



# **CITY OF PARKER**

## **City Hall**

**1001 West Park Street**

**Phone 850-871-4104**

**[www.cityofparker.com](http://www.cityofparker.com)**

### **Mayor**

Rich Musgrave

### **Clerk**

Nancy Rowell

### **Council Members**

Mike Miller, Mayor Pro Tem

Ron Chaple

John Haney

Ken Jones

### **Attorney**

Tim Sloan

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## **PUBLIC NOTICE**

### **REGULAR MEETING**

**OF**

### **THE CITY OF PARKER COUNCIL**

**August 21, 2018**

**5:30 PM**

**PARKER CITY HALL**

NOTE: AT EACH OF ITS REGULAR OR SPECIAL MEETINGS, THE CITY OF PARKER COUNCIL ALSO SITS, AS EX OFFICIO, AS THE CITY OF PARKER COMMUNITY REDEVELOPMENT AGENCY (CRA) AND MAY CONSIDER ITEMS AND TAKE ACTION IN THAT CAPACITY.

## **AGENDA**

**CALL TO ORDER** – Mayor Musgrave

**INVOCATION** – Rev. Randall Ehrichs, Good Shepherd Lutheran Church

**PLEDGE OF ALLEGIANCE** - Mayor Pro Tem Miller

**ROLL CALL**

**PRESENTATION**

**APPROVAL OF MINUTES** - City Council

Workshop Meeting July 5, 2018

Regular Meeting August 7, 2018

Workshop Meeting August 8, 2018

**ITEMS FROM THE AUDIENCE (non-agenda items)**

## **REGULAR AGENDA**

1. **Update on Pier**—Pearce Barrett, Florida Department of Environmental Protection
2. **Task Order for Watermain Project**—Public Works Supervisor Tony Summerlin
3. **Non Ad Valorem Assessments for Tax Roll**—City Attorney Sloan

## **CLERK'S REPORT**

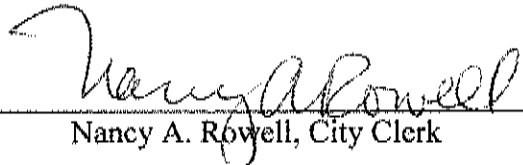
## **MAYOR'S REPORT**

## **COUNCIL COMMENTS AND ANNOUNCEMENTS**

## **ADJOURNMENT**

### **Upcoming Events**

- Next Regular City Council Meeting is September 4, 2018 at 5:30 p.m.
- Next Planning Commission Meeting is September 11, 2018 at 5:00 p.m.

  
Nancy A. Rowell, City Clerk

If a person decides to appeal any decision made by the City Council with respect to any matter considered at the meeting, if an appeal is available, such person will need a record of the proceeding and such person may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be made. Any person requiring a special accommodation at this meeting because of a disability or physical impairment should contact the City Clerk at 1001 West Park Street, Parker, Florida 32404; or by phone at (850) 871-4104. If you are hearing or speech impaired and you have TDD equipment, you may contact the City Clerk using the Florida Dual Party System, which can be reached at 1-800-955-8770 (Voice) or 1-800-955-8771 (TDD). ALL INTERESTED PERSONS DESIRING TO BE HEARD ON THE AFORESAID agenda are invited to be present at the meeting.

**MINUTES  
WORKSHOP MEETING  
PARKER CITY COUNCIL  
July 5, 2018**

Mayor Musgrave called the workshop meeting to order at 5:30 p.m.

**Present:** Council Members Chaple, Haney, Jones, and Mayor Musgrave

**Absent:** Council Member Miller

**Also Present:** City Attorney Sloan, City Clerk Rowell, Police Chief Hutto, Fire Chief Kelly and Public Works Supervisor Summerlin

1. **Discuss Personnel Policies for Annual Leave, Sick Leave, and Probation**—Mayor Musgrave distributed 1) an annual leave accrual policy that would change the number of days accrued over years of service which would apply to employees with less than 4 years' service and new employees, and 2) a list of all City employees with their date of hire, pay rate, sick leave balance, and last raise date and amount. He said the department heads had met and discussed the issues. He invited Chief Hutto to address suggested policy changes. At that time, Chief Hutto handed out a sick and annual leave policy document with new information not previously discussed by department heads with the Mayor. He suggested a payout of one quarter of sick leave hours accrued to employees resigning or retiring from the City, with a cap of 480 hours; that an employee earns 104 hours of sick leave annually; that over 9 years an employee could accumulate 960 hours and get a quarter payout of 240 hours; that employees get a sick leave payout only if employment over 10 years; that this would be beneficial currently to Chief Kelly, Lou Bradford and himself. He told the Council that since the City would never be able to pay employees competitively, the benefits should be better and that annual leave accrual amounts should remain the same; that police pay rates are going up in the county and the state but that he didn't think the pay rate was the only solution to losing officers; that the one year probation period is important.

Public Works Supervisor Summerlin addressed the Council noting that some portion of sick leave be compensated, that a quarter of accrued sick leave was reasonable; that annual leave accrual could be changed slightly as proposed since it would have a minor effect on the current workforce; that a year of probation would help supervisors better evaluate work performance. He also suggested paying him overtime instead of by compensatory time.

Chief Kelly suggested any employee calling in sick before or after a holiday not get paid for the holiday unless a doctor's note is provided; that a one year probationary period is important; that the accrual of annual leave should be different for the fire department, similar to Panama City; that Parker cannot ever be competitive in firefighter salaries with other jurisdictions and that he will always be in a trainer role for other departments; that annual leave changes won't matter to his team because no one stays over 5 years.

City Clerk Rowell said that she would like a one year probationary period but would recommend the ability to take annual leave, which is currently prohibited for City employees on probation; that annual leave accrual should be reduced for new employees and those employed under 4 years with the City; that she recommended a payout of one quarter of sick leave hours accrued to

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Minutes  
Workshop Meeting  
July 5, 2018

employees resigning or retiring from the City, with a cap of 240 hours, and only for those employees with 10 years of service.

Public Works Supervisor Summerlin spoke about a sick leave donation program and how the City had previously handled. He noted that donations from other departments should be coming, as they currently are, from the budget of the donating department. He explained his reasoning and how if it isn't done that way, the department already understaffed due to the sick employee won't have enough budget to get extra help or overtime. That a City sick leave pool could be a good solution. He described the challenges of hiring employees who will pass the Department of Corrections background to supervise inmates and noted a younger employee comment about payout of sick leave, "Why would I sell it back when I can just use it?"

Chief Kelly said that sick leave is a gift to use when one is sick; that sick leave should not be donated unless approved by the Council; that there shouldn't be a sick leave pool; that only worthy employees should get donations. Chief Hutto said that employees are now in the position of asking other employees to help them with donations of sick leave and that a more objective and anonymous method like a sick leave pool would be a better approach, but said he didn't know where he stood but was leaning toward a pool. City Clerk Rowell said she would support a sick leave pool which would be a more unbiased and professional way for an employee to receive assistance; that a sick leave buyout probably wouldn't negate a need for donation and that a public decision on an employee's sick leave needs is difficult.

Council Member Jones said that employees get a lot of time off with the City's grant of annual and sick leave. Council Member Chaple asked how the fire department handles a situation when a firefighter calls in sick and Chief Kelly said that a volunteer can work the night shift and he will work the day shift. Mayor Musgrave and Council Member Jones suggested that because there were still many ideas being discussed, that the department heads get back together to work on a recommendation, and City Attorney Sloan said he would do some research on what Chief Hutto represented.

**ADJOURNMENT**—The workshop meeting was adjourned at 6:49 p.m.

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Nancy A. Rowell, City Clerk

**MINUTES  
WORKSHOP MEETING  
PARKER CITY COUNCIL  
August 8, 2018**

Mayor Musgrave called the workshop meeting to order at 5:30 p.m.

**Present:** Council Members Chaple, Haney, Jones, Miller and Mayor Musgrave

**Also Present:** City Clerk Rowell, Fire Chief Kelly, Public Works Supervisor Summerlin, and Police Chief Hutto

**1. Review year-to-date revenues and expenditures and review draft of 2018-2019**

**budget—**Bookkeeper Casey Dean Wamsley introduced the budget discussion by reviewing the Funds Summary as of June 30<sup>th</sup> showing current and projected expenses and revenue projections. She noted an anticipated surplus of \$719,000. She identified that utility revenues included a 3% increase in water and sewer prices and a 2.85% increase in price for sewer from the County. She identified expenses for police raises (\$58,000) and a new officer (\$52,000), retirement contribution increase (\$10,000), a likely 10% increase in health and dental insurance (\$52,000), and position overlap in general government for retirement (\$25,800), and a yet unknown increase for property/casualty/workers' compensation insurance. She noted that the projection for utility fund revenues was increased for 10 water/sewer taps and impact fees. She noted that the projection for general revenues included a special trash/hauling fee for residents with higher volumes of trash and Public Works Supervisor Summerlin and the Council discussed the current problems in trash hauling and the fee structure.

Police Chief Hutto presented two handouts and a variety of statistics about the workload of his department, salary and benefit comparisons among surrounding departments, and benchmarks and comparisons from the Department of Justice and International Association of Chiefs of Police (IACP). He said that the IACP recommends that 1/3 of an officer's hours are to be answering calls and making arrests, 1/3 for preventative patrol and traffic enforcement, and 1/3 for meal and restroom breaks, vehicle inspections and in service training. He discussed the mid-year salary adjustments that were made, stating that the adjustments were made within the budget that had been approved by the City Council. He noted his budget includes \$10,000 for tuition reimbursement, new routers for the vehicles, ballistic shields, a new police vehicle and another police dog, the last for free. Mayor Musgrave asked how the City would be positioned if the increases are approved October 1, and Chief Hutto said the City would be competitive with other local jurisdictions; that a recruit would be brought in at \$15.88 and veteran officers would be at \$16.28.

Chief Kelly addressed the Council, saying that he was requesting a 2% COLA for himself and Firefighter Pergande, to bring the other filled firefighter position up from \$11.50 to \$12.00 an hour, and an increase of \$4800 for volunteer fire department members' fuel reimbursement. He further said he needed a rescue truck for \$150,000 and that he could sell the current one for \$50,000; that he needed a new fire engine for \$240,000 and that he could sell the current one for \$70,000; that the total financing amount would be \$270,000 for both; approximately \$21,000 for first payment on med truck in FY 2018-2019 and first payment for fire engine would be in 2019-2020. There was discussion on which companies the trucks could be bought from and truck design.

Public Works Supervisor Summerlin addressed the Council saying that a pole barn structure was needed to cover the trucks in the work yard and that it would cost approximately \$25,000 to construct; that two of the trucks in the fleet for Streets and Utility need to be replaced and he'd sell three trucks; that he needs another stand-up lawn mower, which is less expensive than a riding mower, another riding mower, and an attachment for the skid-steer; that roofs for the picnic areas still need to be replaced at Earl Gilbert Park; that pillars need to be replaced at the Sports Complex concession building; that benches in Memorial Park need to be replaced; that 10 more fire hydrants need to be changed out; and that there were requests for grants for improvements to the water system near the fire station and down Longpoint.

Mayor Musgrave noted that if the current year ended up as projected, there would be approximately three quarters of a million dollars in surplus and that there would be about \$270,000 in capital needs.

City Clerk Rowell addressed the Council saying that a new code enforcement officer may require a higher salary than currently; animal control amount will remain at approximately \$50,000; that a new car is needed in code enforcement and that both the current administration car and code car should be sold. Chief Hutto said there was a good forfeiture car that could be used for administration. She identified the need for consulting services for the City's Land Development Regulations to be re-written by September of 2019, as well as part-time contract planner for development review; and that Bay Area Transportation was requesting \$3,972 and the Trolley was requesting \$5,000.

The Mayor reminded the Council that the next workshop meeting would be Thursday, August 16, at 5:30 p.m.

**ADJOURNMENT**—The workshop meeting was adjourned at 6:56 p.m.

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Nancy A. Rowell, City Clerk



## CITY OF PARKER AGENDA ITEM SUMMARY

**1. NAME OF PRESENTER:**

Pearce Barrett—FL Department of Environmental  
Protection

**2. MEETING DATE:**

August 21, 2018

**3. REQUESTED MOTION/ACTION:** Approval for DEP to move forward with final design and permitting.

**4. IS THIS ITEM BUDGETED (IF APPLICABLE)**

YES

☐

NO

☒

N/A

☐

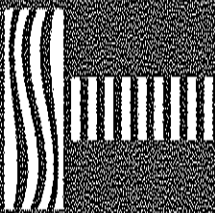
**5. BACKGROUND: (PROVIDE HISTORY; WHY THE ACTION IS NEEDED; WHAT GOAL WILL BE ACHIEVED FOR THE CITY)**

The State of Florida received \$100 million in Early Restoration Funds from the Deepwater Horizon incident in 2010 when 4.9 million barrels of gas was spilled into the Gulf of Mexico. The Legislature requested local governments to identify projects that would encourage use of water bodies and waterfronts once the clean up was significantly underway. During preparation of the state budget for 2013, in late 2012, the City of Parker was asked to identify and submit such projects directly to state agency contacts and legislative staff. Both the boat ramp/parking improvements to Earl Gilbert Park and the fishing pier were submitted.

The City estimated costs for both projects, but neither were required to be designed or engineered to be funded; the State was trying to estimate the "volume" of funds that might be needed to get projects underway. Our estimate at that time has turned out to be low, and the funds identified for the pier project are not sufficient.

Please read the attached Conceptual Design Memorandum.

TAYLOR ENGINEERING, INC.



## Conceptual Design Memorandum Earl Gilbert Park Fishing Pier

City of Parker, Florida  
July 2018



4300 Legendary Drive, Ste C246  
Destin, Florida 32541  
850-466-7940 | [www.taylorengineering.com](http://www.taylorengineering.com)

**Conceptual Design Memorandum  
Earl Gilbert Park Fishing Pier  
City of Parker, Florida**

Prepared for

Florida Department of Environmental Protection  
Division of Water Restoration Assistance  
Deepwater Horizon Program

FDEP Contract No. CN335; Project No. N2903

by

Taylor Engineering, Inc.  
4300 Legendary Drive, Suite 246  
Destin, FL 32541  
(850) 460-7040

July 2018

C2018-002

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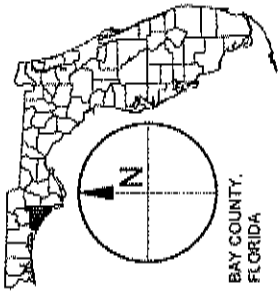
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## **1.0 INTRODUCTION**

The Florida Department of Environmental Protection (FDEP) is tasked with administering funding for three proposed fishing piers selected by the trustees of the Deepwater Horizon Natural Resource Damage Assessment (NRDA) under the Phase III Early Restoration Program. Located within Bay and Gulf Counties, the overarching goal of the project is to construct varying length and size fishing piers along areas that were impacted by the Deepwater Horizon oil spill and/or its related cleanup efforts. Given the limited information provided within the original NRDA applications for each proposed fishing pier, FDEP contracted Taylor Engineering to review the site conditions, prepare conceptual designs and cost estimates, and provide a brief summary memorandum as a basis for FDEP to evaluate the feasibility of each pier.

This memorandum documents preparation of the conceptual design to support the departments' feasibility assessment for the proposed City of Parker fishing pier, located offshore of Earl Gilbert Park, in Bay County, FL. The following sections summarize site observations, background data collection, preliminary coastal conditions analyses, conceptual design assumptions (including stakeholder direction and findings of the regulatory pre-application meeting), conceptual design plans, as well as opinions of probable construction costs, estimated design and permitting fees and schedules for recommended professional consulting services.

Figure 1.1 provides a general location map showing the project area within East Bay of St. Andrew's Bay, approximately 1,500 ft east of the DuPont Bridge.



AERIAL REFERENCE: FOOT, 2015.



**TAYLOR ENGINEERING INC.**

4300 LEGENDARY DRIVE  
SUITE C246  
DESTIN, FL 32541

CERTIFICATE OF AUTHORIZATION # 4815

**FIGURE 1-1**  
**PROJECT LOCATION**  
**FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM**  
**CITY OF PARKER FISHING PIER**  
**BAY COUNTY, FL**

PROJECT	C2018-002	SCALE	<b>DRAFT</b>
DRAWN BY	RLJ		
SHEET			
DATE	JUNE, 2018		

PRELIMINARY DRAWINGS. THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

## **2.0 MEMORANDUM OVERVIEW**

The following sections provides the assumptions and conceptual design for the City of Parker Earl Gilbert Park Fishing Pier.

- Section 3.0 – NRDA Project Details: summarizes the originally proposed project descriptions and components presented in the NRDA project applications, as evaluated by the NRDA trustees.
- Section 4.0 – Requested Project Design: presents the project design criteria and overall intent as requested from project stakeholders and FDEP.
- Section 5.0 – Background Investigations and Site Conditions: summarizes the background desktop investigations, field investigations, and existing site conditions as evaluated by Taylor Engineering.
- Section 6.0 – Conceptual Design Conditions: provides design conditions for conceptual design, based on results of coastal conditions analyses and associated coastal forcing, as well as available geotechnical data.
- Section 7.0 – Conceptual Design: outlines the conceptual design process and proposed construction methodology.
- Section 8.0 – Regulatory Permitting Requirements: summarizes the permitting requirements as determined in coordination with state and federal regulatory agencies.
- Section 9.0 – Estimated Costs and Following Tasks: provides the opinion of probable construction cost and estimated fees associated with recommended professional consulting services and data collection to support project design, permitting, and construction.
- Section 10.0 – Summary: summarizes the conceptual design memorandum and provides overall cost estimates for the project.

### **3.0 NRDA PROJECT DETAILS**

Accepted by the NRDA Trustees within the Phase III Early Restoration Projects, the original project description for the proposed City of Parker Earl Gilbert Park Fishing Pier (i.e., “Oak Shore Drive Fishing Pier”) is provided within the NRDA project application, NRDA Programmatic Environmental Impact Statement (PEIS), and the NMFS Biological Opinion, and is summarized below (Section 3.1). The project intends to construct a fishing pier to enhance and increase recreational fishing opportunities and access to natural resources for the City of Parker and Tyndall Air Force Base.

The PEIS indicates National Environmental Policy Act (NEPA) compliance and the NMFS consultation regarding Section 7 of the Endangered Species Act (ESA) biological opinion indicates ESA compliance for the proposed project. To remain within the purview of the PEIS and avoid re-consultation with NMFS, the FDEP project manager requested that the conceptual project design remain within the general scope of the accepted project. From discussions with regulatory staff, the pier design shall be of lesser or equal area than originally proposed and shall avoid and minimize environmental impacts to the greatest extent practical. The FDEP project manager and regulatory agencies indicated that changes to the pier orientation should not constitute reevaluation of the project regarding NEPA and ESA compliance.

#### **3.1 Project Description**

The NRDA application and review documents cited above describe the original project as a 500-ft x 16-ft pier extending south from the shoreline at the end of Oak Shore drive into East Bay. The pier included a 16-ft x 60-ft terminal section perpendicular to the main pier creating a combined total footprint area of 8,960 ft<sup>2</sup>. The design incorporated up to 150 8-in diameter fiberglass piles, pre-filled with concrete, timber decking, stringers, bracing (i.e. cross members) and railing. Construction methodology described in the Biological Opinion includes over-water construction using barges, heavy equipment, pile-jetting, and vibratory hammers.

#### **3.2 NRDA Project Cost**

The NRDA PEIS provided a total estimated cost of \$993,649 including provisions for planning, engineering and design, construction, monitoring, project administration, and contingencies. A detailed cost breakdown was not provided within this document, further supporting the need for the FDEP to assess project feasibility and/or additional funding requirements.

## **4.0 REQUESTED PROJECT DESIGN**

The FDEP project manager provided the design criteria requested by project stakeholders including City of Parker staff, members of City Council, as well as the local fishing community. Components of the requested design criteria include construction materials, pier location and orientation, dimensions, and ancillary features.

### **4.1 Project Goals**

The overall intent of the project is to enhance and increase recreational fishing opportunities and increase public use and enjoyment of natural resources within the local area. However, as an FDEP administered project, the project goals incorporate the broader mission of the State. As incorporated in the conceptual design, these goals generally include public welfare and safety, accessibility pertaining to the Americans with Disabilities Act, longevity and resistance to storm damage, minimal life-cycle costs (i.e., low maintenance requirements), environmental resources impact avoidance and navigation impact minimization.

### **4.2 Construction Materials**

Despite the original project design, the materials for conceptual design should be determined as the most suitable to the proposed water depths, geotechnical properties, and coastal condition analyses. After coordination with project stakeholders, the materials considered during the conceptual design included concrete, timber, or a combination thereof. Determination of materials relied on preliminary structural evaluations of design alternatives. The designers considered an all-timber structure, an all-concrete structure, and a concrete sub- or super-structure with timber decking. Following future natural resource investigations and if required by regulatory agencies, the pier design may also incorporate a grated deck over potential seagrass resources to reduce shading impacts.

### **4.3 Location, Orientation, and Access**

Following the NRDA application documents, the proposed pier extends from the southernmost point of the park shoreline through a shallow area between seagrass beds. Clearly communicated by the FDEP project manager, project stakeholders identified the importance of seagrass impact avoidance to minimize the potential for mitigation requirements, regulatory hurdles, and costs that could compromise project feasibility.

During a public meeting with stakeholders from the local fishing community, the FDEP project manager solicited feedback regarding the depths and orientation of the pier terminus in relation to nearshore habitat and bathymetry. With consideration of environmental impact avoidance and minimization, the stakeholders suggested the pier avoid seagrasses in shallow areas and extend into the bay perpendicular to the offshore contours to the maximum economically feasible water depth. Stakeholders and FDEP agreed that the southern end of the existing parking area provided the best access point for the pier while avoiding seagrass impact. Local stakeholders also requested that the pier incorporate timber stairs for shoreline access and continuity.

#### **4.4 Dimensions**

Stakeholders requested pier widths ranging from 8–12 ft and a length of 500 ft to reach the greatest practical water depth. Discussions between the FDEP project manager and local stakeholders brought consensus that the conceptual design reduce the width of the pier traversing areas of potential seagrass beds and increase the pier width to 12–16 ft outside of potential seagrass areas. Stakeholders requested inclusion of a square, hexagonal, or shore-parallel terminal feature to increase fishing access. To improve functionality and aesthetics, stakeholders also requested that the pier elevation be as close to the water surface as practical considering the predicted coastal conditions.

#### **4.5 Ancillary Features**

City staff requested that the ancillary features of the pier include shade sails, curb or handrail mounted lighting, stairs for shoreline access to/from the pier, as well as parking areas and electrical utility alterations to provide adequate access. The City also requested that the pier be able to remain open and accessible to the public 24 hours a day, necessitating lighting for safe access. Ancillary features will not include mooring (i.e., boat slips), restrooms, or fish cleaning stations.

## **5.0 BACKGROUND INVESTIGATIONS AND SITE CONDITIONS**

In support of the conceptual design, Taylor Engineering collected background data via desktop analyses and, on January 5, 2018, performed field observations of the proposed project site. The desktop analyses and field observations were conducted to assess the upland/offshore site conditions including existing infrastructure, access, topography and bathymetry, potential presence of natural resources, and potential effects to navigation.

### **5.1 Property Ownership**

The parcel upland of the proposed project (Bay County Parcel # 26214-0000-0000), located along Oakshore Drive, is owned by the Board of Trustees of the Internal Improvement Trust Fund (TIITF) and leased to the City of Parker. The parcel contains the majority of Earl Gilbert Park which is managed by the City. The City's Future Land Use Map (2010) indicates that the property will remain zoned for recreation. In 2013, the City prepared a Conservation Management Plan for the property which included the proposed pier for review and approval from the TIITF. Correspondence with the FDEP project manager indicates the proposed project is viable on the leased property.

### **5.2 Upland Infrastructure and Accessibility**

Earl Gilbert Park provides existing infrastructure to host the upland access components of the fishing pier including paved and gravel parking areas, street lighting, shoreline access, and shade structures. The parking facilities provide approximately 34 vehicle and eight vehicle and trailer parking spaces near the proposed pier access with additional parking to the north. Additional components of the property include utilities (pole mounted street lighting), revetment shoreline protection along the southern parking lot, as well as a recently constructed boat ramp and associated timber staging dock. While these existing components may ease some aspects of construction and permitting, they may also influence design and affect project construction.

Taylor Engineering evaluated the City's request that pier access occur via a timber boardwalk originating at the parking area. On-site observations suggest that an elevated boardwalk may provide adequate access by traversing the stormwater basin or by running along the crest southern stormwater berm. Further, the existing grades of the parking lot suggest that gradually ramping the initial section(s) of a timber boardwalk may provide adequate Americans with Disabilities Act (ADA) access to a relatively low elevation pier; however, designated ADA parking spaces and access may be required.

Site observations and background investigations also identified a Gulf Power easement and buried natural gas line that should be located during final design and avoided.

### **5.3 Bathymetry**

In support of the conceptual design, Taylor Engineering collected bathymetry data offshore of the proposed project site on January 19, 2018. The proposed pier would extend further from the southernmost end of the park 200 – 400 ft into the bay along a relatively shallow sandbar. Along the western edge of the shoal, depths increase relatively quickly from -4 ft-NAVD to -20 ft-NAVD within 120 ft. Further offshore depths increase more gradually, reaching -33 ft-NAVD near the federal navigation channel.

### **5.4 Seagrasses**

Taylor Engineering performed preliminary observations and desktop investigations to determine general locations of seagrass resources (i.e. submerged aquatic vegetation [SAV]) in the project area. From our experience in the local area, state and federal regulatory and commenting agencies will likely require a detailed seagrass survey of the project area to support impact assessment, permit applications, and, if necessary, mitigation design.

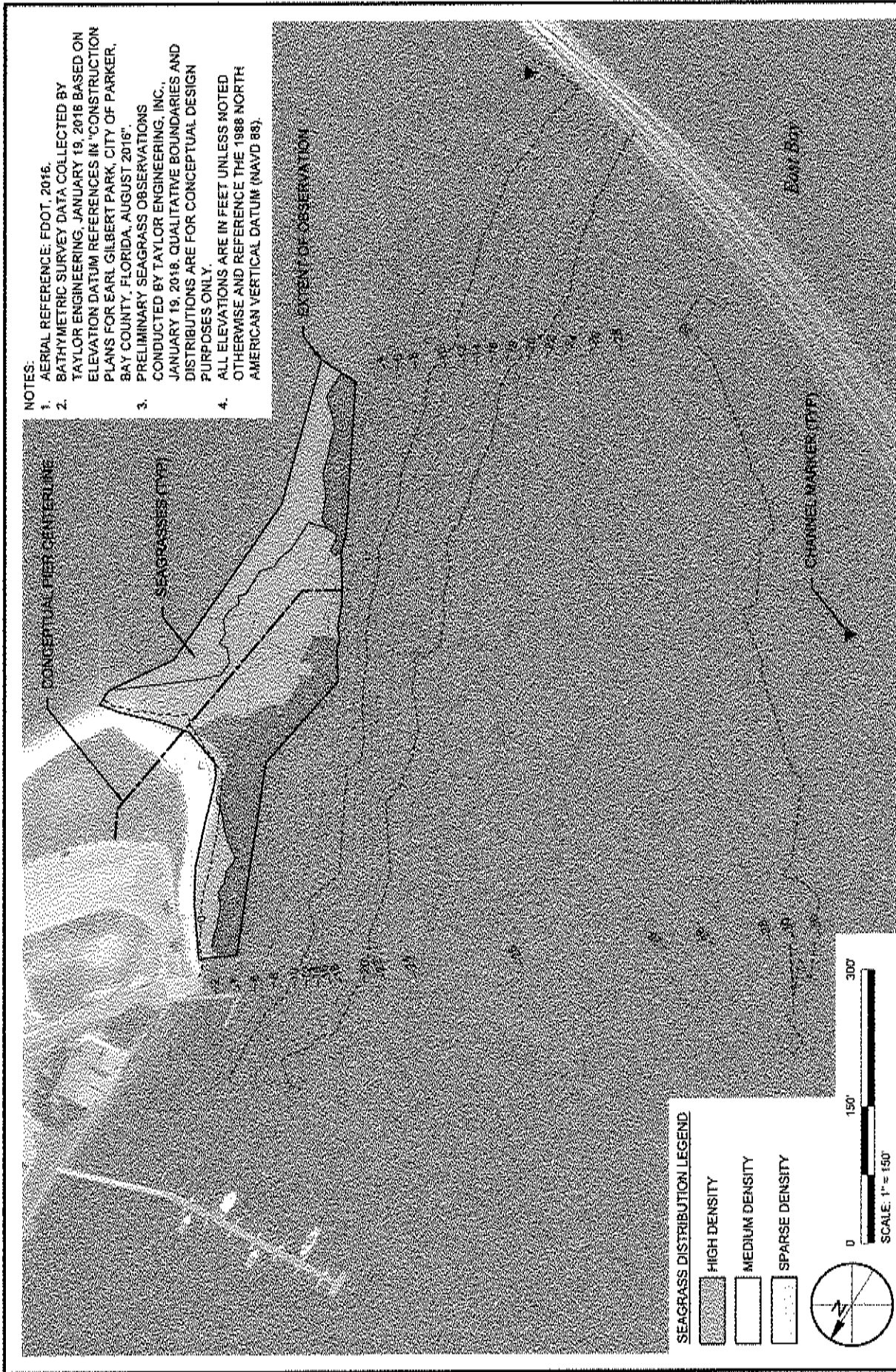
As a component of the conceptual pier design, Taylor Engineering reviewed Florida Fish and Wildlife Conservation Commission (FWC) and Fish and Wildlife Research Institute (FWRI) benthic habitat survey data and environmental documentation supporting NRDA review (e.g., PEIS, NMFS Biological Opinion). The data review revealed continuous, and past documentation of discontinuous, seagrass beds within the project area. Figure 5-1 illustrates the continuous seagrass bed locations documented by FWC and FWRI (2016).



**Figure 5-1 FWC and FWRI Seagrass Boundaries (FWC, 2016)**

On January 19, 2018, Taylor Engineering conducted preliminary observations within the nearshore project area to field-verify the desktop investigations and document the approximate seagrass boundaries. Taylor Engineering staff observed seagrass beds by wading during low tide and clear water condition, recorded seagrass boundaries with a handheld GPS, and made a qualitative estimate of seagrass distribution (sparse, medium, high density). The survey area extended 100 – 200 ft out from both sides of the proposed pier location in water depths of 0 – 4 ft. We made these observations for conceptual design purposes only and considered areas shown as “sparse” as areas of minimal seagrass impact or potential seagrass avoidance. Detailed seagrass surveys following appropriate protocols (and within NMFS-accepted survey periods) must be performed for future phases of the project.

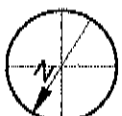
The field observations identified a corridor of sparse SAV extending approximately 200 ft south of the park. We assumed that locating the pier in this corridor would result in the least impact to (or potential avoidance of) seagrasses. Figure 5-2 provides the observed seagrass bed locations.



- NOTES:
1. AERIAL REFERENCE: FDOT, 2016.
  2. BATHYMETRIC SURVEY DATA COLLECTED BY TAYLOR ENGINEERING, JANUARY 19, 2018 BASED ON ELEVATION DATUM REFERENCES IN "CONSTRUCTION PLANS FOR EARL GILBERT PARK, CITY OF PARKER, BAY COUNTY, FLORIDA, AUGUST 2016".
  3. PRELIMINARY SEAGRASS OBSERVATIONS CONDUCTED BY TAYLOR ENGINEERING, INC., JANUARY 19, 2018. QUALITATIVE BOUNDARIES AND DISTRIBUTIONS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY.
  4. ALL ELEVATIONS ARE IN FEET UNLESS NOTED OTHERWISE AND REFERENCE THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).

**SEAGRASS DISTRIBUTION LEGEND**

- HIGH DENSITY
- MEDIUM DENSITY
- SPARSE DENSITY



0 150' 300'  
SCALE: 1" = 150'

**TAYLOR ENGINEERING INC.**  
4300 LEGENDARY DRIVE  
SUITE C246  
DESTIN, FLORIDA 32541  
CERTIFICATE OF AUTHORIZATION # 4815

**FIGURE 5-2**  
**PRELIMINARY SEAGRASS OBSERVATIONS**  
**FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM**  
**CITY OF PARKER FISHING PIER**  
**BAY COUNTY, FLORIDA**

PROJECT	C2018-002
DRAWN BY	CAS
CHECKED BY	
DATE	FEB 2018

PRELIMINARY DRAWINGS. THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

## **5.5 Navigation**

The Gulf Intracoastal Waterway traverses this portion of the Bay and the recorded Federal Navigation Channel lies about 1,090 ft offshore of the project shoreline. Notably, field observations indicate the marked channel boundaries lie closer to the project site, with a minimum distance from the shoreline of approximately 680 ft. As the channel changes orientation offshore (south) of the project site, the project has potential to affect navigation of large vessels and tug-driven barges. Project design must take into consideration the proximity of the federal channel, as well as the existing boat ramp and staging dock on the west side of Earl Gilbert Park.

## **6.0 CONCEPTUAL DESIGN CONDITIONS**

As required by our scope of work, Taylor Engineering produced a conceptual design based on constraints of the original NRDA application, input from local stakeholders and regulatory agencies, as well as physical and environmental conditions observed during site visits. This section documents our development of design criteria for the conceptual design using the limited available data and resources. Included is the basis for estimating pile capacity without geotechnical data, anticipated coastal conditions and associated forcing, and estimated preliminary structural loading conditions.

### **6.1 Geotechnical Data**

Geotechnical data required to determine pile capacity and embedment depths was not available within the project area and only limited information was available within the general area. Taylor Engineering obtained and reviewed soil profiles included in permit applications for the nearby DuPont Bridge (Howard et. al., 1963) and the U.S. Department of Agriculture Soil Survey for Bay County (USDA, 2016) to determine geotechnical and soil conditions near the project site. Howard et. al.'s soil profiles near the northern DuPont Bridge abutment suggest that subaqueous soils within the project area may consist predominantly of fine sands but may also contain a relatively thick layer of silts.

Following review of the available data and observation of site characteristics, Taylor Engineering applied professional judgement to determine reasonable values to represent the aggregate angle of internal friction in the site soils. However, we recommend that geotechnical investigations at the project site should be performed during preliminary or final design to determine soil and subsurface characteristics within the footprint of the proposed structure.

### **6.2 Coastal Conditions**

Taylor Engineering performed a preliminary coastal conditions analysis to establish key design criteria and estimated coastal forcing for the proposed pier. Specifically, the coastal conditions assessment established estimated design water levels (i.e., tide datums and storm surge elevations), current velocities, and wind- and vessel-generated wave characteristics likely to affect the proposed project. Taylor Engineering applied these estimated coastal conditions to develop forcing (i.e., structural loads) the structure may experience during average conditions and storm events. For conceptual design, Taylor Engineering investigated conditions associated with 30-, 45- and 75-mph sustained winds to represent an average annual storm, a tropical storm, and a Category I hurricane.

Notably, the coastal conditions analyses and forcing presented in this study are preliminary and were conducted on a limited basis for conceptual design. Detailed coastal condition assessments, including a statistical analysis of return-period storm events, and coastal load development should be performed during the final design phase of the project.

#### 6.2.1 Tide Datums

St. Andrews Bay experiences relatively small amplitude, diurnal tides from the Gulf of Mexico transmitted through St. Andrew Pass. Taylor Engineering compared tide datums from nearby NOAA Center for Operational Oceanographic Products and Services (CO-OPS) stations, FDEP Land Boundary Information System (LABINS) tide interpolation points, and NOAA's VDatum software. Table 6-1 presents the nearest tide datum information from each data source during the present epoch (1983–2001). The local LABINS tide interpolation point and the VDatum tool gave similar mean high water (MHW) levels; therefore, we adopted the VDatum tide datums for the Parker Pier project site.

**Table 6-1 Tide Datums**

Tidal Datum	Elevation (ft-NAVD)		
	VDatum	LABINS (Point 1775)	NOAA Station 8729085 (Pearl Bayou)
Mean Higher High Water (MHHW)	+0.83		+0.83
Mean High Water (MHW)	+0.77	+0.78	+0.73
Mean Tide Level (MTL)	+0.13		+0.13
Mean Low Water (MLW)	-0.51	-0.43	-0.50
Mean Lower Low Water (MLLW)	-0.57		-0.57

#### 6.2.2 Water Surface Elevations

Taylor Engineering estimated water surface elevations during annual, tropical, and Category 1 Hurricane storms as represented by 30-, 45-, and 75-mph sustained winds. We predicted water surface elevations based on estimated storm characteristics and resultant water levels produced by pressure deficit, wind-driven surge, offshore wave setup, and local wind-setup. Taylor Engineering also compared the estimated water surface elevations to historical records to confirm the accuracy of the predictions. Table 6-2 provides the total predicted storm-induced water surface elevations concurrent with a mean higher high water (MHHW) tide condition.

**Table 6-2** Estimated Water Surface Elevations

Wind Event	Water Surface Elevation (ft-NAVD)
30 mph	1.0
Tropical Storm (45 mph)	3.0
Cat. I Hurricane (75 mph)	5.9

### 6.2.3 Wave Characteristics

Taylor Engineering performed empirical calculations to estimate wind- and vessel-induced wave characteristics affecting the proposed structure.

Figure 1-1 suggests that winds from the northwest and east are most likely to create waves capable of affecting the pier. Taylor Engineering performed empirical wave modeling along two representative fetches (northwesterly [4.6 miles] and easterly [1.4 miles]) to estimate wind-driven waves associated with design wind conditions and water surface elevations. Notably, wind-driven waves originating from the east become depth-limited by the shallow shoal east of the proposed structure. To estimate the wind-induced wave characteristics along each fetch, Taylor Engineering employed numerous empirical calculation methodologies. To estimate the wind-induced wave characteristics along each fetch, Taylor Engineering employed methodologies from the Coastal Engineering Manual (2015), Shore Protection Manual (1984), Young & Verhagen (1996) as modified by Breugem & Holthuijsen (2006), American Association of State Highway and Transportation Officials (2008), and the *Automated Coastal Engineering Software (ACES)* (Leenknecht et al., 1992).

As the project site is immediately landward of the intracoastal waterway and is outside of designated no-wake areas, Taylor Engineering investigated vessel-induced (i.e., boat wake) wave characteristics likely to affect the proposed structure. We applied formulas from Sorensen (1973, 1984) and the Coastal Engineering Manual (USACE, 2010) to assess waves produced by vessels ranging from 60-ft pleasure cruisers to 260-ft barges. The analysis considered the vessels to be traveling within the designated navigation channel during MHW tide conditions.

Table 6-3 provides the estimated wind- and vessel-driven wave characteristics affecting the central portion of the proposed pier where mean-tide depths are approximately -20 ft-NAVD. The table provides the associated water surface elevation, average wave height ( $H_{m0}$ ), maximum calculated wave height ( $H_{max}$ ), and peak wave period ( $T_p$ ) for each wind event and the peak condition for vessel wake.

**Table 6-3** Summary of Estimated Wave Characteristics

Wind Event / Condition	Water Surface Elevation (ft-NAVD)	$H_{m0}$ (ft)	$H_{max}$ (ft)	$T_p$ (s)
Vessel Wake	+0.8	1.6	1.6	2.7
30 mph	+1.0	1.9	3.4	3.1
Tropical Storm (45 mph)	+3.0	3.0	5.4	3.4
Cat. I Hurricane (75 mph)	+5.9	5.2	9.4	4.3

#### 6.2.4 Current Velocities

Tidal and storm-induced currents also generate loads on the pier. Taylor Engineering estimated the tidal prism within East Bay and calculated the associated flow rates beneath Dupont Bridge, the general delineation between East Bay and St. Andrews Bay. We estimated flow rates based on energy conservation utilizing the Manning equation as well as the mean discharge through the open channel. Calculated tidal velocities ranged from 1 – 1.5 ft/s and storm surge velocities ranged from 3–5 ft/s. Notably, storm surge currents could have a significant effect on pile loads and bed scour. Future design phases should incorporate detailed analysis of average and extreme currents and the associated pile loads and potential for localized and pile-group scour.

### 6.3 Preliminary Structural Loading Conditions

Taylor Engineering applied anticipated dead-load and live-load conditions typical of the structure type to evaluate the structural design requirements of the proposed fishing pier. Live-load conditions included pedestrian loads as well as those applied during construction and maintenance (e.g. small utility vehicle, skid-steer loader) and by coastal forcing (i.e., wave and current loads). Coastal forcing generally dominated the loading combinations. Consistent with the regulatory consultations, this preliminary assessment considered water-based construction methodology and did not include loading scenarios for top-down construction which should be considered in future design phases.

Taylor Engineering developed coastal forcing conditions likely to affect the proposed structure during the water level and wind-driven wave conditions described in the preceding sections. We applied pressure loads to conceptual pier cross sections to assess basic structural performance and requirements such as cross bracing, deck elevation, and pile spacing during investigations of construction materials (e.g. timber, concrete) and development of the conceptual design (Appendix A).

For pile loading, Taylor Engineering applied Morison's approximation for hydraulic and wave loading estimates for slender piles found in the Coastal Engineering Manual (EM 1110-2-1100) and Sarpkaya (2010). Deck loading estimates relied on a model developed from the equations in Marin and Sheppard (2009) and compared to results obtained using methods and procedures from AASHTO (2008) and Allsop et al (2006). Taylor Engineering used the developed pressure distributions to develop the coastal loading combinations applied to structures with applicable orientation to predicted wave and current directions.

In summary, Taylor Engineering conducted preliminary investigations of pile bearing capacity, vertical uplift from wave forces, and translated horizontal wave and current forces to lateral pile resistance. Future design phases of the project should consider more detailed loading combinations (e.g., wind, effects of storm debris) and effects of predicted coastal conditions (e.g., scour), structural frame analyses, connection design, and cast-in-place and pre-stressed concrete design. At a minimum, further investigations should follow guidance in *ASCE 7-16 Minimum Design Loads and Associated Criteria for Buildings and Other Structures*, the Florida Building Code, and the FDEP *Fishing Pier Design Guidance*.

## **7.0 CONCEPTUAL DESIGN**

This section describes the considerations of the conceptual design and the selected construction materials, location, access, dimensions, effects to navigation, construction methods, and ADA requirements. The conceptual design is subject to change following site-specific data collection (e.g. natural resource and topographic surveys, utility locations, geotechnical data) and final engineering design.

Appendix A presents the conceptual plan and cross-sectional views of the proposed City of Parker Earl Gilbert Park Fishing Pier.

### **7.1 Pier Construction Materials**

As previously discussed, FDEP tasked Taylor Engineering to investigate suitable construction materials for the proposed pier considering the anticipated design conditions experienced at the project site. In general, the construction materials included timber, concrete, or a combination thereof (e.g. timber breakaway decking). Taylor Engineering conducted preliminary cost analyses and developed conceptual cross-sectional and plan-view designs to assess structural performance of under estimated coastal loads for each structure type. We performed initial assessments of the NRDA-proposed structure materials (concrete-filled fiberglass piles); However, due to limited structural capacity, constructability issues, and minimal cost differences, fiberglass pilings were excluded from further analyses. Material considerations also included aesthetics, construction methods, potential maintenance requirements, and resistance to storm damage (i.e. life-cycle costs).

Our preliminary investigations of pier designs with timber sub- and superstructure divulged numerous concerns for the targeted construction depths and estimated coastal conditions. A timber pier would require 10-ft pile bent spacing with multiple subaqueous cross-bracing members to resist severe structural loads. In turn, the required pile spacing and presence of cross bracing members in the water column also increased coastal loads on the structure and presented fishing gear entanglement. Achieving required embedment depths in ~20 ft water depths approached the constructible limits of readily available timber pilings and submerged cross members presented additional construction and maintenance concerns. We conservatively estimated the design life of a timber structure (excluding extreme storm events) as 20 years, with maintenance and repair, including replacement of submerged cross bracing members due to deterioration, every 5 – 10 years.

Investigation of a concrete substructure (piling foundation) and superstructure (pile cap and precast concrete slab deck) pier indicated a more robust structure with greater design life than the timber design; However, preliminary cost estimates resulted in substantially higher construction costs which may affect

the feasibility of such a design. Construction costs were primarily affected by the cost of the concrete deck and the significant structural requirements to resist wave uplift forces applied to the concrete slab deck. Storm damage to fixed piers, resulting from translation of coastal loads from the concrete slab to the fixed connections of the substructure, can be catastrophic. Increasing the deck elevation as an alternative to reduce coastal forcing further increased construction costs, decreased the ease of fishing access, and did not follow the City's desired pier aesthetic. However, assuming the structure would be designed to resist anticipated annual and extreme coastal conditions, a concrete pier could have a design life that exceeds 40–50 years, with minimal maintenance requirements. Additionally, incorporation of pre-stressed concrete pile bents at 20-ft intervals with no submerged cross bracing greatly reduced potential for fishing gear entanglement.

Application of timber breakaway decking to the concrete substructure (and partial concrete superstructure) maintains the pier longevity while reducing the construction costs associated with resisting the vertical uplift forces applied to a fixed impenetrable deck. Pier designs incorporating breakaway timber decking are well documented in the *FDEP Fishing Pier Design Guidance* and are commonly used for piers exposed to significant wave climate. Pinned timber deck panels may be left in place during a storm with the potential to “breakaway” with significant wave-induced vertical uplift on the deck or the panels may be removed prior to the storm. Breakaway timber decking greatly reduces the potential for sub-structure damage during storms. Spacing of the timber deck boards also decreases the applied wave loads transmitted to the structure and pinned connections of the deck panels aim to keep the deck in place during normal use and mild storm or vessel wake conditions where waves partially interact with the structure. Management of the pier may include partial removal of the deck panels prior to a major storm (via skid-steer or similar) to reduce the potential for structural damage or panel loss and the associated storm debris hazard.

Taylor Engineering applied the timber-panel decking concept to the conceptual pier design due to the resistance to severe storm damage, reduced maintenance requirements (i.e. life-cycle costs), scale of construction costs (at the design water depths), and ability to manage the structure. The conservative conceptual design incorporates a substructure consisting of 18-in square pre-stressed concrete piles at 20-ft bent spacing and a superstructure consisting of cast-in-place concrete pile caps, prestressed concrete beams, and pinned timber breakaway deck panels. Timber handrails with wire-mesh panels will comply with ADA requirements.

## **7.2 Location, Orientation, and Access**

As discussed in Section 4.3, the conceptual pier originates at the southern end of Earl Gilbert Park. Beginning at an existing upland grade elevation of approximately 3 ft-NAVD, the pier extends 240 ft south,

then turns south-southwest to extend 192 ft offshore nearly perpendicular to bathymetric contours and ends with a 30-ft by 30-ft terminal structure in 23-ft deep water.

ADA access to the pier will be provided by a 110-ft timber boardwalk originating from the existing parking area and traversing an existing stormwater swale. Additionally, near the transition between the timber boardwalk and fixed pier, stairs with landings will allow pedestrian access from shoreline.

### **7.3 Dimensions and Structure Elevation**

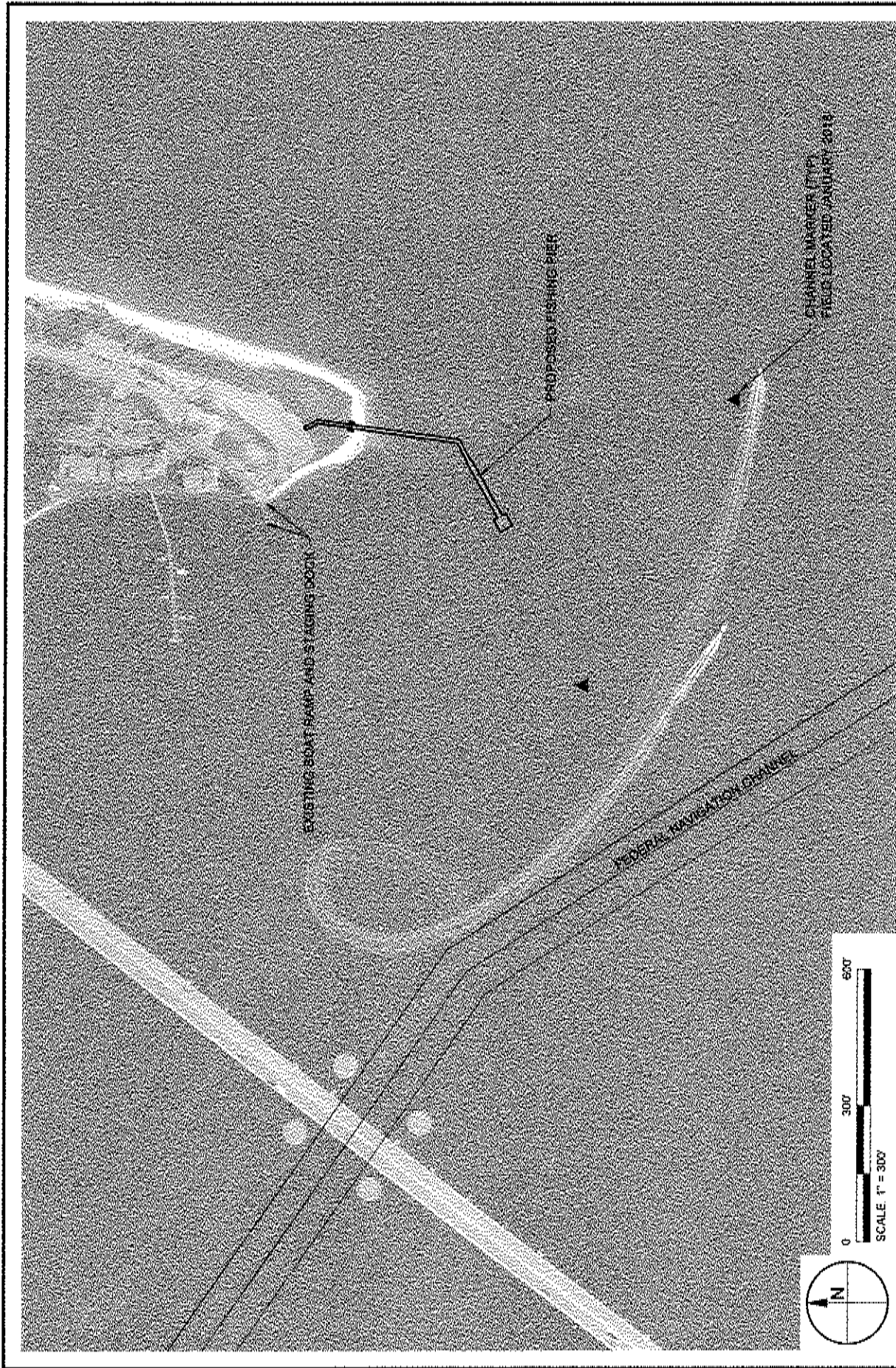
Following stakeholder guidance and the original project details, the 460-ft long pier ranges from 8–12 ft in width and has a total footprint, including the terminal structure, of 4,900 ft<sup>2</sup> (a significant reduction from the pier area provided in the original NRDA application [8,960 ft<sup>2</sup>]). The design length resulted from consideration of construction costs, potential effects on navigation, and fishing access. The conceptual pier design also addresses comments from regulatory agency staff consultations described in Section 8.

The 110-ft access boardwalk and the first 290 ft of pier are 8-ft wide to allow safe and adequate pedestrian, ADA, and fishing access while reducing the potential for SAV impact to meet the requests of both project stakeholders and regulatory agencies. Once the pier reaches a location and depth of reduced SAV abundance (the approximate -6 ft contour) the pier transitions to 12-ft width until it reaches the 30-ft wide terminal structure. The 12-ft wide portion of the pier, along with the terminal structure, are considered the primary fishing access area. The 12-ft wide pier also provides area for seating and pedestrian access through the fishing area.

Taylor Engineering applied the coastal conditions described in Section 6.0 to assess structure elevation requirements. In general terms, the design wave load conditions (i.e., worst case) occur where the water level is near the deck elevation, as waves directly encounter the sub- and super-structure of the pier. Lowering the deck elevation so that the structure becomes submerged during extreme storms allows waves to pass over the structure with less force applied to the structure. Taylor Engineering estimated the structure elevation as approximately 4.5 ft-NAVD based on anticipated storm loads (Section 6.3) and appropriate freeboard during average conditions. At the design elevation, the structure should be unaffected by average to annually experienced conditions submerged during more extreme events where the structure would experience reduced coastal loads.

#### **7.4 Potential Effect to Navigation**

The pier design considered potential effects on navigation in the intracoastal waterway and, considering the boat ramp northwest of the pier, on recreational vessel traffic. The conceptual pier extents leave approximately 700 ft of open water to the recorded Federal Navigation Channel and approximately 300 ft to the closest navigation marker. These clear distances exceed typical federal recommendations for suitable offset distances to avoid federal navigation issues; however, as the channel changes orientation offshore of the project site, final design should be coordinated with USACE to confirm these assumptions. While the pier exceeds the typical federal recommendations, USACE and/or US Coast Guard may also require additional lighting or navigational aids to further mitigate potential navigation concerns. Effects on recreational vessels are probable, as the vessels must go around the pier to head further into East Bay. However, this would be a minor effect and, by directing traffic into East Bay, the pier may provide some protection to the shallow SAV areas east of the pier where significant prop-scaring has occurred. Figure 7-1 illustrates the pier location relative to the navigation channel markers, the USACE recorded federal navigation channel limits, and the nearby boat ramp and staging dock.



**TAYLOR ENGINEERING INC.**

4300 LEGENDARY DR  
SUITE C246  
DESTIN, FL 32541  
CERTIFICATE OF AUTHORIZATION # 4815

FIGURE 7-1  
NAVIGATION OVERVIEW  
CONCEPTUAL PARKER PIER DESIGN  
FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM  
BAY COUNTY, FLORIDA

PROJECT C2018-002

DRAWN BY CAS

SHEET

DATE JUNE 2018

**DRAFT**

DATE

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

## **7.5 Construction Methodology**

Consistent with regulatory agency consultations, construction of the pier will occur with predominantly water-based equipment including barges and heavy equipment (e.g., cranes, loaders), pile-jetting, and vibratory hammers. Preliminary discussions with regulators suggested that land-based equipment or temporary trestle construction may also be used to construct parts of the pier in nearshore (i.e. shallow) areas.

## **7.6 Americans with Disabilities Act Accessibility**

The fishing pier must be readily accessible and usable by individuals with disabilities. All components of the proposed pier will comply with the Americans with Disabilities Act (ADA) and the associated *2010 ADA Standards for Accessible Design*. Overall, the conceptual pier dimensions provide for ADA compliance. The specific ADA accessible design components such as lowered handrails and edge protection shall be developed during the future design phases of the project.

Based on site observations and a preliminary review of the ADA requirements, ADA-compliant access appears feasible with the pier originating from the parking lot at Earl Gilbert Park. However, the elevation difference between the existing grade of the parking lot and the design elevation of the structure will require consideration of slope and other factors in accordance with *ADA Standards for Accessible Design* Chapter 4. The final design should incorporate suitable slopes and/or landings along the upland boardwalk to ensure these standards are upheld.

An ADA-compliant handrail and edge protection, in accordance with *ADA Standards for Accessible Design* Chapter 10 and the *FDEP Fishing Pier Design Guidance*, will allow disabled persons to use the fishing pier. The handrail design will incorporate portions of railing lowered to provide fishing opportunities in a variety of locations along at least 25% of the total handrail length. Such locations shall include proximity to varying water depths and fish habitat. Additionally, shade sails should also be considered in accordance with ADA recommendations and to further accommodate the public. Edge protection or extended deck surface will be provided to prevent wheelchairs and other mobility devices from slipping off the fishing pier.

## **8.0 REGULATORY PERMITTING REQUIREMENTS**

Taylor Engineering conducted preliminary coordination with regulatory agencies and held a pre-application meeting on May 24, 2018 with state and federal regulators to discuss environmental permitting requirements for the proposed pier. Discussions with regulatory agencies included specific description of the project components (e.g., structure and member dimensions, construction materials and methodology, location and orientation) to solicit detailed feedback and identify potential regulatory concerns. As previously discussed, the we intend the conceptual and final designs to stay within the original project scope so that existing evaluations and consultations remain valid to expedite the future permit application review process. Regulatory review for the project resides with the FDEP Northwest District, Submerged Lands and Environmental Resources Coordination Program and USACE Jacksonville District, Regulatory Division.

### **8.1 Natural Resources**

Regulatory agencies will require documentation of natural resources in the project area. Specifically, regulators will require an SAV survey and delineation of wetlands along the project shoreline.

The project site contains continuous and discontinuous SAV beds adjacent to the proposed pier. During design phase, a SAV survey must be performed in coordination with and adherence to the requirements of state and federal regulatory and commenting agencies. If the surveys find SAV or wetlands within the proposed pier footprint, the project may require design revisions (e.g., pier location, orientation, decking materials) to avoid and minimize impacts and a mitigation plan to compensate for unavoidable impacts.

### **8.2 Endangered or Protected Species**

During the pre-application meeting, USACE indicated that the existing NMFS ESA Section 7 consultation is valid for the proposed project. The Biological Opinion shows that NMFS evaluated the project for potential effects on three species of sea turtles, gulf sturgeon, and smalltooth sawfish, as well as effects on associated critical wildlife habitat. Notably, the biological opinion also specifies incidental take limits and re-initiation triggers for listed species.

Additionally, the Biological Opinion stipulates terms and conditions for the project including provision of educational signage, monofilament recycling containers, listed species monitoring and reporting, and annual debris cleanup.

### **8.3 Additional Requirements and Concessions**

Project permitting will consist of standard ERP permit requirements for FDEP and individual Department of the Army permit from the USACE. However, from discussions with FDEP during the pre-application meeting, FDEP may make a few concessions due to the nature of the project. As the pier is open to the public and does not contain mooring, fueling or pump-out facilities, or structures that will significantly impede water circulation, FDEP will not require water quality analyses or a detailed hydrographic assessment. In lieu, FDEP will require a written certification of hydrographic compliance prepared by a professional engineer licensed in the State of Florida.

A Sovereign Submerged Land Lease (SSLL) survey and department recording (or modification) will be required for the project. As the pier is open to the public and non-revenue generating, correspondence with FDEP staff suggests that annual fees for the SSLL will not be required.

## **9.0 ESTIMATED COSTS AND FOLLOWING TASKS**

Taylor Engineering prepared a preliminary opinion of probable construction cost for the conceptual pier design and an outline of anticipated professional consulting services (with budgetary fee estimates) likely required for project construction. Taylor Engineering based cost and duration approximations on our experience with engineering projects of similar scope. These costs and schedules may vary based on numerous factors beyond our control, including design revisions or required schedules for the services performed. Taylor Engineering does not warrant or guarantee the costs and schedules provided herein.

### **9.1 Opinion of Probable Construction Cost**

Taylor Engineering developed an opinion of probable construction cost (OPCC) for budgetary purposes based on the Conceptual Parker Pier Design Drawings (Appendix A), applying engineering judgement and the limited available background data. The OPCC is likely conservative due to the scope of the conceptual design. We anticipate these cost estimates will be refined during the preliminary design, following detailed coastal conditions assessments and data collection required for structural design (e.g., geotechnical data collection, utilities location, boundary and topographic survey) and regulatory permitting (e.g., submerged aquatic vegetation, natural resource surveys).

Estimated costs of requested and potentially necessary ancillary items (curb lighting and benches) are included in the OPCC and further described in Section 9.2. However, the OPCC excludes costs that may be required to modify upland infrastructure to meet ADA or code requirements (e.g., changes to parking, accessibility) or that provide additional amenity (e.g. shade sails) as these costs may exceed the scope of NRDA funding.

The OPCC also excludes consultant services. Estimated costs of consultant services associated with design, permitting, and construction of the project are presented in Section 9.3.

Appendix B provides the opinion of probable construction cost for the City of Parker Earl Gilbert Park Fishing Pier as \$1,881,700. Including a 15% contingency increases this estimate to \$2,164,000.

### **9.2 Ancillary Items**

Taylor Engineering estimated costs for installation of specific ancillary items requested by project stakeholders. These requested items include turtle-friendly curb- or handrail-mounting lighting, shade sails, and bench seating. The costs presented below do not include services that may also be required such as electrical design and utility relocation to incorporate pier lighting. From conversations with City staff, these

ancillary items specifically exclude trash receptacles, restrooms, and other appurtenances that may be provided by the City or excluded from the project (e.g. fish-cleaning station). Table 9-2 provides the estimated costs of the requested ancillary items.

**Table 9-1 Estimated Cost of Ancillary Items**

<b>Ancillary Feature</b>	<b>Estimated Cost</b>
Turtle-Friendly Rail-Mounted Lighting	\$70,000 – \$130,000
Shade Sail or Structure	\$20,000 – \$60,000 ea.
Bench	\$500 – \$2,000 ea.

### **9.3 Tasks Following Conceptual Design**

Taylor Engineering prepared an outline of anticipated services and budgetary fee estimates for professional consulting services likely required for project design, permitting, and construction. These “following tasks” are provided as likely required additional services (following the conceptual design) to support project construction.

The following tasks are generally divided between pre-construction services and construction-phase services. Pre-construction tasks may include the data collection and engineering services that support the preliminary design and regulatory permitting of the project. Construction-phase services commence following regulatory authorization of the project. These tasks may include final engineering design, preparation of contract documents (construction drawings and technical specifications), bid administration assistance, construction administration/observation, and project close-out and certification.

The estimates provided herein are for construction of the pier as described in Section 7 and presented in Appendix A. Cost of upland improvements (required parking or access alterations, utility modification/relocation, etc.) dictated by local or state code requirements are excluded and, if required, should be determined separately during engineering design.

Table 9-1 provides the estimated costs and time to complete each task following task authorization. The total estimated cost of the following consulting services range from \$125,000–\$220,000. The schedule for pre-construction tasks (i.e. data collection, preliminary design and permitting) ranges from 8–14 months and is largely dependent on regulatory agency review periods. Construction phase services including final design and preparation of the construction drawings and specifications (i.e., bid documents), occur within approximately three months. FDEP will coordinate project bidding, contractor selection, and contracting.

Following FDEP issuance of the contractor's Notice to Proceed (NTP), we estimate construction to occur over approximately a 6–9-month period including project certification.

**Table 9-2** Estimated Cost and Schedule of Following Tasks

Task	Sub Task	Estimated Cost	Weeks from Task Authorization
Data Collection	Topographic / Bathymetric / Boundary Survey	\$5,000 - \$10,000	4
	Natural Resource Surveys and Reporting	\$5,000 - \$10,000	4 – 8
	Geotechnical Investigations	\$15,000 - \$20,000	4 – 8
Preliminary Design and Permitting	Preliminary Engineering Design	\$20,000 - \$30,000	6 – 8
	Public Outreach and Coordination	\$5,000 - \$10,000	N/A
	Regulatory Permitting and SSLL Recording	\$15,000 - \$25,000	6 – 12 months
Construction Phase Services	Final Engineering Design, Construction Drawings and Specifications	\$40,000 - \$70,000	8 – 12
	Bid Administration Assistance	\$5,000 - \$10,000	N/A
	Construction Administration / Observation	\$10,000 - \$25,000	6 – 8 months
	Project Close-Out / Final Certification	\$5,000 - \$10,000	4 – 6

## 10.0 SUMMARY

The Florida Department of Environmental Protection (FDEP) is tasked with administering funding for three proposed fishing piers selected by the trustees of the Deepwater Horizon Natural Resource Damage Assessment (NRDA) under the Phase III Early Restoration Program. Given the limited information provided within the original NRDA applications for each proposed fishing pier, FDEP contracted Taylor Engineering to review the site conditions, develop preliminary coastal conditions, conduct initial coordination with regulatory agencies and prepare conceptual designs and preliminary cost estimates. This memorandum summarizes the conceptual design process and provides a basis for the Department to evaluate the City of Parker Fishing Pier project feasibility.

The conceptual pier originates at the southern end of Earl Gilbert Park and is oriented through an area of least potential impact to seagrasses. Following stakeholder guidance and the original project details, the 460-ft long pier ranges from 8–12 ft in width with a 30-ft square terminal structure reaching water depths of approximately 23 ft. A 110-ft timber boardwalk originating from the existing parking area likely provides ADA-compliant access to the pier. The proposed pier incorporates a robust substructure of 18-in square pre-stressed concrete piles and a superstructure consisting of cast-in-place concrete pile caps, prestressed concrete beams, and pinned timber breakaway deck panels. Timber handrails with wire-mesh panels will comply with ADA fishing access requirements. Appendix A provides the conceptual design figures.

Taylor Engineering developed a budgetary opinion of probable construction cost for the conceptual design that employs engineering judgement and is based on the limited conceptual design scope and availability of background data. Appendix B provides the estimated construction cost for the City of Parker Fishing Pier as \$1,881,700. Notably, the estimate is likely conservative and we anticipate that the cost estimate will be refined following the necessary data collection and preliminary engineering design. We estimate consultant services likely required for design, permitting and construction range from \$125,000–\$220,000. These estimates exclude items which may be beyond the scope of NRDA funding such as optional amenities (e.g., shade sails) and any alterations to upland facilities (e.g. utilities, ADA parking, etc.) that may be required to meet local or state code(s).

We estimate that future pre-construction tasks (i.e. data collection, preliminary design and permitting) will take 8–14 months dependent on regulatory agency review periods. Following regulatory authorization, preparation of final design and preparation of bid documents should occur within approximately three months. After the required competitive construction solicitation, contracting and issuance of the NTP, we estimate construction to occur over approximately a 6–9-month period.

## REFERENCES

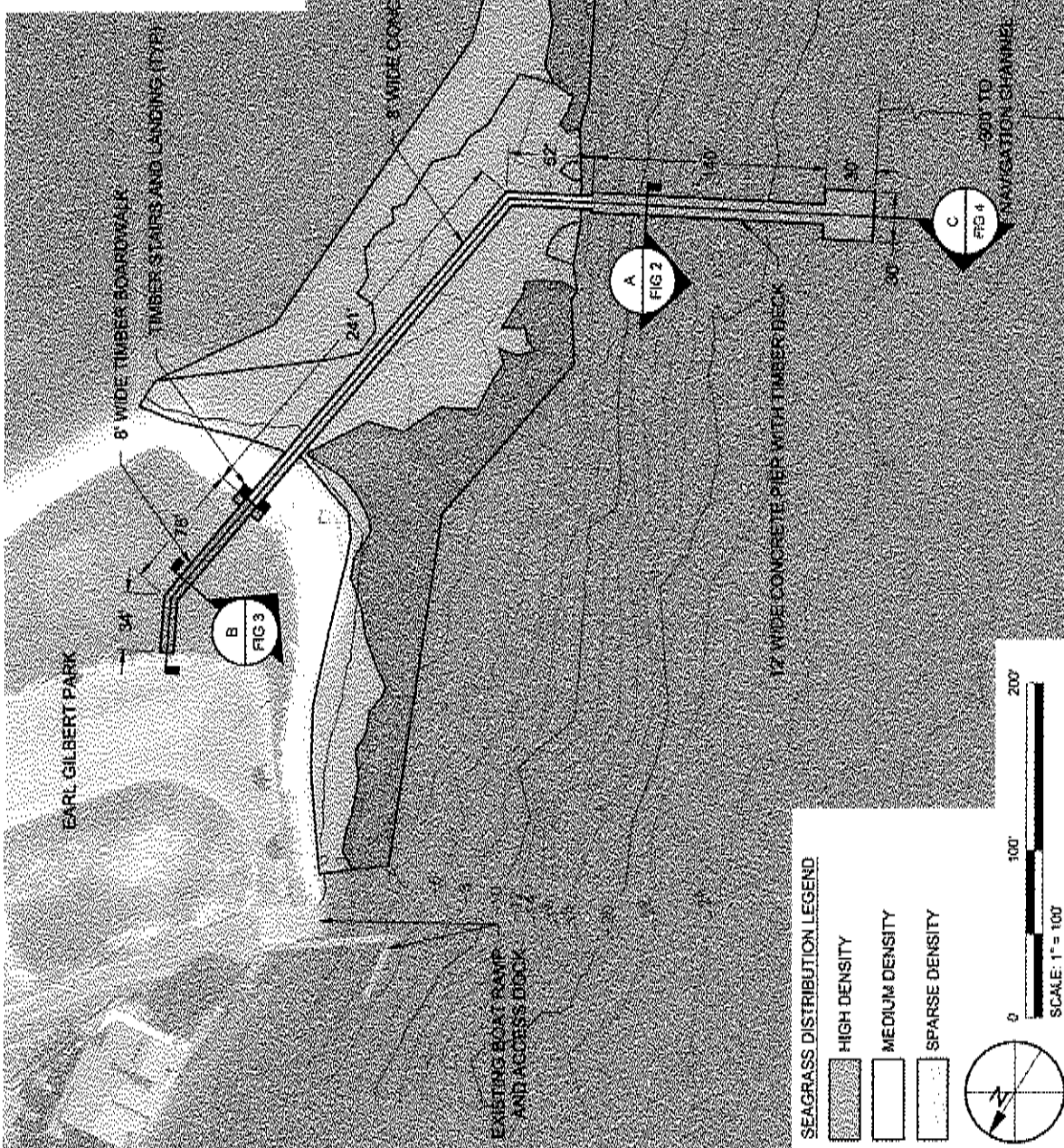
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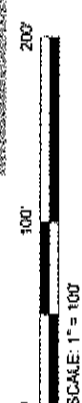
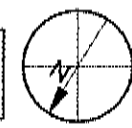
## **APPENDIX A**

### **Conceptual Design Figures**

- NOTES:
1. AERIAL REFERENCE: FDOT, 2016.
  2. BATHYMETRIC SURVEY DATA COLLECTED BY TAYLOR ENGINEERING, JANUARY 19, 2018 BASED ON ELEVATION DATUM REFERENCES IN "CONSTRUCTION PLANS FOR EARL GILBERT PARK, CITY OF PARKER, BAY COUNTY, FLORIDA, AUGUST 2016".
  3. PRELIMINARY SEAGRASS OBSERVATIONS CONDUCTED BY TAYLOR ENGINEERING, INC., JANUARY 19, 2018. QUALITATIVE BOUNDARIES AND DISTRIBUTIONS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY.
  4. ALL ELEVATIONS ARE IN FEET UNLESS NOTED OTHERWISE AND REFERENCE THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).



- SEAGRASS DISTRIBUTION LEGEND
- HIGH DENSITY
  - MEDIUM DENSITY
  - SPARSE DENSITY



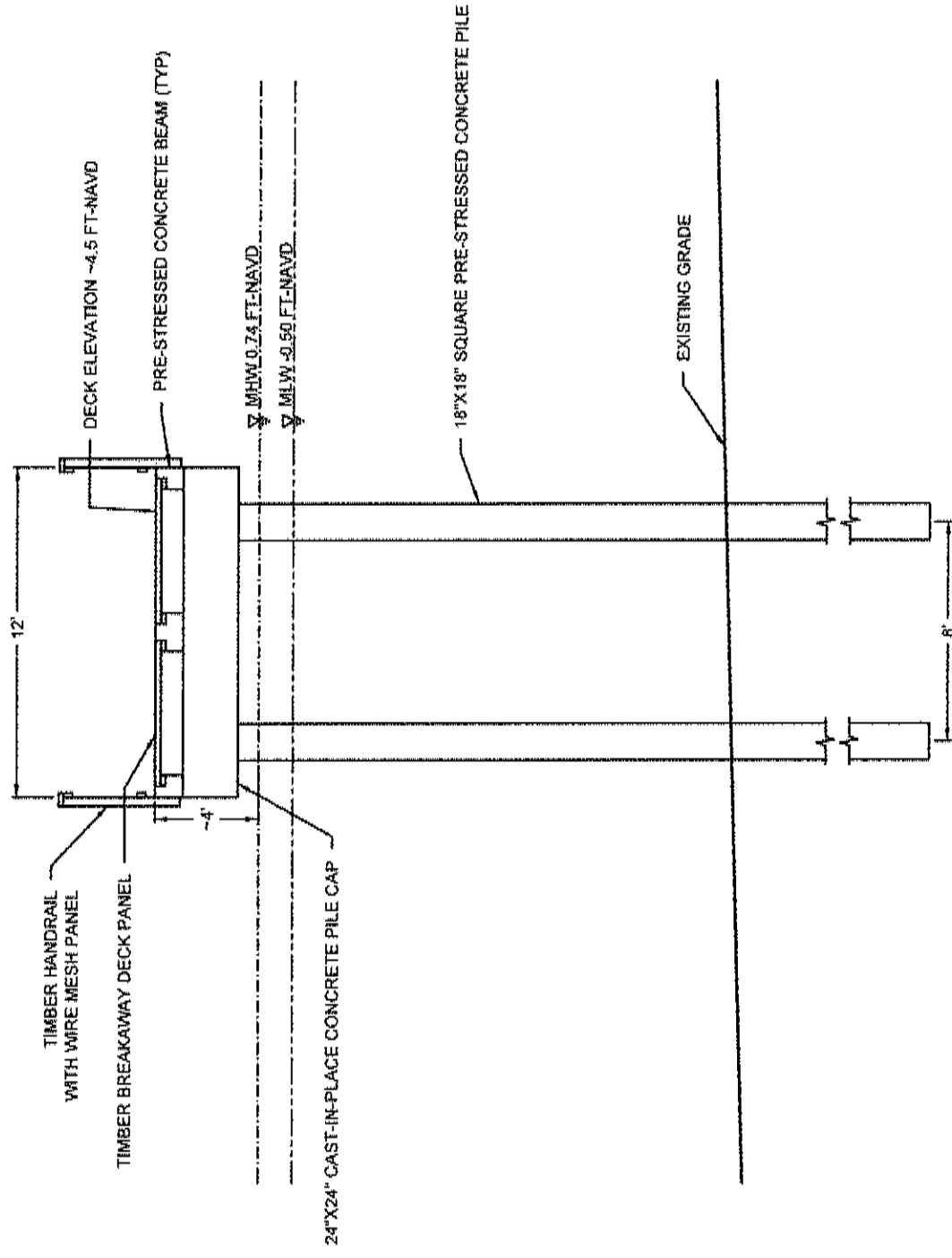
**TAYLOR ENGINEERING INC.**  
 4300 LEGENDARY DR  
 SUITE C246  
 DESTIN, FL 32541  
 CERTIFICATE OF AUTHORIZATION # 4813

FIGURE 1 - OVERVIEW  
 CONCEPTUAL PARKER PIER DESIGN  
 FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM  
 BAY COUNTY, FLORIDA

PROJECT	C2018-002	DATE	JUNE 2018
DRAWN BY	CAS	DATE	JUNE 2018
SHEET	1 OF 4	DATE	JUNE 2018
DATE	JUNE 2018	DATE	JUNE 2018

DRAFT

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.



**A**  
FIG 1  
**TYPICAL CONCRETE PIER SECTION**  
SCALE: 1" = 6'

**TAYLOR ENGINEERING INC.**  
4300 LEGENDARY DRIVE  
SUITE C246  
DESTIN, FL 32541  
CERTIFICATE OF AUTHORIZATION # 4316

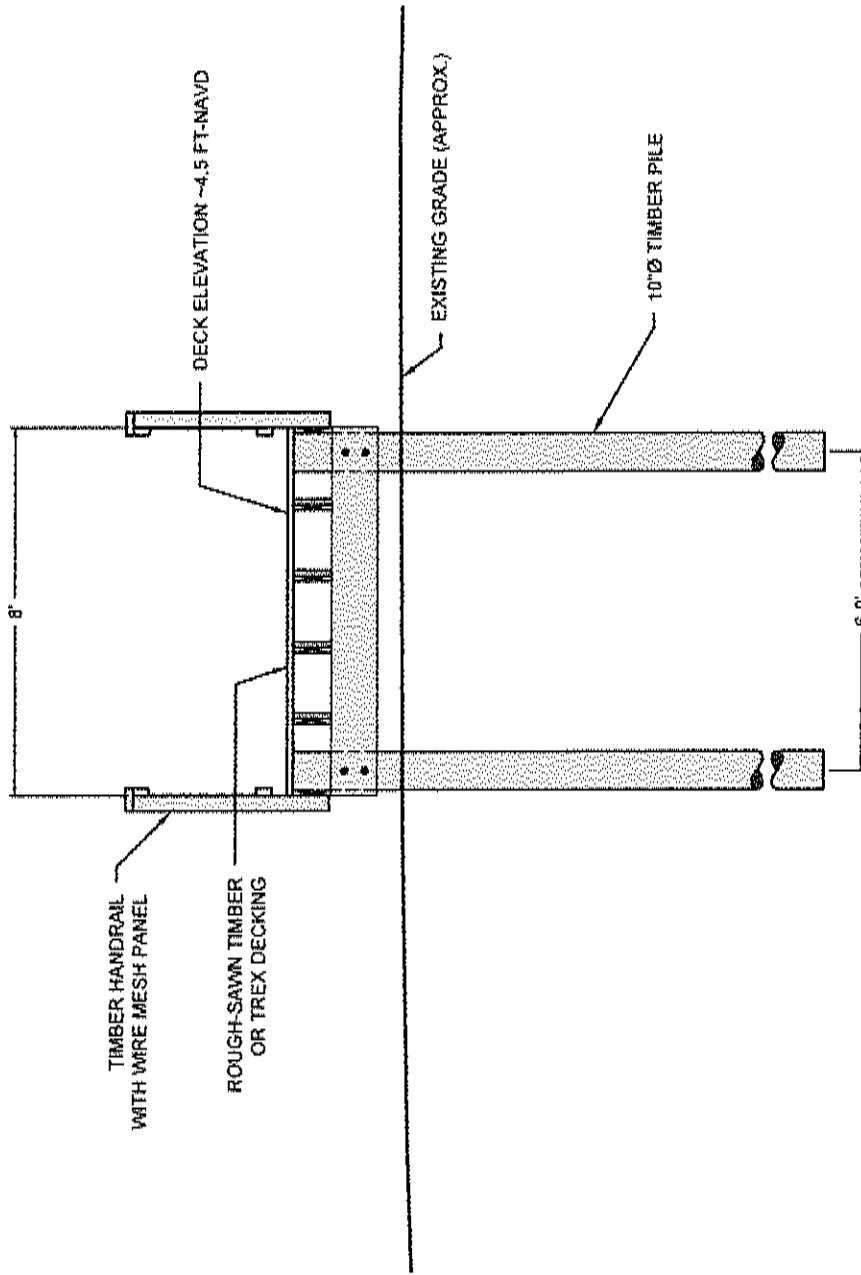
FIGURE 2 - TYPICAL PIER SECTION  
CONCEPTUAL PARKER PIER DESIGN  
FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM  
BAY COUNTY, FLORIDA

PROJECT	C2018-002	SEAL
DRAWN BY	RLJ	
SHEET	2 of 4	
DATE	APRIL 2018	

**DRAFT**

DUNCAN/CRIER P.E. # 13358

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.



**B**  
FIG 1  
TYPICAL TIMBER BOARDWALK SECTION  
SCALE: 1" = 4'

**TAYLOR ENGINEERING INC.**  
4300 LEGENDARY DRIVE  
SUITE C248  
DESTIN, FL 32541  
CERTIFICATE OF AUTHORIZATION # 4815

FIGURE 3 - TYPICAL BOARDWALK SECTION  
CONCEPTUAL PARKER PIER DESIGN  
FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM  
BAY COUNTY, FLORIDA

PROJECT	C2018-002
DESIGNED BY	RLJ
SHEET	3 OF 4
DATE	APRIL 2018

DRAFT

DATE  
DUNCAN GREEN P.E. # 63298

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

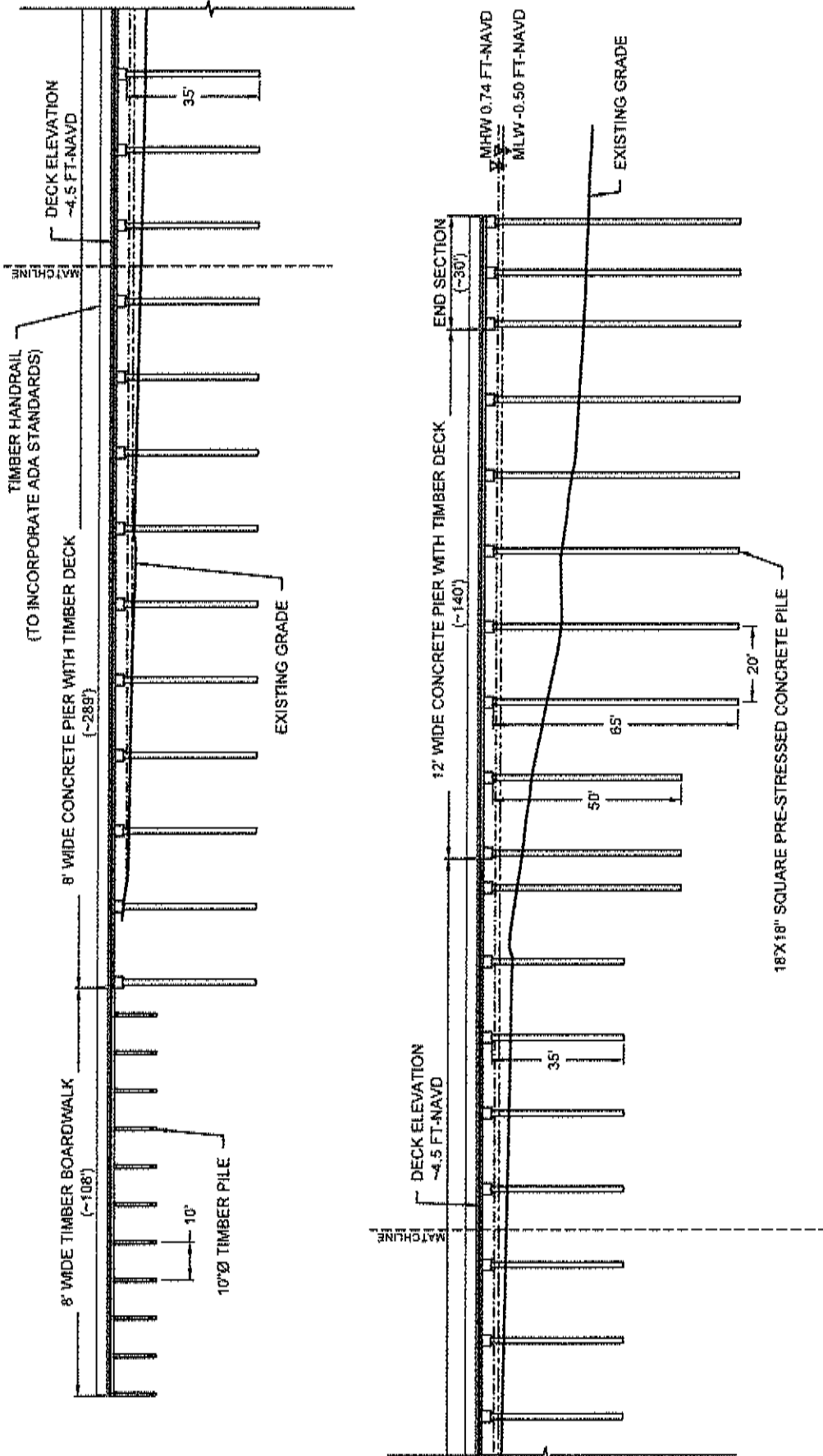


FIG 1 BOARDWALK & PIER PROFILE VIEW  
SCALE: 1" = 40'

**TAYLOR ENGINEERING INC.**  
4300 LEGENDARY DRIVE  
SUITE C246  
DESTIN, FL 32541  
CERTIFICATE OF AUTHORIZATION # 4815

FIGURE 4 - PROFILE VIEW  
CONCEPTUAL PARKER PIER DESIGN  
FDEP FISHING PIERS CONCEPTUAL DESIGN MEMORANDUM  
BAY COUNTY, FLORIDA

PROJECT	C2018-002	SEAL	<b>DRAFT</b>
DRAWN BY	RLJ		
SHEET	4 of 4		
DATE	APRIL 2018		

DATE

PRELIMINARY DRAWINGS. THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

## **APPENDIX B**

### **Opinion of Probable Construction Cost**

Client: Florida Department of Environmental Protection  
 Project: FDEP Fishing Piers Feasibility Assessment  
 Project #: C2018-002

Prepared by: MS / MD  
 Date: 7/26/2018  
 QA: DG  
 QC: JA

**Opinion of Probable Construction Cost  
 City of Parker Earl Gilbert Park Fishing Pier - Conceptual Design**

Item	Description	Unit	Estimated Qty.	Unit Price	Total Cost (\$)
<b>General Items</b>					
01	Contractor's Bonds and Insurance	LS	1	2.0%	\$ 31,800.00
02	Mobilization and Other General Conditions	LS	1	8.0%	\$ 127,000.00
03	Construction Layout and As-Built Surveys	LS	1	2.0%	\$ 31,800.00
04	Construction Quality Control Testing	LS	1	1.5%	\$ 23,800.00
05	Environmental Protection	LS	1	1.0%	\$ 15,900.00
06	Demobilization	LS	1	4.0%	\$ 63,500.00
<b>Subtotal — General Items</b>					<b>\$ 293,800.00</b>
<b>Timber Boardwalk</b>					
07	Timber Piles	LF	330	\$ 30.00	\$ 9,900.00
08	Structural Members Pile Caps and Stringers	SF	880	\$ 25.00	\$ 22,000.00
09	Install Timber Blocking	LF	228	\$ 46.00	\$ 10,500.00
10	Rough-Sawn Timber Decking	SF	880	\$ 11.00	\$ 9,700.00
<b>Subtotal — Timber Boardwalk</b>					<b>\$ 52,100.00</b>
<b>Concrete Pier with Timber Decking</b>					
11	Rough-Sawn Timber Deck Panels	SF	4,283	\$ 15.00	\$ 64,000.00
12	Cast-in-Place Pile Caps	CY	44	\$ 2,900.00	\$ 128,400.00
13	Pre-Stressed Concrete Beams	LF	1,497	\$ 250.00	\$ 374,300.00
14	Pre-Stressed Concrete Piles	LF	2,710	\$ 172.00	\$ 466,200.00
15	Installation of Handrails	LF	974	\$ 46.00	\$ 44,900.00
16	Trestle Construction and Removal	LS	1	\$ 350,000.00	\$ 350,000.00
<b>Subtotal — Concrete Pier with Timber Decking</b>					<b>\$ 1,426,800.00</b>
<b>Ancillary Items</b>					
17	Curb or Handrail Mounted Lighting	LS	1	\$ 100,000.00	\$ 100,000.00
18	Benches	EA	8	\$ 1,250.00	\$ 10,000.00
<b>Subtotal — Ancillary Items</b>					<b>\$ 110,000.00</b>
<b>GRAND TOTAL \$</b>					<b>1,881,700.00</b>
Contingency (+15%) \$					<b>2,184,000.00</b>

**General Notes:**

- Taylor Engineering developed this opinion of probable construction cost based on the FDEP Fishing Piers Feasibility Study, Conceptual Parker Pier Design Drawings dated April, 2018.
- The estimate above is based on a conceptual design developed using engineering judgement with limited available background data. Taylor Engineering anticipates that the cost estimates will require refinement during the preliminary design, following detailed coastal conditions assessments and data collection required for structural design (e.g. geotechnical data collection, utilities location, boundary and topographic survey, etc.) and regulatory permitting (e.g. submerged aquatic vegetation, natural resource surveys, etc.).
- The estimate above excludes ancillary items (e.g. shade sails, etc.) and associated utilities requirements which may be incorporated during final design. Additionally, the estimate does not include costs that may be required to conform upland infrastructure to ADA or state and local code requirements (e.g. changes to parking, accessibility, etc.).
- The estimate above does not include "soft" costs required for construction of the project. These associated costs include, but are not limited to, survey and geotechnical data collection, natural resource surveys, potential natural resource impact mitigation, detailed coastal conditions analyses, preliminary and final engineering design, regulatory permitting, and construction phase engineering services.
- The estimated materials quantities and unit costs represent Taylor Engineering, Inc. best judgment as a professional design firm familiar with the type of construction proposed. Taylor Engineering, Inc. has no control over the availability or cost of labor, equipment or materials, market conditions, or the Contractor's methods of pricing. Accordingly, Taylor Engineering, Inc. makes no warranty, express or implied, that the actual bids or negotiated prices will not vary from this Opinion of Probable Cost.
- All costs rounded up to the nearest \$100.



## CITY OF PARKER AGENDA ITEM SUMMARY

**1. DEPARTMENT MAKING REQUEST/NAME OF PRESENTER:**

Utilities / Tony Summerlin

**2. MEETING DATE:**

August 21, 2018

**3. REQUESTED MOTION/ACTION:**

Approve task order for design of Watermain Project

**4. IS THIS ITEM BUDGETED (IF APPLICABLE)**

YES

☐

NO

☐

N/A

☐

**5. BACKGROUND: (PROVIDE HISTORY; WHY THE ACTION IS NEEDED; WHAT GOAL WILL BE ACHIEVED FOR THE CITY)**

The City has been approved by SRF to begin design of this major water distribution project. The design phase is \$162,000, half of which will be a grant and the other half to be a 10 year loan. To move forward, the City only needs to approve the task order. It is anticipated that the construction phase of the project (\$2.2 million) may begin in mid to late 2019. Once completed, the project will improve water pressure and flow in two primary areas: near the firehouse and on South Tyndall Parkway. The Fire Chief believes this improvement may allow our fire department to achieve ISO 3 rating.

AGENDA ITEM # 2



Dewberry Engineers Inc. | 850.227.7200  
324 Marina Drive | 850.227.7215 fax  
Port Saint Joe, FL 32456 | [www.dewberry.com](http://www.dewberry.com)

August 8<sup>th</sup>, 2018

VIA E-MAIL ([richmusgrave@cityofparker.com](mailto:richmusgrave@cityofparker.com))

Mayor Richard Musgrave  
City of Parker  
1001 West Park Street  
Parker, FL 32404

**RE: Task Order for the City of Parker Water System Improvements**

Dear Mr. Musgrave,

Dewberry is pleased to provide you with this Task Order for professional services for the *City of Parker's Water System Improvements*.

It is our understanding that this Task Order is for planning, design, and administration services to meet the requirements of the State Revolving Fund Drinking Water program with the intent of securing future funding for construction.

A detailed scope of work labeled as **Attachment A**, is attached and details our scope of services and associated fees. All terms and conditions of this Task Order shall be governed by the terms and conditions in the current continuing services contract between City of Parker and Dewberry.

Dewberry proposes to provide the services described in the attached Scope of Work (**Attachment A**) for a lump sum fee of **\$162,075.00**.

If you have any questions or need additional information, please contact us at (850) 571-1175 or you may e-mail me at [dbautista@dewberry.com](mailto:dbautista@dewberry.com).

Sincerely,  
**DEWBERRY**

B. Dina Bautista, P.E.  
Senior Project Manager

cc: Mr. Clay Smallwood, PE, Senior Associate, [csmallwood@dewberry.com](mailto:csmallwood@dewberry.com)  
Ms. Missy Ramsey, DPR, Accounting/Finance (w/attachments via [mramsey@dewberry.com](mailto:mramsey@dewberry.com))

K:\50102147 Parker Water System Improvements\Proposal\cover letter.docx

Attachment A  
Scope of Work/Agreement

August 8<sup>th</sup>, 2018

This Agreement is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, between the City of Parker known hereinafter as CLIENT, and Dewberry Engineers Inc. d/b/a Dewberry.

This Agreement defines the terms under which Dewberry shall provide professional services to CLIENT.

**SCOPE OF PROFESSIONAL SERVICES**

**PLANNING**

Dewberry will prepare a Facilities Plan of the City's water system to comply with the requirements of the State Revolving Fund (SRF) Drinking Water Program requirements. This planning effort will include the following elements:

1. Analysis of the City's existing water infrastructure including condition and capacity.
2. Analysis of the City's projected water demand based on anticipated growth and potential development.
3. Identify areas which require improvement and increased capacity based on projected future demand.
4. Development of alternatives and anticipated cost of each alternative for improvements to address the City's water infrastructure.
5. Analysis of potential environmental effects of the identified improvements.
6. A recommendation of the desired alternative for infrastructure improvements.
7. Dewberry will assist the City with a financial feasibility study of the selected alternative including a Business Plan.
8. Dewberry will assist the City to hold a public meeting for discussion and approval of the planning document and the desired alternative selected for infrastructure improvements.
9. Dewberry will submit the Facilities Plan (planning document) to the state and respond to SRF on Requests for Additional Information or comments raised by Federal Regulatory Agency reviews.

**DESIGN**

After City and SRF approval of the Facilities Plan, Dewberry will perform water system modeling and design for the water system improvements identified as the desired alternative in the approved Facilities Plan. The project and scope of improvements will be based on the approved planning study prior to design. Dewberry will perform the following services under the design task:

1. Topographic and boundary survey to establish right of way lines and easements for the determined project area.
2. Testing and modeling of the City's existing and proposed water system within the project area.
3. Prepare construction plans based on the modeling and design.
4. Obtain FDEP and utility permits as necessary within the project area.
5. Dewberry will respond to all Requests for Additional Information issued by permitting agencies and SRF staff during application review.

**ADMINISTRATION**

After SRF has approved the Facilities Plan and Design of the water system improvements, Dewberry will assist the City in securing funding for the construction phase of the project. This task will include the following administration services:

1. Prepare and submit a Request for Inclusion for construction phase SRF Drinking Water funding.

2. Dewberry will assist the City in preparing the SRF loan application and associated attachments.

We propose to perform the above scope of services for a lump sum fee of **\$162,075.00**.

Services not included in this proposal are as follows:

1. NPDES permitting.
2. Bidding and Construction phase services.
3. Negotiation of new City easements.

Please note the exclusions listed above.

We sincerely appreciate you are giving Dewberry the opportunity to be of service to you.

If you have any questions or need additional information, please contact us at (850) 571-1175 or you may e-mail me at [dbautista@dewberry.com](mailto:dbautista@dewberry.com).

**DEWBERRY**

Address for Correspondence:

324 Marina Drive  
Port St. Joe, FL 32456

By:  \_\_\_\_\_

Name and Title: Clay Smallwood, PE, Senior Associate

Date: August 8<sup>th</sup>, 2018

**City of Parker**

Address for Correspondence:

1001 West Park Street  
Parker, FL 32404

By: \_\_\_\_\_

Name and Title: \_\_\_\_\_

Date: \_\_\_\_\_

cc: Ms. Dina Bautista, PE, Senior Project Manager; [dbautista@dewberry.com](mailto:dbautista@dewberry.com)  
Ms. Missy Ramsey, DPR, Accounting/Finance (w/attachments via [mr Ramsey@dewberry.com](mailto:mr Ramsey@dewberry.com))



## CITY OF PARKER AGENDA ITEM SUMMARY

**1. DEPARTMENT MAKING REQUEST/NAME OF PRESENTER:**

Code Enforcement/Attorney Tim Sloan

**2. MEETING DATE:**

August 21, 2018

**3. REQUESTED MOTION/ACTION:**

To approve the non-ad valorem assessment roll for 2018

**4. IS THIS ITEM BUDGETED (IF APPLICABLE)**

YES ☐ NO ☐ N/A ☒

**5. BACKGROUND: (PROVIDE HISTORY; WHY THE ACTION IS NEEDED; WHAT GOAL WILL BE ACHIEVED FOR THE CITY)**

The information attached is for the unpaid nuisance abatement amounts which have been previously assessed against certain properties. These are now resulting in non-ad valorem assessments to be collected on the property tax bill. There are 7 properties on the roll to approve.

City of Parker  
2017 -18 Non-Ad Valorem Assessments  
For Bay County, Florida's 2018 Tax Rolls

Owner	Address	Parcel ID#	Amount	Billing Date
George D & Lillian J Navarre	123 CHERI LN	25249-361-000	\$50.00	6/28/2018
Jerome Oliver	122 CHERI LN	25249-141-000	\$50.00	6/28/2018
Anthony Smith	120 CHERI LN	25249-143-000	\$50.00	6/28/2018
Anthony Smith	131 CHERI LN	25249-322-000	\$50.00	6/28/2018
Perry Williams, Jr.	4809 Lakewood Dr N	25064-000-000	\$996.75	11/13/2017
Walter Jason Wilson	5152 Marla Dr.	25179-020-000	\$882.26	11/8/2017
Walter Jason Wilson	5152 Marla Dr.	25179-020-000	\$463.63	6/28/2018
Aurang Zeb	140 CHERI LN	25249-180-000	\$50.00	6/28/2018
Total Revenue			\$2592.64	