protection permit)
____ VERIFICATION OF PERMITTED RESIDENTIAL DENSITY (For Development On Vacant Parcels Only)
____ SURVEY (MAY NOT BE REQUIRED FOR WATERBODIES NOT HAVING NAVIGABLE ACCESS TO STATE WATERS.)
____ PROFILE OF WATERBODY SHOWING WIDTH OF WATERWAY AT SUBJECT PROPERTY AND LOCATION OF CHANNEL (ONLY FOR NATURAL AND MAN-MADE WATERBODIES HAVING NAVIGABLE ACCESS TO STATE WATERS)
____ SURVEYOR'S CERTIFICATION OF APPROXIMATE MEAN HIGH WATER AND MEAN LOW WATER DEPTHS (ONLY FOR NATURAL WATERBODIES HAVING NAVIGABLE ACCESS TO STATE WATERS)
____ LOCATION MAP
____ SITE DEVELOPMENT PLAN (1" = 20')
____ SCALED DRAWING OF DOCK, FULLY DIMENSIONED WITH PLAN VIEW AND CROSS SECTION
____ DOCK LIGHTING PLAN
____ VEGETATION PLAN
____ WILDLIFE HABITAT IDENTIFICATION AND PLAN FOR PRESERVATION
____ VERIFY GOPHER TORTOISES ARE PROTECTED ON SITE OR HAVE BEEN REMOVED (If Applicable)
____ REVOCABLE LICENSE TO OBSTRUCT PUBLIC WATERWAY
____ OTHER INFORMATION REQUIRED FOR COMPLIANCE WITH THE LAND DEVELOPMENT CODE:

*** * * * * CERTIFICATION * * * * ***

I hereby certify that the information contained in this application and the attachments hereto are true and correct to the best of my knowledge and belief. Furthermore, I acknowledge that the City has the right to inspect the subject property in conjunction with this development permit application. (Please advise the City of any restrictions or limitations on the inspections.)

SIGNATURE OF OWNER OR OWNER'S AUTHORIZED REPRESENTATIVE

DATE

NOTE TO OWNER/APPLICANT: The proposed development may be subject to private deed restrictions or covenants. It is the applicant's responsibility to verify with the appropriate property owners association whether the proposed development complies with the applicable deed restrictions or covenants. The City does not enforce deed restrictions or act as an arbitrator between the applicant and the association.

ATTACHMENT C
PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE

RECEIVED

MAY 16 2018

PLANNING DEPT
CITY OF SANIBEL

(REV.5-15-18)

**DOCK VARIANCE STANDARDS FOR
RANDY WAYNE WHITE/WENDY WEBB
(6428 Pine Avenue)**

The Planning Commission may grant variances only upon finding that the request meets the seven standards set forth in Land Development Code Section 82-140. Describe how your request meets each requirement for a variance from:

Sec. 126-875. - Waterward extension.

Docks, boat davits and boat lifts shall not be extended waterward (from the approximate mean high water line) to a distance greater than is necessary to provide reasonable use of the facility.

- (1) No such structure (including mooring pilings) on land having navigable access to state waters (including Clam Bayou and Old Blind Pass) shall be extended waterward more than 30 feet or 20 percent of the width of the waterway, whichever is less, except along shorelines with extensive mangrove vegetation, in which case such structures may extend up to 15 feet waterward past the roots of the mangroves from which the structure projects; provided such structures can be located where the water depth is greater than three feet above the bottom surface at mean low water where such minimum water depth is required, but in no event more than 20 percent of the width of the waterway.

Sec. 126-894. - Location from lot lines.

Docks, boat davits, boat lifts, and mooring pilings shall be located to the extent possible, equidistant from the lot lines, as extended into the water, of the lot served by these structures to minimize their visual impact upon adjacent waterfront properties. For docks, boat davits, boat lifts and mooring pilings that are not located equidistant from lot lines, the structures shall be set back a minimum of 1½' from the property lines (as extended into the water) for every one foot that the docks, boat davits, boat lifts and mooring pilings extend beyond mean high water into the waterway. In all cases, whether the structure is located equal distance or meets the setbacks in this section, no dock, boat davits, boat lifts and mooring pilings shall be located closer than 15' to any property line as extended into the water.

Waterward Extension Variance: *The applicant proposes to allow a maximum 22.0 feet extension into the canal from MHWL requiring an 8.2' variance to the 13.8' extension allowed at 20% of the 69.0' canal width, as shown on the exhibits.*

INTRODUCTION

This 30' wide lot fronts on a canal fringed with mangroves that extend about 6'-7' into the canal from Mean High Water on this lot, and substantially farther into the canal from the lots adjacent on either side. There is an existing lawfully nonconforming dock serving this property which extends about 13'4" into the canal. That dock was built in 2004 pursuant to an emergency permit (#1239, dated September 17, 2004) issued subsequent to Hurricane Charley. The mangroves from the two adjacent lots now extend past the outer edge of the existing dock. According to the survey, the distance between Mean High Water on either side of the canal is about 69 feet. At the permissible 20% of that width, the proposed dock and boat lift may not extend more than 13.8' into the canal, since that is less than the maximum 30' permitted, which leaves the owner with a dock encompassed by mangroves and no ability to use a lift to keep the boat out of the water. As shown on Exhibit L-8N, there is easily 29' from the edge of where the boat presently moors (and the proposed lift will be) to a navigable depth of 4.0'. Like when the boat is now moored there, even with the proposed boat lift there will be sufficient room for two boats to pass each other in the channel.

Due to the narrow property, the increasing mangrove fringe is overtaking the existing dock. Except as it is proposed, any other place a lift could be situated on the dock would cause the boat lift to impact that mangrove fringe. For that reason, to reduce impacts to the City's environmental resources, the owners seek a variance to allow the boat lift to be located out of the mangrove fringe and placed parallel to the length of the terminal platform. The existing dock finger pier is also about 8' from MHW with a terminal platform that is 5' wide, for a total of 13'4" extending into the canal without even a modest size lift being added to the outside of the terminal platform. Since the width of the boat lift as attached to the terminal platform would extend into the canal more than the 13.8' (20% allowance) but still less than the 30' maximum], the variance to the waterward extension of the boat lift is needed.

To reduce the width of the lift as much as possible, an elevator lift (without outside pilings) is proposed. Some concerns about navigability have been expressed. Staff had suggested reducing the width of that terminal platform down to 3' wide. The dock already exists and the Owners are concerned about the significant safety issues caused by cutting back to a deck that would be less than 5' wide. But they have instead agreed to reduce the proposed boat lift width from 11.5' down to 7'11". As noted above, there is easily 29' from the edge of where the boat presently moors (and the proposed lift will be) to a navigable depth of 4.0'. Now, and after the lift is in place, it shows that there is more than sufficient room for boats to pass with the lift as proposed. Furthermore, photos and field visits show that the existing mangroves on either side of this lot already extend farther into the canal than will the proposed lift. Those photos also show that when the neighbor's boat to the west is moored at the dock, it also extends farther into the canal than the proposed lift.

This parcel on which the dock is located is a 30' wide part of Lot 24, Block B, Del Segá Unit 4, Plat Book 29, Page 84, in the Lee County Official Records, and the remainder of Lot 24

is shared by the parcels on the east and west of the subject site. Those adjacent parcels are each occupied by a single family home. The subject parcel is associated with and serves as an accessory dock parcel for the Owners who presently live at 6425 Pine Avenue and who also own the property across/down the street at 6419 Pine Avenue. The length of the existing terminal platform is 20.1', leaving about 2.2' from the East lot line extension, and about 7.4' from the West lot line extension. These setbacks, while approximately equidistant to the extent possible based on the existing finger pier, are less than the 15' required by §126-894, thus requiring a variance from that section for the dock and any lift attached to the dock. As noted, the dock was built with a permit issued in 2004 and is presently encompassed by mangroves on each side growing from the adjacent parcels. The length of that platform does not have any impact on the adjacent parcels or the docks on each of those lots.

VARIANCE FROM LDC §126-875 –Waterward Extension

1. **A literal enforcement of the particular regulation (waterward extension into the canal per LDC §126-875) would result in undue and unnecessary hardship to the property owner because the particular shape, size, location or topography of a lot or parcel, or of a structure thereon, would cause practical difficulties that would deprive the owner of reasonable use and enjoyment of said lot or parcel in the same manner as other properties similarly situated.**

Due to the growth of the mangrove fringe further into the canal (particularly on both sides of this narrow lot) after the dock was built, a literal enforcement of the maximum 13.8' extension into the canal would prevent the lift from being constructed anywhere else on the dock that would not impact the mangrove fringe and adversely affect the mangroves that have since grown there. The Owners have agreed to reduce the width of the boat lift from the originally proposed 11.5' down to 7'11" to address concerns about, and minimize possible impacts to, navigability. Most of those parcels on this canal network which have docks also have lifts associated with those docks. Denial of the variance to allow a lift would deprive the owners of the reasonable use and enjoyment of the parcel in the same manner as other lots in the area. The proposed request is the opportunity to allow a boat lift, without impacting the mangroves, which allows the boat to be lifted out of the water when not in use. The lift will not exceed the length or size requirements of the LDC and will be more consistent with protection of the mangrove fringe and the rest of the marine environment by keeping the boat out of the water and reducing impacts from the associated bottom paint chemicals.

2. **That the special conditions relate to unusual conditions peculiar to the specific lot or parcel or relate to special conditions of the structure involved, and are not generally applicable to other lands or structures similarly situated:**

The special conditions relate to the fact that this narrow 30' wide parcel has a lawfully nonconforming dock which is sandwiched between two larger parcels with existing homes and mangrove fringes that extend farther into the canal than the existing dock on this site. Those adjacent parcels also have docks with boats that extend into the canal as much as, or farther than, the Owners' lift will.

3. **That the special conditions and circumstances do not result from actions taken by the applicant or proposed by the applicant, and are not otherwise self-imposed:**

The location and narrow lot width, along with the mangrove fringe growth and its impact on the existing dock, were in existence before the Owners purchased the parcel in December, 2015, and were not the result of their actions.

4. **That the applicant has taken all reasonable steps to mitigate or eliminate the requested variance by the acquisition of adjacent lands or the relocation or redesign of the structure involved:**

The applicants cannot acquire the adjacent parcels which are both occupied by single-family homes with their own docks. Due to the narrow width of the lot, locating the lift as proposed has the least impacts to the mangroves because otherwise it would encroach into the mangroves. The Owners have also agreed to reduce the width of the boat lift in order to minimize any possible effect on navigability. As proposed, the lift will not extend any further into the canal than would a comparably sized boat moored to the existing dock.

5. **That the development or use of the subject parcel in some other manner than that proposed, in accordance with the applicable requirements, is not feasible:**

As explained above, due to its small, sub-standard size and the location between two developed single-family homes, there is no other feasible use of the property than its present and historic boat access use with a dock. The property itself is a sub-standard lot intended for boat access according to the legal descriptions in the Owners' deed [Schedule A: "30 foot parcel for boat access in Lot 24, ..."] and the predecessor's deed from 1987 (OR Book 1927, Pages 4099-4100). As explained above, due to the existing dock location, there is no other feasible use than its present use with a boat lift located to avoid encroaching into the mangroves.

6. **That the requested variance will not be adverse to the developed neighborhood scheme and will not adversely affect the plan and scheme set forth in this Land Development Code, and will not cause the proposed development to be inconsistent with The Sanibel Plan nor adverse to the health, safety and general welfare of the community:**

Use of this parcel to accommodate a boat lift as proposed on an existing dock will be consistent with the existing developed neighborhood. Many of the parcels on this canal network have docks and most of those parcels which have docks also have lifts associated with those docks. Permitting the variance that allows the proposed minimum sized lift for the Owners' 7'8" beam boat will continue a use of the lot in a manner that has been historically compatible and not adverse to other uses in the neighborhood. Some concerns about navigability have been expressed. Staff had suggested reducing the width of that terminal platform down to 3' wide. The dock already exists and the Owners are concerned about the significant safety issues caused by cutting back to a deck that would be less than 5' wide. But they have instead agreed to reduce the proposed boat lift width from 11.5' down to 7'11". As shown on Exhibit L-8N, there is easily 29' from the edge of where the boat presently moors (and the proposed lift will be) to a navigable depth of 4.0'. Now, and after the lift is in place, it shows that there is more than sufficient room for boats to

pass with the lift as proposed. Furthermore, photos and field visits show that the existing mangroves on either side of this lot already extend farther into the canal than will the proposed lift. Those photos also show that when the neighbor's boat to the west is moored at the dock, it also extends farther into the canal than the proposed lift. As proposed, the boat lift will not be adverse to the neighborhood scheme or the general health, safety or welfare of the community.

7. That the variance as granted is the minimum necessary to mitigate the hardship demonstrated:

The applicants own a 2015 21' Egret Moccasin flats boat with a 7'8" beam. The total weight with equipment is about 2,200 pounds. The variance is needed to accommodate the size of lift necessary for the applicants' boat and is the minimum needed to permit a lift large enough to accommodate the applicants' boat. To reduce the extent of the lift as much as possible, an elevator lift (without outside pilings) is proposed. When it is in place, it will extend into the canal no more than when the boat is presently moored, just like the neighbors' boats.

Side lot lines Variance: The applicant proposes to allow the existing dock to be setback approximately 2.2' from the east line and approximately 7.4' from the west line, and the proposed lift to be installed on the dock at not less than those setbacks, as shown on the exhibits.

VARIANCE FROM LDC §126-894 – Location from Lot Lines

- 1. A literal enforcement of the particular regulation (proximity to lot lines extended waterward per §126-894) would result in undue and unnecessary hardship to the property owner because the particular shape, size, location or topography of a lot or parcel, or of a structure thereon, would cause practical difficulties that would deprive the owner of reasonable use and enjoyment of said lot or parcel in the same manner as other properties similarly situated.**

The existing dock was rebuilt pursuant to a permit issued after Hurricane Charley in 2004. Due to the narrow 30' width of the lot, it is not possible to meet the presently required 15' setback from lot lines extended into the water. A literal enforcement of the 15' setback from each side would prevent any boat access use of the property as it was intended to be used. The proposed lift will not encroach into the lawfully nonconforming setbacks from lot lines any more than the lawfully existing dock as permitted.

Many of the parcels on this canal network have docks and most of those parcels which have docks also have lifts associated with those docks. Denial of the variance to allow a lift would deprive the owners of the reasonable use and enjoyment of the parcel in the same manner as other lots in the area. The narrow 30' lot width, and the mangrove fringe extending into the canal from the subject property (and from adjacent properties) since the dock was permitted, means that a literal enforcement of the 15' side setbacks would prevent the lift from being constructed anywhere that would not adversely affect the mangroves that have since grown there. It would also deprive the owners of the reasonable use and enjoyment of the parcel in the same manner as other lots in the area. The lift as proposed is the opportunity to allow the boat to be lifted out of the water when not in use.

It will also be more consistent with protection of the mangrove fringe and the marine environment from bottom paint chemicals.

2. **That the special conditions relate to unusual conditions peculiar to the specific lot or parcel or relate to special conditions of the structure involved, and are not generally applicable to other lands or structures similarly situated:**

The special conditions relate to the fact that this 30' wide parcel was specifically intended for boat access and has a lawfully nonconforming dock which is sandwiched between two larger parcels with existing homes and mangrove fringes that extend farther into the canal than the existing dock on this site. Those adjacent parcels also have docks with boats that extend into the canal as much as, or farther than, the Owners'. Furthermore, this dock has been impacted by mangroves growing farther into the canal from those adjacent lots. Unlike those lots, this narrow lot has no more room to setback from the side lines.

3. **That the special conditions and circumstances do not result from actions taken by the applicant or proposed by the applicant, and are not otherwise self-imposed:**

The location and narrow lot width, along with the mangrove fringe growth and its impact on the existing dock, were in existence before the Owners purchased the parcel in December, 2015, and were not the result of their actions.

4. **That the applicant has taken all reasonable steps to mitigate or eliminate the requested variance by the acquisition of adjacent lands or the relocation or redesign of the structure involved:**

The applicants cannot acquire the adjacent parcels which are both occupied by single-family homes with their own docks. Due to the narrow width of the lot, locating the lift as proposed is approximately equidistant from both side lot lines. As proposed, the lift will not be any closer to side lot lines than would the Owners' boat moored to the existing dock.

5. **That the development or use of the subject parcel in some other manner than that proposed, in accordance with the applicable requirements, is not feasible:**

As explained above, due to its small, sub-standard size and the location between two developed single-family homes, there is no other feasible use of the property than its present and historic boat access use with a dock. The property itself is a sub-standard lot intended for boat access according to the legal descriptions in the Owners' deed [Schedule A: "30 foot parcel for boat access in Lot 24, ..."] and the predecessor's deed from 1987 (OR Book 1927, Pages 4099-4100). As explained above, due to the existing dock location, there is no other feasible use than its present use with a boat lift located equidistant from the side lot lines.

6. **That the requested variance will not be adverse to the developed neighborhood scheme and will not adversely affect the plan and scheme set forth in this Land Development Code, and will not cause the proposed development to be inconsistent with The Sanibel Plan nor adverse to the health, safety and general welfare of the community:**

Use of this parcel to accommodate a boat lift as proposed on a lawfully existing dock will be consistent with the existing developed neighborhood. Most of those parcels on this canal network which have docks also have lifts associated with those docks. Permitting the variance that allows the dock and proposed lift to be constructed will continue a use of the lot in a manner that has been historically compatible and not adverse to other uses in the neighborhood.

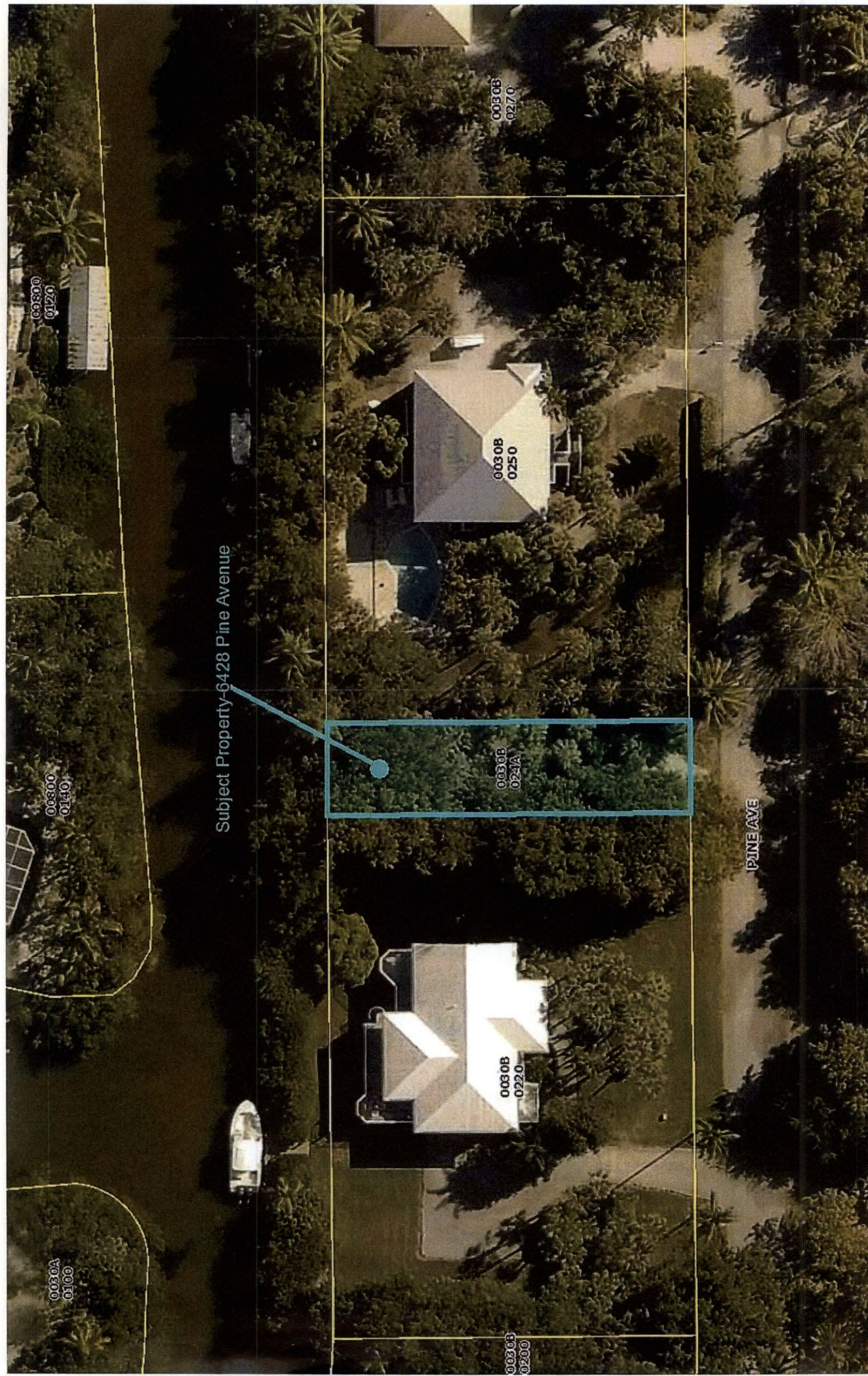
7. That the variance as granted is the minimum necessary to mitigate the hardship demonstrated:

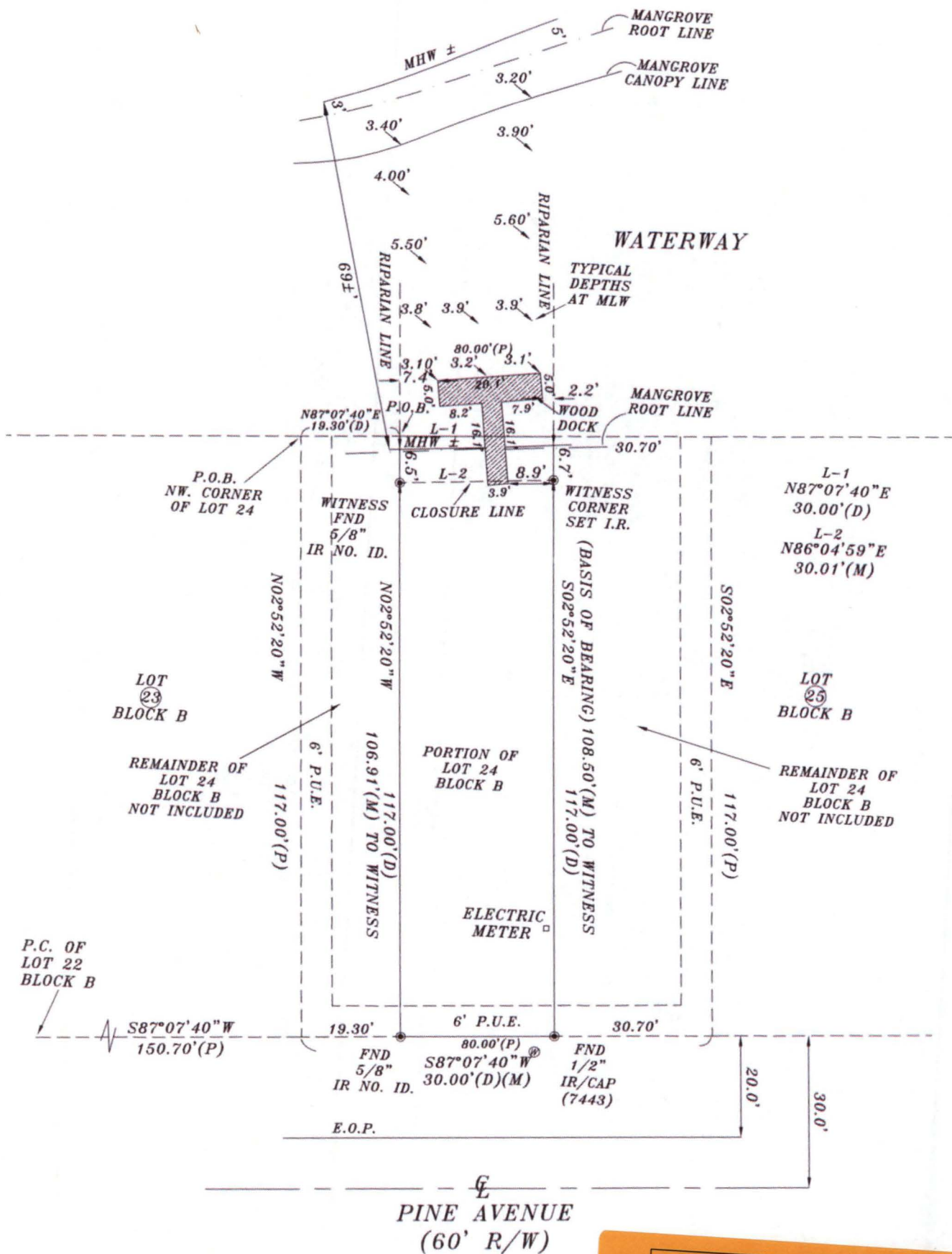
The applicants own a 2015 21' Egret Moccasin flats boat with a 7'8" beam. The total weight with equipment is about 2,200 pounds. The variance is needed to accommodate the size of lift necessary for the applicants' boat and is the minimum needed to permit a lift large enough to accommodate the applicants' boat. To reduce the extent of the lift as much as possible, an elevator lift (without outside pilings) is proposed. When it is in place, it will not be any closer to the side lot lines than the existing dock or the boat that is presently moored there, just like the neighbors' boats.

ATTACHMENT D

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE





ATTACHMENT E

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
 RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
 6428 PINE AVENUE

ATTACHMENT F

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
 RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
 6428 PINE AVENUE



SQUARE FOOTAGE

EXISTING SQUARE FOOTAGE OVER WATER 130 OPTIONAL SQUARE FOOTAGE 0
 PROPOSED SQUARE FOOTAGE 0 TOTAL SQUARE FOOTAGE 154

LEGEND

- 8" PILING - PILING HEIGHTS TO VARY
- ⊕ 10" PILING - PILING HEIGHTS TO VARY
- 8" PILING - UNDER DECK
- ROPE HANDRAIL

ADDITIONAL INFORMATION

ALL PILINGS TO BE 2.5 CCA MARINE GRADE BUTT PILE
 ALL DECKING HARDWARE TO BE STAINLESS STEEL SCREWS
 ALL STRINGER TO BE .60 CCA/2"x8" R/S
 REQUIRED REFLECTORS TO BE INSTALLED
 BLACK PLASTIC PILING WRAP TO BE INSTALLED

APPROVAL OF PROPOSED BASE OPTION _____
 APPROVAL DATE: _____

INITIAL OPTIONS SELECTED:
 OPTION 1 _____ OPTION 2 _____

****ALL DIMENSIONS HEREIN AND ON SITE ARE APPROXIMATE +/- 3"-4"****

****DOCK TO BE BUILT LEVEL REGARDLESS OF VARYING ELEVATIONS OF SEAWALL CAP****

****ALL BOAT LIFT PILING DIMENSIONS ARE MEASURED FROM CENTER OF PILING TO CENTER OF PILING****

AV-1



DOCK AND SEAWALL LANDSCAPE

STOKES MARINE, INC.

LICENSE #CBC1251150
 9340 COLLEGE PARKWAY, FORT MYERS, FLORIDA 33919
 OFFICE: 239.489.DOCK • FACSIMILE: 239.693.DOCK
 WWW.STOKESMARINE.COM

SCALE:
 N.T.S.
 DATE:
 2017-7-19
 REVISION:

SALESMAN: **MATT FELTON**
 DRAWN BY: **BRYAN HATHAWAY**

SITE ADDRESS: 6428 PINE AVE SANIBEL FL 33957

STRAP NUMBER: 11-46-21-T1-0030B.024A

OWNER NAME: RANDY WHITE

RECEIVED

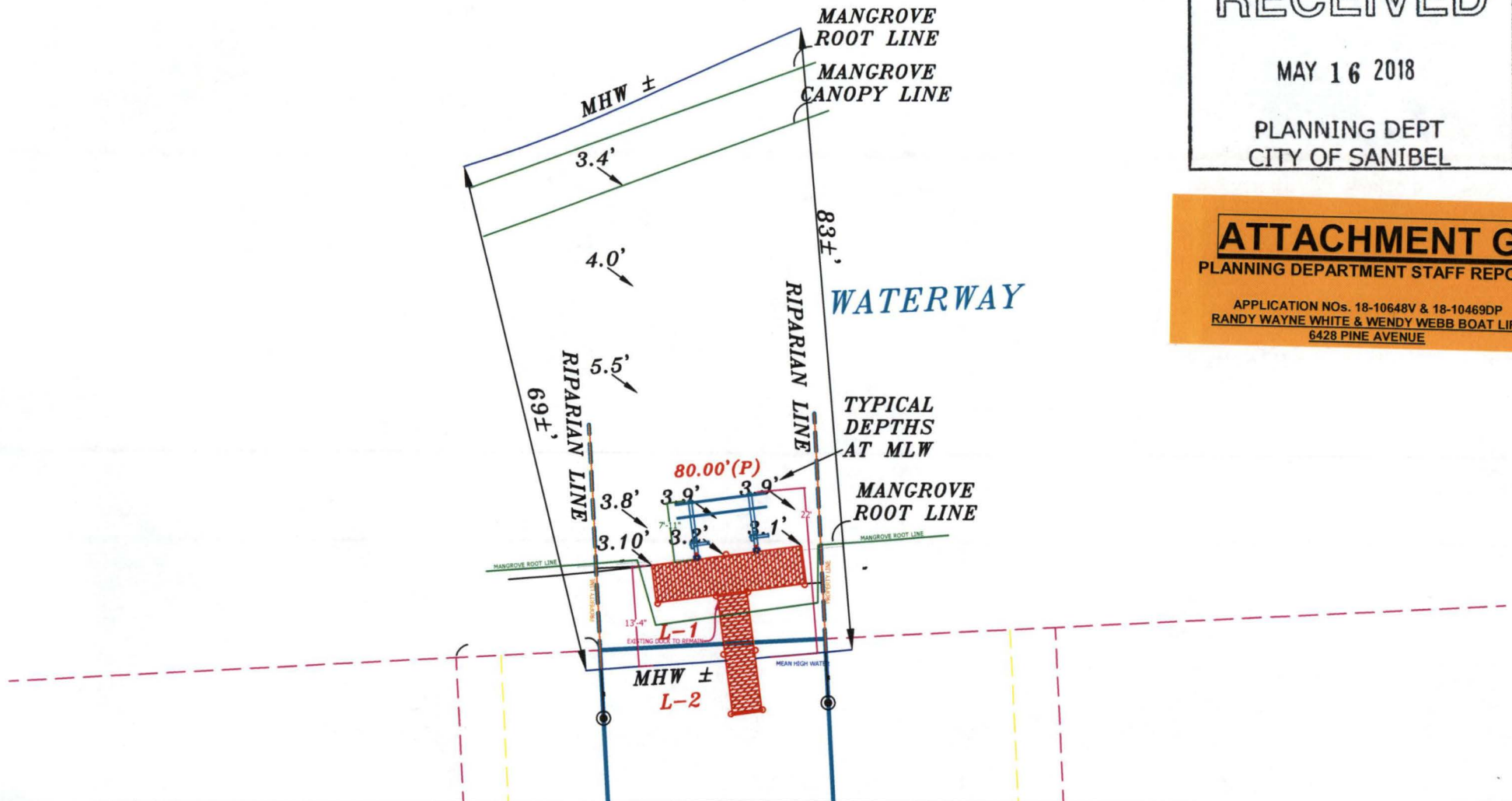
MAY 16 2018

PLANNING DEPT
CITY OF SANIBEL

ATTACHMENT G

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE



SQUARE FOOTAGE

EXISTING SQUARE FOOTAGE OVER WATER	130	EXISTING SQUARE FOOTAGE TO BE REMOVED OVER WATER	0
EXISTING SQUARE FOOTAGE OVER LAND	35		
		TOTAL SQUARE FOOTAGE	165

LEGEND

- 8" PILING - PILING HEIGHTS TO VARY
- ⊕ 10" PILING - PILING HEIGHTS TO VARY
- 8" PILING - UNDER DECK
- - - ROPE HANDRAIL

ADDITIONAL INFORMATION

- ALL PILINGS TO BE 2.5 CCA MARINE GRADE BUTT PILE
- ALL DECKING HARDWARE TO BE STAINLESS STEEL SCREWS
- ALL STRINGER TO BE .60 CCA/2"x8" R/S
- REQUIRED REFLECTORS TO BE INSTALLED
- BLACK PLASTIC PILING WRAP TO BE INSTALLED

APPROVAL OF PROPOSED BASE OPTION _____

APPROVAL DATE: _____

INITIAL OPTIONS SELECTED:

OPTION 1 _____ OPTION 2 _____

****ALL DIMENSIONS HEREIN AND ON SITE ARE APPROXIMATE +/- 3"-4"****

****DOCK TO BE BUILT LEVEL REGARDLESS OF VARYING ELEVATIONS OF SEAWALL CAP****

****ALL BOAT LIFT PILING DIMENSIONS ARE MEASURED FROM CENTER OF PILING TO CENTER OF PILING****

DOCK AND SEAWALL LANDSCAPE



STOKES MARINE, INC.

LICENSE #CBC1251150
9340 COLLEGE PARKWAY, FORT MYERS, FLORIDA 33919
OFFICE: 239.489.DOCK FACSIMILE: 239.693.DOCK

SCALE:
20:1
DATE:
2018-4-11
REVISION:
2018-05-15

SITE ADDRESS: 6428 PINE AVE SANIBEL FL 33957

STRAP NUMBER: 11-46-21-T1-0030B.024A

OWNER NAME: RANDY WHITE

SALESMAN: MATT FELTON
DRAWN BY: STEVE BALL

L-8P

PLANNING DEPT
CITY OF SANIBEL

Close the find results and clear the selections.

LOT
23
BLOCK B

REMAINDER OF
LOT 24
BLOCK B
NOT INCLUDED

**CRUSHED SHELL PATH
AND PARKING AREA**

REMAINDER OF
LOT 24
BLOCK B
NOT INCLUDED

SQUARE FOOTAGE

EXISTING SQUARE FOOTAGE OVER WATER

130

EXISTING SQUARE FOOTAGE OVER LAND

35

EXISTING SQUARE FOOTAGE TO

BE REMOVED OVER WATER

0

TOTAL SQUARE FOOTAGE

165

LEGEND

8" PILING - PILING HEIGHTS TO VARY

10" PILING - PILING HEIGHTS TO VARY

8" PILING - UNDER DECK

ADDITIONAL INFORMATION

ALL PILINGS TO BE 2.5 CCA MARINE GRADE BUTT PILE

ALL DECKING HARDWARE TO BE STAINLESS STEEL SCREWS

ALL STRINGER TO BE .60 CCA/2"X8" R/S

REQUIRED REFLECTORS TO BE INSTALLED

BLACK PLASTIC PILING WRAP TO BE INSTALLED

APPROVAL OF PROPOSED BASE OPTION

APPROVAL DATE:

INITIAL OPTIONS SELECTED:

OPTION 1

OPTION 2

****ALL DIMENSIONS HEREIN AND ON SITE ARE APPROXIMATE +/- 3"-4"****

****DOCK TO BE BUILT LEVEL REGARDLESS OF VARYING ELEVATIONS OF SEAWALL CAP****

****ALL BOAT LIFT PILING DIMENSIONS ARE MEASURED FROM CENTER OF PILING TO CENTER OF PILING****

DOCK AND SEAWALL LANDSCAPE

STOKES MARINE, INC.

LICENSE #CBC1251150
9340 COLLEGE PARKWAY, FORT MYERS, FLORIDA 33919
OFFICE: 239.489.DOCK • FACSIMILE: 239.693.DOCK

SCALE:
N.T.S.
DATE:
2018-4-11
REVISION:
2018-5-15

SITE ADDRESS: 6428 PINE AVE SANIBEL FL 33957

STRAP NUMBER: 11-46-21-T1-0030B.024A

OWNER NAME: RANDY WHITE

SALESMAN: **MATT FELTON**DRAWN BY: **STEVE BALL**

L-8A



RECEIVED
MAY 16 2018
PLANNING DEPT
CITY OF SANIBEL



SQUARE FOOTAGE	
EXISTING SQUARE FOOTAGE OVER WATER	130
EXISTING SQUARE FOOTAGE OVER LAND	35
TOTAL SQUARE FOOTAGE	165

- LEGEND**
- 8" PILING - PILING HEIGHTS TO VARY
 - ⊙ 10" PILING - PILING HEIGHTS TO VARY
 - ⦿ 8" PILING - UNDER DECK
 - ROPE HANDRAIL

ADDITIONAL INFORMATION

ALL PILINGS TO BE 2.5 CCA MARINE GRADE BUTT PILE
ALL DECKING HARDWARE TO BE STAINLESS STEEL SCREWS
ALL STRINGER TO BE .60 CCA/2"x8" R/S
REQUIRED REFLECTORS TO BE INSTALLED
BLACK PLASTIC PILING WRAP TO BE INSTALLED

APPROVAL OF PROPOSED BASE OPTION _____
APPROVAL DATE: _____

INITIAL OPTIONS SELECTED:
OPTION 1 _____ OPTION 2 _____

****ALL DIMENSIONS HEREIN AND ON SITE ARE APPROXIMATE +/- 3"-4"****
****DOCK TO BE BUILT LEVEL REGARDLESS OF VARYING ELEVATIONS OF SEAWALL CAP****
****ALL BOAT LIFT PILING DIMENSIONS ARE MEASURED FROM CENTER OF PILING TO CENTER OF PILING****

DOCK AND SEAWALL LANDSCAPE

L-8AP



STOKES MARINE, INC.

LICENSE #CBC1251150
9340 COLLEGE PARKWAY, FORT MYERS, FLORIDA 33919
OFFICE: 239.489.DOCK • FACSIMILE: 239.693.DOCK

SCALE:
N.T.S.
DATE:
2018-4-11
REVISION:
2018-5-15

SALESMAN: MATT FELTON
DRAWN BY: STEVE BALL
SITE ADDRESS: 6428 PINE AVE SANIBEL FL 33957
STRAP NUMBER: 11-46-21-T1-0030B.024A
OWNER NAME: RANDY WHITE

RECEIVED

MAY 16 2018

PLANNING DEPT
CITY OF SANIBEL



SQUARE FOOTAGE

EXISTING SQUARE FOOTAGE OVER WATER **130**
EXISTING SQUARE FOOTAGE OVER LAND **35**

EXISTING SQUARE FOOTAGE TO

BE REMOVED OVER WATER **0**

TOTAL SQUARE FOOTAGE 165

LEGEND

- 8" PILING - PILING HEIGHTS TO VARY
- ⊙ 10" PILING - PILING HEIGHTS TO VARY
- 8" PILING - UNDER DECK
- ROPE HANDRAIL

ADDITIONAL INFORMATION

- ALL PILINGS TO BE 2.5 CCA MARINE GRADE BUTT PILE
- ALL DECKING HARDWARE TO BE STAINLESS STEEL SCREWS
- ALL STRINGER TO BE .60 CCA/2"x8" R/S
- REQUIRED REFLECTORS TO BE INSTALLED
- BLACK PLASTIC PILING WRAP TO BE INSTALLED

APPROVAL OF PROPOSED BASE OPTION _____

APPROVAL DATE: _____

INITIAL OPTIONS SELECTED:

OPTION 1 _____

OPTION 2 _____

****ALL DIMENSIONS HEREIN AND ON SITE ARE APPROXIMATE +/- 3"-4"****

****DOCK TO BE BUILT LEVEL REGARDLESS OF VARYING ELEVATIONS OF SEAWALL CAP****

****ALL BOAT LIFT PILING DIMENSIONS ARE MEASURED FROM CENTER OF PILING****

DOCK AND SEAWALL LANDSCAPE

L-8N



STOKES MARINE, INC.

LICENSE #CBC1251150
9340 COLLEGE PARKWAY, FORT MYERS, FLORIDA 33919
OFFICE: 239.489.DOCK • FACSIMILE: 239.693.DOCK

SCALE:
20:1
DATE:
2018-4-11
REVISION:
2018-05-15

SITE ADDRESS: 6428 PINE AVE SANIBEL FL 33957

STRAP NUMBER: 11-46-21-T1-0030B.024A

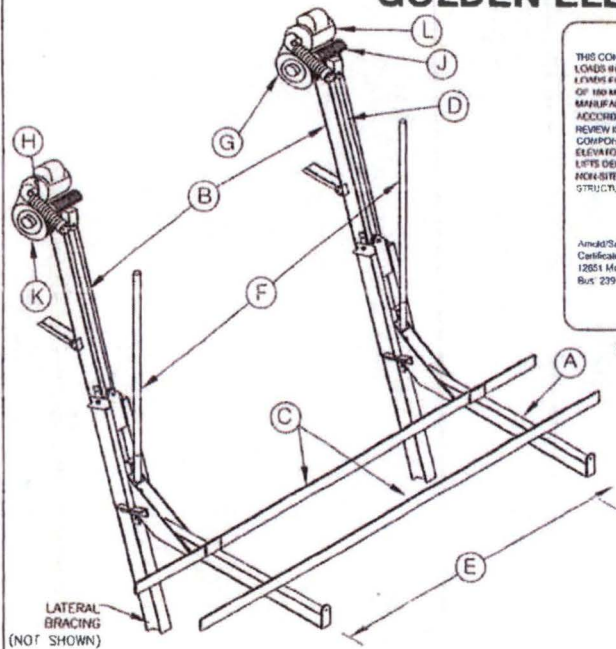
OWNER NAME: RANDY WHITE

SALESMAN: MATT FELTON

DRAWN BY: STEVE BALL



GOLDEN ELEVATOR LIFT



STRUCTURAL ENGINEERING REVIEW

THIS CONSTRUCTION HAS BEEN DESIGNED AS A WIND FORCE RESISTING SYSTEM, WITH CALCULATED GRAVITY AND WIND LOADS IN COMPLIANCE WITH THE FLORIDA BUILDING CODE 2014, CHAPTER 16, ADAS 2010, AND ASCE/SEI 7-10. MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES TO WITHSTAND THE WIND LOADS ASSOCIATED WITH AN ULTIMATE WIND SPEED OF 180 MPH, EXPOSURE "D", RISK CATEGORY I, ARE SHOWN. THESE ENGINEERS HAVE NO CONTROL OF THE MANUFACTURING, PERFORMANCE, OR INSTALLATION OF THIS PRODUCT. THESE ENGINEERS DESIGN FEATURES WERE ENGINEERED IN ACCORDANCE WITH ACCEPTED ENGINEERING PRACTICES BASED ON DATA PROVIDED BY THE MANUFACTURER. THIS STRUCTURAL REVIEW IS LIMITED TO THE PRIMARY FRAMING AND CONNECTIONS AND IS NOT INTENDED TO COVER MECHANICAL AND ELECTRICAL COMPONENTS. WIND DESIGN FEATURES ARE BASED ON STRUCTURAL CALCULATIONS. FIELD STRUCTURAL CALCULATIONS FOR ELEVATOR, WHICH CONTAIN ADDITIONAL DESIGN REQUIREMENTS AND CRITERIA ARE NOT AVAILABLE. UNLESS REQUESTED, THE BOAT LIFT SPECIFIC USE AND SHALL MEET THE DESIGN REQUIREMENTS AND INSTALLATION LIMITATIONS LISTED IN THE STRUCTURAL CALCULATIONS. IN PARTICULAR THE TRUCK BEAMS SHALL BE ADEQUATELY BRACED AT NO MORE THAN 5 FT. O.C.

Amold/Services Consulting Engineers, Inc.
Certificate of Authorization 0151
12851 McGowan Blvd., Bldg. 1, Suite 103 Ft. Myers, FL 33919
Box 239 287-3605 Fax 239-287-2771

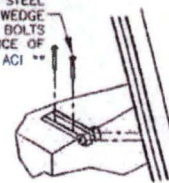
J. L. Sanders
9-24-15

J. L. SANDERS, P.E.
Reg. Florida No. 66061

Date

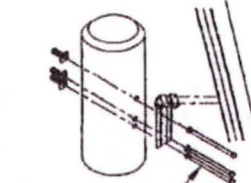
SIGNATURE NOT VALID WITHOUT RAISED SEAL

(2) 3/4" x 3-1/4" LG.
STAINLESS STEEL
REDHEAD WEDGE
ANCHOR BOLTS
EDGE DISTANCE OF
BOLTS PER ACI **



** ON 40K LIFT USE
(2) 1" DIA. x 4-1/2" EMBED

TYPICAL HORIZONTAL
CONNECTION TO REINFORCED
CONCRETE DOCK OR SEAWALL



(3) 3/4" STAINLESS
STEEL THRU-BOLTS
TYPICAL VERTICAL
CONNECTION TO WOOD
PILE OR HORIZONTAL
WOOD DECK FRAMING

INCLINE MOUNT OR VERTICAL MOUNT

NOTE: THIS STRUCTURE HAS BEEN DESIGNED FOR LOADS ASSOCIATED WITH AN ULTIMATE WIND SPEED OF 180 MPH, EXPOSURE "D", RISK CATEGORY I, CALCULATED PER FLORIDA BUILDING CODE 2014, ASCE/SEI 7-10 AND ADM-2010. BOATS SHALL NOT BE STORED ON LIFTS DURING HIGH WIND EVENTS. ALL PRIMARY STRUCTURAL MEMBERS ARE TO BE 6061-T6 ALUMINUM. TRACKS ARE TO BE DRIVEN TO FIRM BEARING MATERIAL AND SHALL BE ADEQUATELY BRACED AT NO MORE THAN 5 FT. O.C.

SUMMARY OF DESIGN FEATURES

	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(J)	(K)	(L)				
LIFT CAPACITY	CRADLE I-BEAM	TRACK I-BEAM	BURNER BOARDS FEET	CABLE SIZE	TRACK SPREAD	GUIDE POST HEIGHT	BRGS	DRIVE SHAFT	WINDER DIA	GEAR RATIO	MOTOR HP/VOLTAGE	INCHES OF LIFT PER MIN.			
3,000#	(2) 6 H x 19 4 W x 29 x 7 LG @ 4.03#/FT	(2) 8 H x 23 5 W x 35 x 25 LG @ 6.18#/FT	(2) 2 x 8 x 124 ROUGH SAWN CARPETED	(2) 5/16" Ø x 30 S.S. 2 PART	7" THRU 10"	80"	(4) 2" EXTRUDED 6061-T6 ALUM	(2) 1.300" O.D. x .148" WALL GALVANIZED HSS		480:1	(2) 3/4 HP 120V/20A 240V/10A	13 1/2"			
5,000# & 7,000#	(2) 8 H x 25 5 W x 41 x 8 LG @ 7.02#/FT	(2) 8 H x 25 5 W x 41 x 25 LG @ 7.02#/FT		(2) 5/16" Ø x 30 S.S. 2 PART	5" THRU 11"						5,000# (2) 3/4 HP 7,000# (2) 1 HP				
10,000#	(2) 9 H x 27 5.5 W x 44 x 8 LG @ 8.36#/FT	(2) 9 H x 27 5.5 W x 44 x 25 LG @ 8.36#/FT		(2) 3/8" Ø x 30 S.S. 2 PART							(2) 3/4 HP 120V/20A 240V/10A				
12,000#	(2) 10 H x 25 5 W x 41 x 8 LG @ 8.65#/FT	(2) 10 H x 25 5 W x 41 x 25 LG @ 8.65#/FT													
15,000#	(2) 10 H x 29 5 W x 50 x 8 LG @ 10.3#/FT	(2) 10 H x 29 5 W x 50 x 25 LG @ 10.3#/FT		(2) 3/8" Ø x 38 S.S. 3 PART											
17,000#	(2) 12 H x 29 7 W x 47 x 10 LG @ 11.7#/FT	(2) 12 H x 29 7 W x 47 x 25 LG @ 11.7#/FT		(2) 3 x 10 x 192 ROUGH SAWN CARPETED	(2) 3/8" Ø x 50 S.S. 4 PART						8" THRU 14"		120"		
20,000#	(2) 12 H x 31 7 W x 52 x 11 LG @ 14.3#/FT	(2) 12 H x 31 7 W x 52 x 25 LG @ 14.3#/FT													
24,000#	(4) 10 H x 29 6 W x 50 x 10 LG @ 10.3#/FT	(4) 10 H x 29 6 W x 50 x 25 LG @ 10.3#/FT	(2) 10 H x 25 6 W x 41 x 25 LG CAPPED W/ WOOD & CARPET	(2) 7/16" Ø x 50 S.S. 4 PART			(8) 2" EXTRUDED 6061-T6 ALUM	(2) 1.300" O.D. x .165" WALL GALVANIZED HSS	FLAT PLATE DRIVE 3" Ø O.D. x 1.58" I.D. SEA DRIVE: 3" Ø O.D. x 1.92" I.D.	500:1	(2) 1.5 HP 120V/20A 240V/10A	9"			
30,000#	(4) 12 H x 31 7 W x 52 x 11 LG @ 14.3#/FT	(4) 12 H x 31 7 W x 52 x 25 LG @ 14.3#/FT	(2) 10 H x 25 6 W x 41 x 20 LG CAPPED W/ WOOD & CARPET	(2) 1/2" Ø x 60 S.S. 4 PART	10" THRU 16"									6 75"	
40,000#															5 5"

Golden Manufacturing, Inc. 17611 East Street, North Fort Myers Florida 33917 Pub 9-10-15



ATTACHMENT H
PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE





City of Sanibel
800 Dunlop Road
Sanibel, FL
(239) 472-3700

DEL SEGHA NEIGHBORHOOD CANAL SYSTEM
Variance Application DP18-10648V
Staff Exhibit

0 125 250 500 Feet

SCALE: 1"=250'

MAP DATE: MAY 16, 2018



ATTACHMENT I

PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
 RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
 6428 PINE AVENUE

Joshua G. Ooyman

ATTACHMENT J
PLANNING DEPARTMENT STAFF REPORT

APPLICATION NOS. 18-10648V & 18-10469DP
RANDY WAYNE WHITE & WENDY WEBB BOAT LIFT
6428 PINE AVENUE

From: Holly Milbrandt
Sent: Friday, May 11, 2018 3:48 PM
To: Joshua G. Ooyman
Cc: James Evans; Benjamin P. Pople; Roy Gibson
Subject: RE: White Dock Variance
Attachments: IMG_8742.jpg; Waterbird_Nests_in_Del_Sega_Canal_System_4-17-18 circle.pdf; IMG_8749 Heron closeup.jpg; IMG_8747 Heron far.jpg

Josh,

Based on the revised plans provided by the applicant and observations made during yesterday's inspection, the Natural Resources Department issues/comments are as follows:

- Although preliminary review suggested that reducing the finger pier by 2-feet and shifting the existing terminal platform 2-feet landward might be an improved alternative, this action would impact the only remaining live branch of the large red mangrove on the west side (left side when on the pier facing the water) on the finger pier. While this mangrove has been severely pruned without a permit (photo attached, the keys indicate the approx. location of the landward edge of the terminal platform under the proposed plan), the large root system continues to provide important functions for shoreline stabilization and wildlife habitat. For all projects involving potential mangrove impacts, the Natural Resources Department, in accordance with the Sanibel Plan, will first evaluate if mangroves impacts can be avoided. In this case, the applicant can accomplish the same result with NO impacts to mangroves by reducing the width of the terminal platform to the minimum 3-foot width.
- On April 19, 2018, the City's Natural Resources Department conducted a nesting bird survey of the mangroves along the canals of the Del Sega subdivision. Through this survey, City biologists identified at least (11) active yellow-crowned night heron nests (*Nyctanassa violacea*) scattered throughout the mangroves lining the canals. A map of the nest locations is attached. The red circle indicates the two nests that are located across the canal from the existing dock and proposed lift. A yellow-crowned night heron was also observed in this area during my inspection on May 10, 2018 (photos attached). Given that neighbors are already concerned about the narrowness of the canal in this location and travel in close proximity to the mangroves, approval of a variance to the waterward extension could exacerbate this issue and result in impacts to nesting waterbirds.
- While Natural Resources often supports utilization of a boat lift as a way to limit impacts to bottom resources and to reduce the effects of bottom paint, there are no significant bottom resources in this area. At the time of both inspections conducted by Natural Resources, no boat was moored at the existing dock. A boat lift would provide a permanent obstruction.
- The owner will be required to mitigate for unpermitted impacts to mangroves by planting new mangroves along the shore.

Let me know if you have questions,

Holly

Holly Milbrandt
City of Sanibel
Environmental Biologist



Legend

- Active Nests
- Inactive Nest
- Stick Structures
- Property Boundaries



City of Sanibel
800 Dunlop Road
Sanibel, FL 33957
(239) 472-3700



Waterbird Nests in Del Sega Canal System

Survey conducted April 17, 2018 by City of Sanibel Natural Resource Department staff.

Date: 4/17/2018

