



City of Fort Lauderdale Frequently Asked Questions Cordova Road Seawall Construction and Dock Permit Concerns

The City of Fort Lauderdale will be replacing the publicly-owned portion of the Cordova Road Seawall from SE 7th to SE 12th Street. The existing structure is in disrepair and has a top elevation lower than the current high tide events, allowing seasonal King Tides to cause flooding on Cordova Road. In addition, the City is considering modifying the Dock Permit ordinance (Sec. 8-144. - Private use of public property abutting waterways) that allows neighbors to construct and use docks on this public seawall. This document is intended to address Frequently Asked Questions on these issues as the City pursues this Community Investment Project to reduce the frequency, intensity and duration of flooding on Cordova Road, to provide more consistent access to the Rio Vista neighborhood, and to improve coastal resilience to tidal flooding and sea level rise. A public meeting will be held on February 26 at 6:00 p.m. at City Hall to present the project and answer questions.

CORDOVA ROAD SEAWALL CONSTRUCTION

1. Why is the Cordova Road Seawall being elevated?

Over the last 5 years, king tides occurring in the fall have been breaching local seawalls flooding the Cordova Road corridor from SE 7th to SE 12th Street. With sea level projected to rise by as much as an additional 21 inches by 2060, elevation of the seawall will be critical to protect Cordova Road and the adjacent properties from frequent tidal flooding. The Cordova Road seawall currently does not meet the new minimal elevation in the seawall ordinance adopted June 2016. In addition, the City completed a Seawall Master Plan that prioritized the Cordova Road Seawall for replacement.

2. What are the benefits of a new seawall to home owners along Cordova and in Rio Vista?

This project has many benefits for local property owners. The new seawall will reduce the frequency, intensity, and duration of tidal flooding on Cordova Road. Inundation-related traffic impediments will be reduced, providing more consistent and safer access to the Rio Vista neighborhood. The new seawall will not only protect the road but provide enhanced wave and storm surge protection to adjacent properties. The project will replace the current deteriorated seawall with a new and uniform seawall. Aging and abandoned docks will be removed. New sod will be installed in areas impacted by the construction. Unpermitted water and electrical connections will be removed creating a more uniform and safer right of way. The City will provide stub-outs (one per address) for potable water service on the east side right of way. This stub-out is for future access to water service. A dock permit holder will need to arrange for it to be metered and activated. Planned drainage improvements will also reduce rain related flooding concerns and result in repaving of a portion of the roadway. Overall, the project will help maintain property values, improve the level of service for both traffic and drainage and result in a more resilient coastal roadway built to address sea level rise through 2060.

3. Is this project funded and how much will it cost?

The seawall construction at an estimated cost of \$6,245,841 has been funded from the recent sale of City property. In addition, stormwater funds have been allocated for drainage improvements in the amount of \$1,300,000.

4. Why is the seawall project so expensive?

In the past, the Cordova Road seawall's primary function was to protect the roadway from erosion and the impacts of wave action. Moving forward, the seawall must also mitigate the impacts of King Tides and rising sea level. The new seawall must be built substantially water tight to prevent tidal waters from coming over, through, or under the seawall. This is why the City will be installing a sheet pile seawall that will penetrate down 30 feet into the waterway floor. Unlike most private seawall in someone's backyard, City-owned seawalls have outfalls that drain the adjacent roadways. The drainage infrastructure must be addressed at the same time as the seawall construction.

5. What are the basic construction specifications (seawall type, height, materials)?

The Cordova Road seawall is designed as a sheet pile seawall to ensure the stability of Cordova Road well into the future. It will have a concrete cap. The wall will be built to 5 feet NAVD* (approximately 5 feet above the current average high tide) which should provide Cordova Road substantial protection from sea level rise and coastal erosion through 2060. Depending on the location, the seawall will be elevated 2.5- 3.5 feet above ground level. From Cordova Road, it will look like a concrete retaining wall.

*NAVD88 or the North American Vertical Datum is a reference point used to determine topographic elevations (the height of the land). FEMA Flood maps and modern land surveys express elevations in feet NAVD88.

6. What is the timeline for construction?

The new seawall and associated drainage infrastructure have already been designed and are expected to be through permitting by February 2019. The procurement of a contractor from the time that the bid package is advertised until a contract is negotiated and approved is expected to take until May 2019. Construction is expected to take 12 months from mobilization targeted for July 2019.

7. How will the new seawall impact our views of the waterway?

The current seawall ranges in elevation from 1.3 to 2.5 feet NAVD. The new seawall will be built to an elevation of 5 feet NAVD. The new seawall will extend 2.5-3.5 feet above the existing seawall.



8. What drainage improvements are included? Will the City be installing stormwater pump station as part of the project? Will the City be replacing or impacting recently installed catchbasins and tidal valves?

Consistent with the 2017 Stormwater Master Plan, drainage improvements along Cordova Road will be installed concurrent with the seawall construction. This includes upsizing the drainage pipes, installing new structures, reprofiling the swale, and retrofitting the existing system to

accommodate the new seawall design. The recently installed catch basins and tidal valves will be salvaged and incorporated in the new drainage design.

9. How will construction of the seawall and drainage improvements impact traffic on Cordova?

Demolition of the docks and the installation of the sheet pile for the seawall will occur primarily from the water side. The installation of the seawall cap and drainage improvements will be conducted primarily from the land side. Different parts of the swale on the east side of the road will be used to provide parking for construction crews, stage equipment and store materials as needed. Commuters should expect lane closures throughout the project. At times, portions of Cordova Road will be restricted to local traffic only and detours will be implemented for pass-through traffic. When the project is complete, the entire roadway from SE 7th to SE 12th Street will be resurfaced.

10. Will the project impact navigation on the local waterway?

All boats docked or moored on the Cordova seawall must vacate the area for the entirety of the project until new docks are established by dock permit holders. This will substantially reduce waterway traffic near the project site. The sheet piles will be installed by a barge, starting at SE 12th and moving north. The barge may impact some navigation in the localized area.

11. Will the waterway be dredged as part of the seawall construction?

This project is being constructed to stabilize the Cordova Road bed and to reduce flooding impacts to benefit Cordova Road commuters. The focus is on seawall construction and drainage improvements.

12. What will happen to existing utilities to the docks (electrical and water service)?

Illegal or unsafe water or electrical connections will be removed. The City will locate and preserve existing water service connections. As part of the project, water service connections (one per address) will be added to serve future needs and prevent future impacts to Cordova Road following the resurfacing. The City will coordinate with FPL to preserve existing electrical meters and connections.

13. What conditions can we expect during construction (Noise, access, staging of materials)?

The majority of the construction work on the seawall will take place from the water side using large floating work platforms. The new seawall will require the driving of sheet piles into the bed rock approximately 30 feet. Neighbors should expect some noise and vibration especially early in the project when the sheet piles are being installed. Generally speaking, construction hours are 8:00 a.m.-5:00 p.m. Monday through Friday for the period 12 months. Once the sheet pile is installed, the contractor will be working on installing the cap which will require trucks delivering concrete to the work site. The project will also include drainage improvements which may require shutting down travel lanes in segments to replace drain pipes. Different parts of the swale on the east side of the road will be used to provide parking for construction crews, stage equipment and store materials as needed.

14. Will raising the seawall cause MORE flooding from rainfall events?

Drainage improvements are being installed concurrent with the raising of the seawall. The use of

larger outfall pipes and additional drainage structures will reduce the duration, frequency and intensity of flooding on Cordova. As part of the project, the City will pave the full width of Cordova Road and address select areas where stormwater is known to pond after rain events.

15. What site restoration will be performed as part of the project?

Site restoration will include sodding and reprofiling the swale area between Cordova and new seawall and the implementation of standardized landscaping criteria for all dock permit holders along the majority of the construction site on the east side of Cordova. As part of the project, the City will pave the full width of Cordova Road and address areas where stormwater is known to pond after rain events.

16. What will the new swale and landscaping look like?

The City will be removing all unpermitted landscape that may be a barrier to the construction of the wall. Certain trees which are currently in poor condition will be taken out. The City will be regrading the swale to support improved drainage and installing new sod in all impacted areas.

17. Who will maintain the new landscaping?

The City's contractor will be required to water the new landscaping until it becomes established. Dock permit holders are responsible for the maintenance of the landscaping in the City's right of way. The City will maintain areas that are not under a dock permit as needed.

18. Why doesn't the City just raise Cordova Road?

Elevating Cordova Road will result in stormwater runoff impacting a number of properties whose finished floor elevation would be lower than the crown of the road. Underground infrastructure including water, wastewater, and stormwater pipes would also be impacted by elevating the road. The seawall is in poor condition and needs to be replaced. The seawall design at 5 feet NAVD will provide greater flood protection than raising the road.



DOCK CONCERNS ON CORDOVA

In order to install the new seawall, all docks along Cordova Road will have to be removed. A public meeting will be held on February 26 at 6:00 p.m. at City Hall to present the project and answer questions.

1. Do the private docks have to be removed and who will conduct and pay for the demolition?

All private docks and related structures will be removed by the City’s contractor. Dock permit holders will be notified and given the opportunity to remove amenities (cleats, boat lifts, light fixtures etc.) in advance of demolition.

2. How much notice will a dock permit holder have to remove their docks/amenities?

The City intends to provide approximately 6 months’ notice in advance of the initiation of seawall construction.

3. Where can I dock my boat during seawall construction?

There are a variety of commercial marinas in Fort Lauderdale that can provide access to dockage. Fort Lauderdale public marinas at Cooley’s Landing Marina, New River/Downtown Docks and at Las Olas Marina have over 200 slips. City staff will work with active dock permit holders to help secure dockage at City facilities if so desired. Example costs at the public marina are provided below.

	# slips	Vessel Size	Annual Rate per foot/ day	Cost for 1 year for 30 ft vessel	Cost for 1 year for 40 ft vessel	Cost for 1 year for 50 ft vessel
Cooley's Landing Marina	31	30-50 foot	\$0.80	\$8,760.00	\$11,680.00	\$14,600.00
New River/ Downtown Docks	119	30-39 foot	\$0.83	\$9,088.50		
		40-49 foot	\$0.86		\$12,556.00	
		50-59 foot	\$0.96			\$17,520.00
Las Olas Marina	60	30-39 foot	\$1.01	\$11,059.50		
		40-49 foot	\$1.20		\$17,520.00	
		50-59 foot	\$1.49			\$27,192.50

4. How long should I expect to be without a dock?

Existing dock permit holders should expect a minimum of one year plus the time it takes to construct their new dock. Once the notice to proceed is granted to the City's contractor, demolition of the docks, construction of the seawall and installation of the drainage improvements is expected to take 12 months. During the spring of 2019, while the seawall construction project is still out to bid, the City will be going through the process to draft, propose, and adopt a new dock permit ordinance. Once adopted, dock permit holders can initiate dock design and apply for an amended dock permit while the new seawall is being constructed. Upon issuance of the amended resolution, dock permit holders can submit dock designs for building permits and be poised for new dock construction once the seawall installation and drainage improvements are complete.

5. Can the City phase the construction so that once a segment of the seawall is complete, dock permit holders can rebuild their dock?

Demolition of all docks and structures will be conducted at the beginning of the project. Construction of the seawall will begin at SE12th Avenue since this is the lowest portion of the wall. While the project will be constructed one block at a time (bridge to bridge), the City is not able to close out the project until all work is completed, inspected, and verified.

6. Will I have to apply for a new dock permit?

Yes and no. As part of the project, all docks along Cordova Road will be removed. Because the specifications of the current private docks are outlined and approved in existing dock permit resolutions, amended resolutions will need to be applied for and approved. While this project is moving forward, the City will be modifying the dock permit ordinance (Sec. 8-144. - Private use of public property abutting waterways). Amended dock permits will need to be issued under the conditions and requirements of the new ordinance and will need to reflect the replacement dock specifications. The City is considering a discounted and expedited approval process for active dock permit holders' applications.

7. Who is responsible for construction of new docks?

The dock permit holder is responsible to apply for a dock permit amendment, finance, apply for and receive a building permit, and construct new docks consistent with the adopted dock permit ordinance (Sec. 8-144. - Private use of public property abutting waterways) and the specification of the dock permit. Landscaping plans that meet the current City standard for landscaping on Cordova must also be approved as part of the process.

8. Will the City require new specifications for new docks?

As of the date on the bottom of this page, the City is considering proposing that newly installed docks on Cordova should be installed with a design that is resilient to sea level rise which includes floating docks with tall pilings or fixed docks installed at a minimum elevation consistent with the requirements of Section 47-19.3 or even with the City seawall whichever is greater. New docks and related amenities (steps, ramps, cleats, mooring whips, boat lifts) must be independent of the new seawall as no attachments to the new City seawall will be allowed. Those residents planning to apply for amended dock permits should work with a qualified marine engineer to meet these specifications.

9. Will existing utilities (water/electrical) to the docks be impacted?

Illegal or unsafe water or electrical connections will be removed. The City will locate and preserve existing water service connections. The City will coordinate with FPL to preserve existing electrical meters and connections.

10. Can the City provide an electrical and water stub out for each location?

As part of the project, stub-outs (one per address where no service is currently provided) will be added to serve future potable water needs and prevent future impacts to Cordova Road following the resurfacing. Standard rates will apply to install a meter and activate the water service. The new seawall also has two sleeves per address under the cap to allow for water and electrical connections to the docks. Electrical service must be coordinated with FPL.



SEC. 8-144. - PRIVATE USE OF PUBLIC PROPERTY ABUTTING WATERWAYS. PROPOSED CHANGES TO THE DOCK PERMIT ORDINANCE

The City of Fort Lauderdale is proposing changes to the Dock Permit ordinance (Sec. 8-144. - Private Use of Public Property Abutting Waterways) that allows neighbors to construct private docks adjacent to public seawalls. This document is intended to address Frequently Asked Questions on the modifications under consideration. Feedback on proposed language was provided at the Marine Advisory Board meeting held on February 8, 2019. A public meeting will be held on February 26 at 6:00 p.m. at City Hall to present the most current proposed language, take feedback and answer questions.

1. Where does the City have seawalls?

Under City of Fort Lauderdale Code of Ordinances Section. 8-143. - Rights of City on Property Abutting Public Waterways, the City is responsible for right of ways and seawalls that are adjacent to public streets or street ends. This part of the code establishes the City's riparian rights and the right to regulate these locations including the construction of docks. The City has approximately five (5) miles of public properties with seawalls or natural shorelines.

2. Why is the City modifying the Dock Ordinance at this time?

Sea level rise is causing impacts on City roads abutting waterways. To address this, the City adopted a new seawall elevation standard in June 2016. In order to come into compliance with the new standard, the City is raising a number of public seawalls including the one alone Cordova Road to protect the public right of way from erosion and tidal flooding. Since all docks along Cordova were constructed under a dock permit and will have to be removed as part of the seawall construction, this was a good time to consider modifications to the ordinance.

3. What are the core concerns being addressed?

- a. Dock permits are issued by resolution adopted by the City Commission. The resolution terms and conditions vary among permits issued over the years. Part of this revision is to codify core terms and conditions related to length of permit, width of the dock, responsibilities related to seawall and landscaping upkeep etc.
- b. The current administrative fee of \$300 included in the dock permit application does not cover the City's costs to process the application.
- c. Dock permits, which are considered temporary in nature, have historically been issued for a five (5) year period. However, they generally remained active until point of sale of the upland property. This has resulted in violation of the terms and

condition of the permit resolution including abandonment of the docks which become the City's responsibility.

- d. The existing ordinance does not address the impact of sea level rise on the seawalls and docks.
- e. The ordinance does provide guidance on who can apply for a dock permit.
- f. Clarity is required regarding allowable uses of the public upland property.
- g. In the past, the private docks have had impacts to the public seawall.

4. Under the proposed ordinance, who can apply for a dock permit?

With a few exceptions, City dock permits issued to date have been to the property owner across the street. Language has been added to the proposed ordinance to define qualifying property owners who can apply for a dock permit under two categories: 1) Property owners in an **Upland Parcel** which lies directly across the street from the public property abutting or touching a waterway and 2) Property owners in a **Neighboring Upland Parcel** which lies directly across the street from the public property abutting or touching a waterway that does not lie directly across the street from public property abutting or touching a waterway but is within three hundred (300) feet. The Neighboring Upland Parcel applies primarily to locations where there is no Upland Parcel (i.e. there is no upland parcel owner for street end seawalls). Based on feedback from the February 7, 2019 Marine Advisory Board, modified ordinance language is being considered establishing the preference to issue dock permits to the Upland Parcel owner when one exists.

5. What is the proposed term of the dock permit?

At the February 7, 2019 Marine Advisory Board, the proposal for the term of a dock permit granted under this Sec. 8-144 shall be for an initial term of four (4) years, with two (2) three (3) year renewal terms for a total of a ten (10) year term. Based on feedback from that meeting, the City is considering a longer initial term with more renewals and clarification of the City notification of the dock permit holder of the need for submission of the renewal.

6. How much is the proposed application and renewal fee?

The application fee for the dock permit is estimated to be in the range of \$1,500 which covers cost of administering the application, reviewing and adopting the resolution. The renewal fee is estimated at \$300. These are only estimates. The fee will be established from time to time by the City Commission by duly adopted Resolution. The new fee structure is likely to be adopted at the same time as the new ordinance.

7. Why is the City requiring a recording of the dock resolution and a security deposit?

In the past, when dock permit holders sold their homes the dock permit was terminated by default. Often they left behind a dock that the new home owner may or may not have submitted an application for a new dock permit. This has caused the City to be responsible for a number of derelict docks. The point of recording the dock resolution is to create a record that is discoverable during a title search making the prospective home buyer aware of the responsibility of the existing dock permit holder to remove the dock at the point of sale. A provision in the ordinance allows the new home owner 90 days to apply for and receive a dock permit for the existing dock. The security deposit guarantees that if the dock permit holder fails to remove the

dock or new home buyer fails to acquire a dock permit, that the City has the means to remove the dock.

8. What are the proposed specifications for the docks under a dock permit?

All docks must be either (i) floating docks that can adapt to sea level rise over their useful life span or (ii) fixed docks installed at a minimum elevation consistent with the requirements of Code Sec. 47-19.3 (f) or (iii) fixed docks the height of which are even with the City's seawall, whichever (ii) or (iii) is the greatest.

In addition, penetrating the City seawall to support the dock or permanently attaching improvements, such as cleats, ladders, ramps, mooring whips or similar devices to the City's seawall is prohibited, unless specifically recommended pursuant to the dock building permit review process and authorized in the resolution. This prohibition is based on preserving the integrity of the seawall that is intended to protect the road way.

9. Is the dock installed under the dock permit considered private?

Under the proposed ordinance, the entire dock would be deemed private. The permit holder shall have the right to exclude the public from the dock area. The proposed ordinance would eliminate the prohibition on signage indicating a private dock. The upland swale area, however, must remain open for public ingress and egress to the waterway.

10. As a dock permit holder, can I rent out my dock?

Dock permit holders are prohibited from profiting from the use of the public right of way. The current and proposed ordinances state that the dock may not be leased or rented. Doing so may result in the revocation of the dock permit, fines and/or the requirement to remove the dock at the owner's expense. Based on feedback from the February 7, 2019 Marine Advisory Board, the City is considering additional language clarifying who can moor at a dock installed under a dock permit resolution.