



Meeting Agenda
Thursday, May 15, 2025

7:00 PM

REGULAR MEETING

Cocoa Beach City Hall
2 S Orlando Avenue
Cocoa Beach, FL 32931

WELCOME

Meeting re-broadcasts on: Spectrum - Channel 499 and www.cityofcocoabeach.com.
Meeting Video Archives: www.cityofcocoabeach.com

Packets: Packets are on the City's website (www.cityofcocoabeach.com) and at Commission meetings

Rules of Order: Robert's Rules of Order and the Florida Sunshine Law govern the conduct of our meeting

Speaking Courtesy Rules:

- The Commission accepts relevant comments.
- A time limit of three minutes is imposed on each speaker. If speaking for a group, the Commission may grant an additional three minutes
- Please direct comments and questions through the Mayor
- Complete speaker cards are required for each of the items you wish to address. Submit the card to the City Clerk prior to the introduction of the item. Speaker Cards are available in the rear of the Commission Room and in the City Clerk's office prior to the meeting. The purpose of the card is to obtain the spelling of your name, contact information if follow-up is needed, and provide for efficient meeting administration
- Upon being recognized by the Mayor, please approach the dais, state your name and address, and speak into the microphone

Approval Of Order Of Business:

Note: Members of the public, Commission and Staff may remove items from the Consent Agendas, if they wish to discuss them. Requests for removal need to be made known to the City Commission under the Approval of the Order of Business, at the beginning of the meeting

Appealing a Decision:

Any person desiring to appeal any decision made by the City Commission, with respect to any matter considered at such meeting or hearing, will need a record of the proceedings and for such purposes must ensure that a verbatim record and transcript of the proceeding is made in a form acceptable for official court proceedings, which record includes the testimony and evidence upon which the appeal is to be based. It shall be the responsibility of the person desiring to appeal any decision to prepare a verbatim record and transcript at his/her own expense as the City does not provide one

American with Disabilities Act:

ATTN: PERSONS WITH DISABILITIES. In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing special accommodations to participate in this proceeding shall, at least forty-eight (48) hours prior to the meeting, contact the Office of the City Clerk at (321) 868-3286; Florida Relay Service (800) 955-8771 (TDD); or (800) 955-8770 (Voice) or 711.

THANK YOU for participating in your Cocoa Beach City Government.

A. MEETING CALLED TO ORDER

1. Pledge of Allegiance
2. Invocation by Keith Capizzi, Club Zion
3. Roll Call

B. APPROVAL OF THE AGENDA

(Note: Members of the public, Commission and Staff may remove items from the Consent Agendas if they wish to discuss them. Requests for removal need to be made known to the City Commission under the Approval of the Order of Business, at the beginning of the meeting.)

C. PUBLIC COMMENTS

Comments will be heard on items that do not appear on the agenda of this meeting. Citizens will limit their comments to three (3) minutes. Per Commission Procedures, the City Commission will not take any action or discuss items brought up under the "Public Comment" section of the agenda. The City Commission may schedule such items as regular agenda items and act upon them in the future.

D. STAFF REPORTS AND ANNOUNCEMENTS

E. CITY ATTORNEY REPORTS AND ANNOUNCEMENTS

F. CITY COMMISSION REPORTS AND ANNOUNCEMENTS

G. CONSENT AGENDA

1. Approve the May 1, 2025 Commission Meeting Minutes
Staff Representative: City Clerk Department

Recommendation: Approve

2. Approve the property owner of 142 Minutemen Causeway to encroach its development's brick paver walkway into FDOT right-of-way. The pavers in this area are maintained by the City of Cocoa Beach Public Works Department through an interlocal agreement with FDOT. FDOT is requesting documentation from the City of Cocoa Beach stating they approve the addition of the pavers as a condition of FDOT Permit # 2025-L-590-00001. As a condition of approval, the City will be named as an additionally named insured on the general liability insurance policy (no less than \$1,000,000) of the property owner.

Staff Representative: Brad Kalsow, Public Works & Water Reclamation Director

Recommendation: Approve

3. Accept the following Proclamation -

- Space Coast Day - July 24, 2025, requested by Sabra Gossett, Curator Cape Canaveral Space Force Museum.

4. PULLED 5/15/2025 -

~~Approval to award continuing services contracts to the following firms in response to RFQ CB25-004 Continuing General Contracting & Construction Services -~~

- ~~• 8-KOI~~
- ~~• C&D Construction~~
- ~~• C&D Industrial Maintenance~~
- ~~• Canaveral Construction~~
- ~~• Carr & Collier Inc.~~
- ~~• Doug Wilson Construction~~
- ~~• Gregori Construction~~
- ~~• Gulf Coast Underground~~
- ~~• Jobear Contracting~~
- ~~• Medley Sports Construction~~
- ~~• Roques Concrete & Construction~~
- ~~• SanPik Inc.~~
- ~~• Scorpio~~
- ~~• Universal Contracting & Construction~~
- ~~• W&J Construction~~
- ~~• Zulu Marine~~

Staff Representative: Scott Maxim, Capital Projects Director

Recommendation: Approve

H. ITEMS REMOVED FROM THE CONSENT AGENDA

I. UNFINISHED BUSINESS

1. Marina Feasibility Study

- A. Discuss Marina Feasibility Study.
- B. Requesting the Commission to provide a path forward for staff regarding next steps for the Marina.

Staff Representative: Wayne Carragino, City Manager and Morgan Zuhlke, Stormwater Utility Manager
Recommendation: Provide direction

2. Discuss and inform members of the commission on regulatory options regarding e-bikes to improve safety.

Staff Representative: Wes Mullins, Chief of Police
Recommendation: Discuss

J. NEW BUSINESS

1. Approve the scope of services for engineering, design, permitting, and bidding services in the amount of \$60,572.00 for the Cocoa Isle Bioretention Area Project. This is a budgeted item.

Staff Representative: Morgan Zuhlke, Stormwater Utility Manager
Recommendation: Approve

2. Approve the Water Rescue Technician Course provided by the Cocoa Beach Fire Department and offered to other outside agencies on Water Rescue techniques.

Staff Representative: Justin Grimes, Fire Chief
Recommendation: Approve

K. GENERAL PUBLIC COMMENT

(Only if not accommodated in the 30-minute Public Comment period earlier)

L. ADJOURNMENT

CITY OF COCOA BEACH
CITY COMMISSION
MINUTES May 1, 2025

A. MEETING CALLED TO ORDER

Mayor Capizzi called the meeting to order at 7:00 PM.

1. Pledge of Allegiance
2. Invocation by Mark Wodka, Reverend, Space Coast Seafarers Ministry
3. Roll Call

Commission Members Present:

Mayor Keith Capizzi
Vice-Mayor Skip Williams
Commissioner Tim Tumulty
Commissioner Jeremy Hutcherson
Commissioner Joshua Jackson

Administrative Members Present:

City Attorney Becky Vose
City Manager Wayne Carragino - (on the phone)
City Clerk Karin Grooms
Fire Chief Justin Grimes
Development Services Dave Dickey
Deputy Finance Director Devan Taly
Finance Director Hana Juman
Human Resources Cindy DePina
Police Chief Wes Mullins
Project Manager Scott Maxim
Stormwater Utility Manager, Morgan Zuhlke
Water Rec/ Public Works Director Brad Kalsow
Information Technology Lauren Domenech
Information Technology Mike Ledesma
Information Technology Tristan Takacs
Deputy Police Chief Kris Kuehn
Operations Manager Bill Collings

B. APPROVAL OF THE AGENDA

(Note: Members of the public, Commission and Staff may remove items from the Consent Agendas if they wish to discuss them. Requests for removal need to be made known to the City Commission under the Approval of the Order of Business, at the beginning of the meeting.)

MOTION BY WILLIAMS/TUMULTY

I MOVE TO APPROVE THE AGENDA

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

C. SPECIAL PRESENTATIONS

1. Cocoa Beach Vulnerability Assessment
Representative: Applied Ecology & Geosyntec

Representatives from Geosyntec and Applied Ecology presented the Cocoa Beach Vulnerability Assessment.

Dr. Leesa Souto provided an overview of the work completed so far by Geosyntec and Applied Ecology as part of the study. She shared the findings regarding the current state of the stormwater system in the City of Cocoa Beach.

She also explained the adaptation planning process and the current status of the teams' progress. She noted that the assessment aims to answer three key questions: where flooding will occur under different storm scenarios, how deep the flooding will be, and to what extent city assets will be impacted.

Vice-Mayor Williams referenced the map displayed during the presentation, pointing out an area of flooding that did not appear on the map. Dr. Souto responded by explaining the ground-truthing process used to validate the models. She noted that the survey data provided serves as the source of information.

She defined the critical asset inventory defined by Florida Statute 380.09. Noted the state is looking at transportation assets, critical infrastructure, community and emergency facilities and cultural and natural assets.

Dr. Souto continued her presentation, explaining each section and the data that has been collected so far.

The Commission inquired about the number of parks listed on one of the presentation slides. It was clarified that the beach crossovers were included in the count shown on the slides.

D. PUBLIC COMMENTS

No public comments.

E. STAFF REPORTS AND ANNOUNCEMENTS

Mr. Wayne Carragino, City manager, noted the executed agreement with Schindler to correct the parking garage elevator. He also noted a tentative meeting May 20th with the GSA for the Ocean Beach property. Mentioned the city is at the top of the list for the property.

F. CITY ATTORNEY REPORTS AND ANNOUNCEMENTS

The city attorney has nothing to report.

G. CITY COMMISSION REPORTS AND ANNOUNCEMENTS

Commissioner Jackson noted that he had provided a packet to the commission concerning the agenda.

H. CONSENT AGENDA

MOTION BY WILLIAMS/JACKSON

I MOVE TO APPROVE

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

1. Approve the April 17th, 2025, Commission Meeting Minutes
Staff Representative: City Clerk Department
Recommendation: Approve
2. Cancel the July 3rd City Commission Meeting
Staff Representative: Wayne Carragino, City Manager
Recommendation: Approve
3. BOARD APPOINTMENT: Space Coast Transportation Planning Organization (TPO) Citizen's Advisory Board Member
Applications Received: Erin Murphy
Per Agreement, Cocoa Beach/Cape Canaveral share Voting Delegates on the Transportation Planning Organization. For 2025, the Voting Delegate is Cocoa Beach. Cape Canaveral is designated as the alternate
Staff Representative: City Clerks Office
Recommendation: Approve

I. ITEMS REMOVED FROM THE CONSENT AGENDA

J. UNFINISHED BUSINESS

1. Tabled on April 17th, 2025; Requesting the Commission to provide a path forward for staff regarding hiring for the City Manager position. Potential costs incurred for filling this position is unbudgeted for FY 2025.
Effective August 31, 2025, City Manager, Wayne Carragino, will be retiring from the City of Cocoa Beach after 17 years of service.
Representative: Becky Vose, City Attorney
Recommendation: Provide direction to move forward

Ms. Becky Vose, City Attorney, noted she placed the item on the agenda. She reported that she obtained quotes from firms to conduct a full search for the city. She mentioned the availability of a piggyback agreement and identified proposals from Colin Baenziger & Associates, Baker Tilly, and Public Sector Executive Recruitment. She noted that the costs for Baker Tilly, and Public Sector Executive Recruitment include additional expenses such as travel, which are not included in the base agreement.

MOTION BY WILLIAM / JACKSON

I MOVE TO ENTER INTO PIGGYBACK CONTRACT WITH THE EXECUTIVE SEARCH FIRM WITH COLIN BAENZIGER & ASSOCIATES WITH THE TOWN ORANGE PARK ALL INCLUSIVE FOR \$32,500.

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

Mayor Capizzi suggested the option of conducting the search in-house. Ms. Vose advised that staff resources are limited and that some staff members may apply for the

position, creating a potential conflict. She noted that background checks are beyond the scope of available staff, and the only staff member with the necessary skill set has expressed interest in applying.

Vice-Mayor Williams spoke on Colin Baenziger group and how they were used with previous city manager searches. He explained the process of how they will work and gathers information that is available. He encouraged any employee to apply.

Commissioner Hutcherson noted he sent something out for his requirements for the next City Manager. He noted that there were 8 bullet points for qualifications. Vice-Mayor Williams requested it be forwarded to the city clerk for record.

2. Approve the Beach Island Resort Parking Agreement Amendment
Staff Representative: Hana Juman, Finance Director
Recommendation: Approve

MOTION BY WILLIAMS/HUTCHERSON

I MOVE TO APPROVE

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

The commission noted this item was discussed at the previous commission meeting.

3. Adopt Resolution 2025-08, A Resolution of the City Commission of the City of Cocoa Beach, Florida, adopting Stormwater fees and method for charging, and providing for interpretation and for an effective date.

Adoption of the rates presented in the Stormwater System Rate Review will allow SRF rate covenant requirements to be met and significantly assist in promoting financial sustainability in the Stormwater Fund and support maintenance and improved stormwater management within the City.

Staff Representative: Morgan Zuhlke, Stormwater Utility Manager
Recommendation: Adopt

MOTION BY WILLIAMS/JACKSON

I MOVE TO APPROVE

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

Vice-Mayor Williams inquired about the meaning of the acronym "ERU." Ms. Vose explained that it stands for Equivalent Residential Unit.

Vice-Mayor Williams also asked for clarification on the resolution, specifically regarding the figures presented and the rate change to \$19.66 per unit.

Ms. Morgan Zuhlke, Stormwater Utility Manager, explained the differences between the current resolution and the previous one.

Mayor Capizzi explained the necessity of raising the stormwater rate to support loans required for upcoming projects. Commissioner Jackson noted that the increase would

help protect the city's insurance rates. Mayor Capizzi added that while he does not favor raising rates, the increase is necessary.

Vice-Mayor Williams asked about the cost of the rate study; no information was available at the time.

Ms. Janice Scott requested an overview of the rate increase.

Ms. Zuhlke outlined ongoing stormwater projects and their current status. She also noted future projects and referenced state statutes that will need to be addressed as part of the stormwater program.

Vice-Mayor Williams commended Ms. Zuhlke for her detailed knowledge of the projects without referring to notes.

K. NEW BUSINESS

1. Acceptance of the School Board of Brevard County Resolution 2025-01 and Approval of Amended Interlocal Agreement with Brevard County School Board – Ramp Road Park

On April 22, 2025, the Brevard County School Board approved the transfer of ownership of the stormwater pond at Ramp Road Park to the City of Cocoa Beach via Resolution 2025-01. Additionally, the School Board approved an amendment to the existing Interlocal Agreement with the City regarding Ramp Road Park, located on Freedom 7 School property. The Quit Claim Deed will be provided at a later date.

Staff is requesting:

- A. Accept the School Board of Brevard County Resolution 2025-01 provided by the Brevard County School Board for Ramp Road Park located on Freedom 7 School property.
- B. Approve the Amendment to the Interlocal Agreement by and between the School Board of Brevard County and the City of Cocoa Beach, Florida relating to Ramp Road Park.

Staff Representative: Morgan Zuhlke, Stormwater Utility Manager

Recommendation: Accept

CITY ATTORNEY READ ITEM K1A.

MOTION BY WILLIAMS/HUTCHERSON

I MOVE TO ACCEPT

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

CITY ATTORNEY READ ITEM K1B

MOTION BY WILLIAMS/HUTCHERSON

I MOVE TO APPROVE THE INTERLOCAL AGREEMENT

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

2. Approve the scope of services for engineering and design in the amount of \$168,756 for the Wastewater Treatment Plant Clarifier Rehabilitation Project. This is a budgeted item and the project is eligible for State Revolving Fund Loans.
Staff Representative: Brad Kalsow, Public Works & Water Reclamation Director
Recommendation: Approve

MOTION BY WILLIAMS/JACKSON

I MOVE TO APPROVE

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

3. Adopt Resolution 2025-09, A Resolution OF THE CITY COMMISSION OF the City of Cocoa Beach, Florida, enacting a moratorium on the enforcement of the city sign ordinance relating to non-commercial signs for the sixty days before any election in Brevard County, Florida, and ending three days after such election; providing limitations; AND PROVIDING AN EFFECTIVE DATE --ADDED 4/30/2025
Staff Representative: David Dickey, Development Services Director
Recommendation: Adopt

MOTION BY WILLIAMS/JACKSON

I MOVE TO APPROVE

VOICE VOTE ON THE MOTION CARRIED UNANIMOUSLY.

Mayor Capizzi discussed the current requirements for elections and the rules regarding signage. Vice-Mayor Williams noted that a permit is required for signage larger than the standard allowance.

Ms. Vose clarified the regulations for commercial signage and addressed violations related to signage.

Commissioner Jackson stated that the intent is to reduce stress and the administrative burden on staff.

Commissioner Tumulty commented on the timing of the changes and clarified that no other rules are being altered, emphasizing the goal is simply to clean up election-related signage.

L. GENERAL PUBLIC COMMENT

(Only if not accommodated in the 30-minute Public Comment period earlier)

M. ADJOURNMENT

The meeting was adjourned at 7:39 pm.

Keith Capizzi, Mayor-Commissioner

Karin Grooms, City Clerk

City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

Public Works /
Brad Kalsow, Director of Water Reclamation

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Approve the property owner of 142 Minutemen Causeway to encroach its development's brick paver walkway into FDOT right-of-way. The pavers in this area are maintained by the City of Cocoa Beach Public Works Department through an interlocal agreement with FDOT. FDOT is requesting documentation from the City of Cocoa Beach stating they approve the addition of the pavers as a condition of FDOT Permit # 2025-L-590-00001. As a condition of approval, the City will be named as an additionally named insured on the general liability insurance policy (no less than \$1,000,000) of the property owner.

Staff Representative: Brad Kalsow, Public Works & Water Reclamation Director

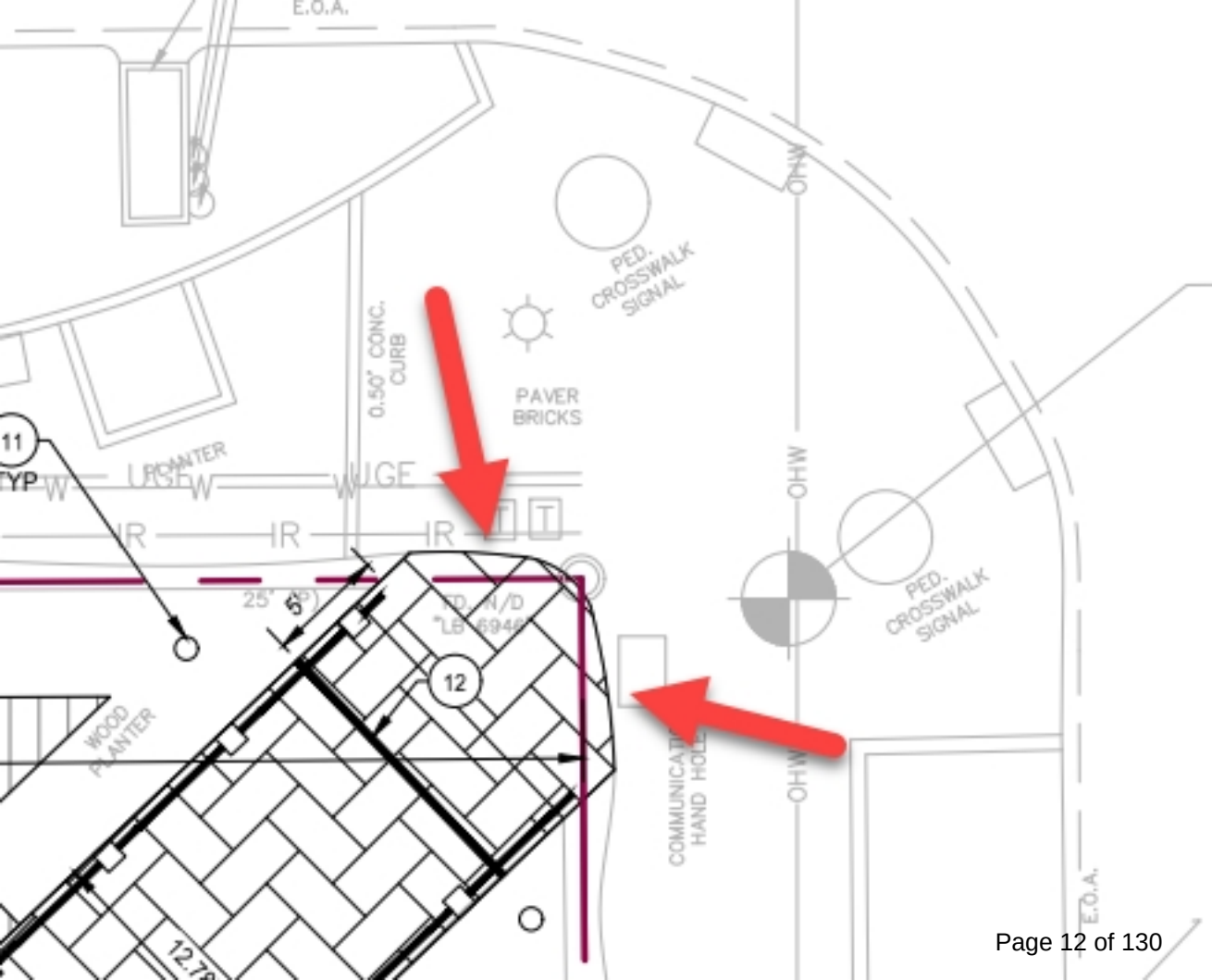
Recommendation: Approve

IS THIS ITEM BUDGETED (IF APPLICABLE)?

N/A

BACKGROUND:

The property owner of 142 Minutemen Causeway has submitted an FDOT permit application, Permit # 2025-L-590-00001, to install brick pavers within the FDOT right-of-way. As a condition of the permit, FDOT reviewers are requesting: "Submit documentation from the City of Cocoa Beach stating that they approve of your additions to their current agreement with FDOT to maintain the paver bricks at the intersection of Minutemen Cswy. and SR A1A." The City of Cocoa Beach has an interlocal agreement with FDOT for the maintenance of the sidewalk pavers within the FDOT right-of-way in this area.





City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

City Manager /
Wayne Carragino, City Manager

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Accept the following Proclamation -

- Space Coast Day - July 24, 2025, requested by Sabra Gossett, Curator Cape Canaveral Space Force Museum.

IS THIS ITEM BUDGETED (IF APPLICABLE)?

BACKGROUND:

Proclamation



WHEREAS, on July 24, 1950, at 9:28 a.m., a small group of scientists, engineers and technicians accelerated America into the space age by successfully launching a modified V-2 rocket, Bumper 8, from the sands of Cape Canaveral;

WHEREAS, today, 75 years after that historic event, thousands of launches have been conducted by military, NASA, and private contractors for national security, scientific and commercial purposes;

WHEREAS, the missile program led to the deployment of such missions as America's first satellite, Explorer I, orbiting the Earth in 1958, Alan Shepard riding the first manned Mercury capsule in 1961, John Glenn orbiting the Earth in 1962, and Apollo 11 landing on the moon in 1969. Further ventures include probes traveling to other planets and journeying outside the solar system. The Space Shuttle, an overwhelmingly successful manned space program, and a permanent human presence in space aboard the International Space Station;

WHEREAS, many of these launches began their journey from Cape Canaveral Space Force Station;

WHEREAS, the use of space has had an immense impact on the world, from wireless capabilities to weather prediction, from medical advancements to global navigation, and beyond;

WHEREAS, currently, inactive launch complexes are being rejuvenated for a new generation of launch vehicles to support space exploration and the increased commercial application of space;

WHEREAS, the launch of Bumper 8 had national implications as it set the stage for the development of the World's Premier Gateway to Space;

Now, Therefore, I, Mayor Keith Capizzi, do hereby declare July 24, 2025, to be

Space Coast Day

I urge all residents to observe this day in honor of the first launch from Cape Canaveral. Space discoveries are the result of many episodes, people. Many days of inspiration, frustration, and elation, resulting from dreams, visions, foresight, and personal contributions from many walks of life. All this began with one launch on July 24, 1950, at Cape Canaveral.

Keith Capizzi
Mayor

Karin Grooms
City Clerk

City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

City Manager /
Scott Maxim, Project Manager

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

PULLED 5/15/2025 -

~~Approval to award continuing services contracts to the following firms in response to
RFQ CB25-004 Continuing General Contracting & Construction Services -~~

- ~~• 8-KQi~~
- ~~• C&D Construction~~
- ~~• C&D Industrial Maintenance~~
- ~~• Canaveral Construction~~
- ~~• Carr & Collier Inc.~~
- ~~• Doug Wilson Construction~~
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- ~~• Roques Concrete & Construction~~
- ~~• SanPik Inc.~~
- ~~• Scorpio~~
- ~~• Universal Contracting & Construction~~
- ~~• W&J Construction~~
- ~~• Zulu Marine~~

~~Staff Representative: Scott Maxim, Capital Projects Director~~

~~Recommendation: Approve~~

IS THIS ITEM BUDGETED (IF APPLICABLE)?

BACKGROUND:

Continuing services contracts with multiple general contractors & construction firms provides the City with a wide range of professional services to pull from and streamlines the process, saving staff time and allowing us to complete projects much quicker than going out to bid every time.

City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

Public Works /
Wayne Carragino, City Manager
Morgan Zuhlke, Stormwater Manager

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Marina Feasibility Study

- A. Discuss Marina Feasibility Study.
- B. Requesting the Commission to provide a path forward for staff regarding next steps for the Marina.

Staff Representative: Wayne Carragino, City Manager and Morgan Zuhlke, Stormwater Utility Manager

Recommendation: Provide direction

IS THIS ITEM BUDGETED (IF APPLICABLE)?

BACKGROUND:

The feasibility study evaluates the potential development of a municipal marina in Cocoa Beach. The study examines site conditions, regulatory considerations, environmental factors, market demand, design concepts, and financial viability for a municipal marina project. The goal was to determine whether a public marina is both technically and economically feasible, and if so, to provide guidance for planning, permitting, and phased development.

The two locations evaluated in the study were the Country Club and Cape Canaveral Hospital. Edgewater Group was retained to complete the Cocoa Beach Marina Feasibility Study which included data collection, research, and analysis regarding the planning, design, construction, operation, and financing of a municipal marina. The study states "Based on gathering hundreds of data points, developing several conceptual marina layouts, holding numerous meetings with various agencies, and modeling alternative marina financing and operations programs, we feel a marina is feasible to be built at both the Country Club and Hospital property. A municipal marina project for the City of Cocoa Beach at the Country Club location is not only feasible but also easily permittable and constructible and would provide significant benefits to the community and residents. This is an ideal location based on these factors which align with the visions of the community, residents, and city council."



Marina Feasibility Study

Cocoa Beach, FL

April 23rd, 2025

Prepared By:



**Edgewater
Group**

COCOA BEACH

M A R I N A F E A S I B I L I T Y S T U D Y

Marina Feasibility Study | Cocoa Beach, FL

Prepared for:



The City Of Cocoa Beach
1600 Minutemen Causeway
Cocoa Beach, FL 32931

Prepared by:



Ft. Lauderdale Office
3020 North Federal Highway, S10
Fort Lauderdale, Florida 33106
954-406-5389

Apalachicola Office
58 Avenue E
Apalachicola, Florida 32320
850-220-5518

Welcome.

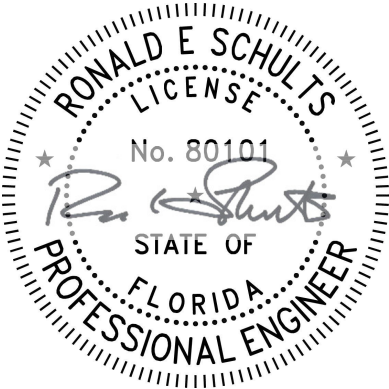


This feasibility study evaluates the potential development of a municipal marina in Cocoa Beach, Florida. With a strong maritime culture, growing population, and increasing demand for boating access along the Space Coast, the City of Cocoa Beach has identified an opportunity to create a modern, sustainable marina that supports recreation, tourism, and economic growth.

The study examines site conditions, regulatory considerations, environmental factors, market demand, design concepts, and financial viability for a municipal marina project. The goal is to determine whether a public marina is both technically and economically feasible, and if so, to provide guidance for planning, permitting, and phased development. This report offers a comprehensive framework for the City to make informed decisions that align with community values and long-term coastal development goals.

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07	Economics
08	Conclusions



Project Vision

The vision for the proposed Cocoa Beach Municipal Marina is to create a vibrant, environmentally responsible, economically sustainable and community-oriented waterfront destination that enhances access to the Banana River and supports the city’s outdoor lifestyle. Rooted in Cocoa Beach’s strong maritime culture and commitment to sustainability, the marina will serve as a catalyst for recreation, economic development, and public enjoyment.

Designed with both residents and visitors in mind, the marina will offer a range of amenities—accommodating a variety of vessel types while preserving the area’s natural beauty and character. It aims to reduce the community’s reliance on trailered boating, improve waterfront access, and support the local economy through increased tourism and marine-related services.

The project will balance functionality and environmental stewardship, incorporating sustainable materials, clean water technologies, and thoughtful design to ensure long-term resilience. As a new civic asset, the marina will reflect the identity and values of Cocoa Beach, contributing to a thriving waterfront experience for generations to come.*

*More in **Chapter 2: Vision**

Executive Summary

Edgewater Group was commissioned by the City Of Cocoa Beach to complete a Marina Feasibility Study. The study would identify the physical, environmental and financial feasibility to build a marina in Cocoa Beach. After 14+ months of studies, design surveys, and pre-application meetings with local, state and federal environmental agencies, we have concluded that a municipal marina project within Cocoa Beach is both feasible and constructible within the existing environmental and building regulations. Additionally, it would be highly beneficial to the local boating and outdoor recreation community. A marina project funded and operated by the City of Cocoa Beach would be a positive asset for the city and would enhance the Country Club, Aquatic and Tennis Center location on the Minutemen Peninsula. A marina would also enhance the Cape Canaveral Hospital peninsula property if that is developed in the future.

The following chapters identify the key metrics used to reach these conclusions. Edgewater studied multiple potential locations for a municipal marina project and reviewed numerous amenity packages, alternative options, and phasing conditions in collaboration with the city while preparing this report.

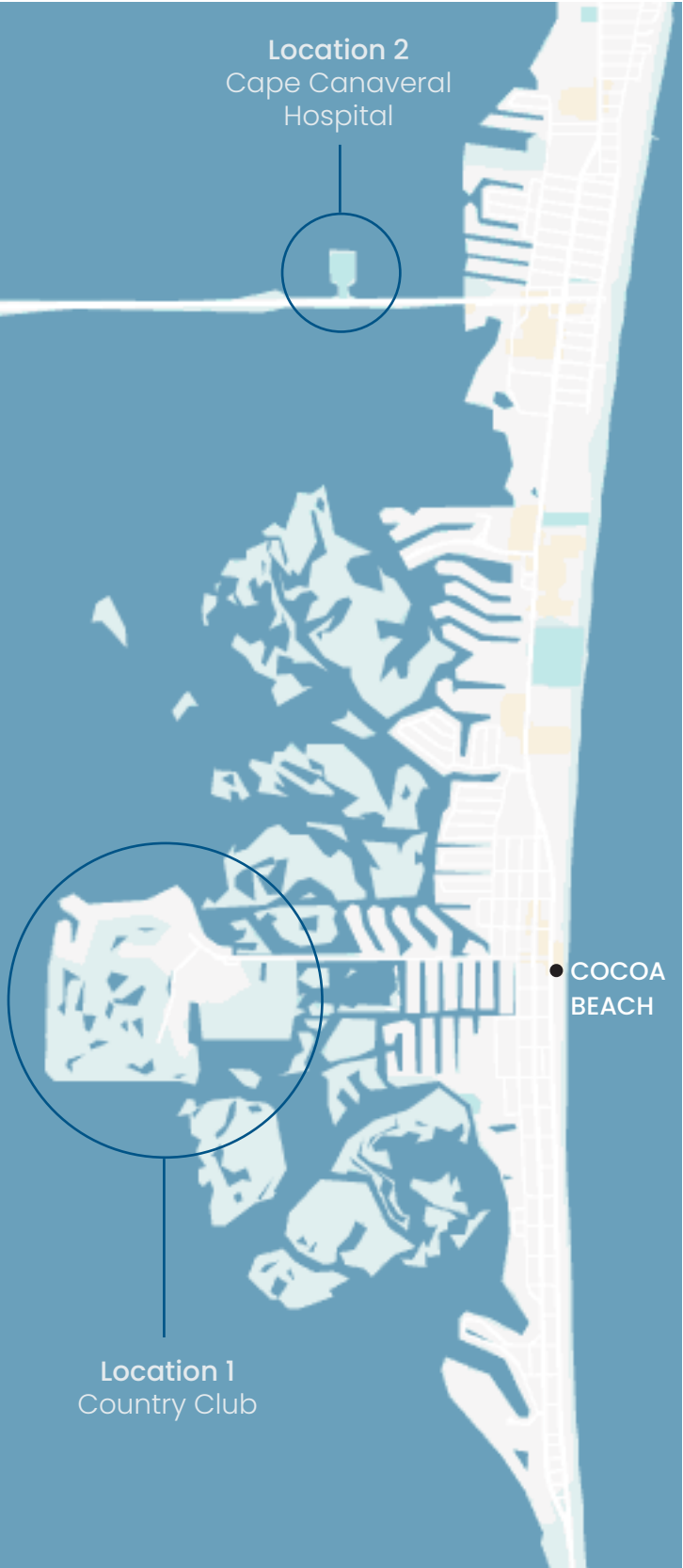


COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 01. Introduction

01



Background

Edgewater Group was retained to complete the Cocoa Beach Marina feasibility study which included data collection, research, and analysis regarding the planning, design, construction, operation, and financing of a municipal marina for the City of Cocoa Beach.

The City of Cocoa Beach has chosen to prepare a marina feasibility study due to the success of similar programs throughout the state of Florida. Many municipalities, not only in the surrounding area but also in the greater Southeast Atlantic region, have thriving and successful marinas, including both wet slip and dry-stack marinas, financed, owned and operated by local governments. These marinas not only benefit the municipality’s annual bottom-line but often serve as a focal point for positive access to the waterfront, enhancing the aesthetics and appeal of downtown centers or municipal amenities.

Edgewater Group Principals have over 46 years of experience in the planning, design, engineering, permitting, construction, finance and operation of municipal and private marinas.

Since Florida’s development in the early 1900’s, boating has been a key cultural and economic activity for the state and its residents. More recently, the state has experienced a boom in outdoor recreation, particularly boating, following the COVID-19 pandemic

Additionally, the migration of retirees and job creating centers such as the Space Coast region, is contributing to growth in the Cocoa Beach region and the state, which further drives the growth in outdoor activities like boating.

The boating industry has seen a steady increase in the number of new boats ordered, built, and delivered over the past decade. These patterns are projected to continue for the next several decades, particularly around the American Southeast, with a focus on less-developed regions of Florida such as Brevard County. Larger metropolitan areas, such as the Tampa Bay region and Southeast Florida’s tri-county area, have almost reached a saturation point in the number of boats, marinas and new slip limitations primarily due to the Manatee Protection Plan which will prevent future wet and dry slip expansions. However, there is still a significant demand in these areas. Brevard County is expected to see continued strong demand for marina development and redevelopment for decades to come.

The Space Coast region offers several locations for new marina construction and existing marina redevelopment along the Intracoastal Waterway. Current trends in the boating industry include larger and wider powerboats and sailboats. Additionally, overnight cruising and fishing are becoming increasingly popular, especially in Brevard County, where the Banana River provides excellent habitat for many local fish species.

The marina industry in Florida has a strong historical foundation and is projected to continue growing, making it one of the most successful boating regions in the world.





Our vision: Marina Examples



Banana River



Cocoa Beach Pier

COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 02. Vision

About Cocoa Beach, FL

Cocoa Beach has a rich culture and history of water-based activities, making it an ideal location for a municipal marina. The city is known for its laid-back, beach-inspired lifestyle, emphasizing outdoor activities and an appreciation of Florida’s natural beauty, including its renowned surf and the Banana River.

A municipal marina would be carefully designed and planned to complement this existing way of life without disrupting it. The marina will continue to promote outdoor recreation for the city’s residents and transient boaters. The increase in boat traffic and access to the water will add to the economy of Cocoa Beach. Currently, many residents must trailer their boats or travel long distances to access the water. A marina will reduce the boat-trailer dependency.

A wet slip marina plan would incorporate necessary dimensions to accommodate a variety of vessels commonly found in this boating market, including deep-draft sailboats, wide catamarans, ocean craft, flats boats, and bay boats frequently used for fishing in the region. The marina would also expand the existing Kayak/SUP operation to make the water more accessible for all types of boaters.

The marina would be constructed using eco-conscious building practices and incorporate cutting-edge, sustainable materials that promote longevity and clean water.



Marina Examples



Proposed Cocoa Beach Marina – Minutemen Site



Proposed Cocoa Beach Marina

Community Input & Survey

To assess the needs and desires of the Cocoa Beach community, Edgewater conducted a public online survey in April, 2024, which provided valuable insights into marina amenity considerations, and design elements preferred by residents. The survey received roughly 900 responses. The following section provides a breakdown of the survey data.

Survey: Summary

Respondents value a marina with comprehensive amenities that cater to both recreational and practical needs, emphasizing cleanliness, security, and convenience. The boat demographics indicate a mix of boat types and sizes, with a majority favoring small to medium boats used regularly for recreational purposes. There is also a significant interest in environmental sustainability within marina operations.



A municipal marina within Cocoa Beach will be intended to not only support the existing boating community, but also drive new community members and demographics to the waterfront. There are several ongoing trends in the marina industry that are helping to encourage new boaters, reduce the expenses associated with boating, and provide alternative water activities that encourage outdoor recreation.

Based on the survey, several elements that would fit well in the Cocoa Beach Marina to promote public access to the water include:

1. Rental Boat Club

- 1. Affordable monthly membership fees reduce upfront costs of boat ownership.
- 2. Recurring costs for maintenance, storage, etc. is included in monthly fees.
- 3. Access is easy and boats can be reserved on an app.

2. Public Boating Classes & Licensing

- 1. Florida is a boat-license state. A boater-safety course through the marina is a great way for the city to encourage new and younger demographics to enjoy the water.
- 2. Sailing and rowing schools are also great ways to involve the younger generations, especially with the school’s proximity to the existing city amenities on the Minutemen Causeway.

3. Kayak & SUP access

- 1. Kayaking and Stand-Up-Paddleboarding are just two activities in an ever-growing industry of affordable, non-motorized water activities. Storage racks, launching docks, and other amenities will all be included in a municipal marina layout to encourage non-boaters to still enjoy the waterfront.

The following is the Summary of the Community Survey:

Survey: High-Level Responses

I. Demographics:

- a. Majority respondents are local residents.
- b. A mix of age groups with a significant portion being middle-aged.

II. Usage and Interest:

- a. High interest in using the marina for recreational purposes (boating, fishing).
- b. Moderate interest in commercial use (boat rentals, tours).

III. Facilities and Amenities:

- a. Most desired amenities include clean restrooms, ample parking, and security.
- b. High demand for dining options and retail shops nearby.

IV. Environmental Concerns:

- a. Strong preference for environmentally friendly and sustainable practices.
- b. Concerns about potential pollution and wildlife disruption.

V. Economic Impact:

- a. Positive outlook on the marina boosting local economy and tourism.
- b. Some concerns about increased traffic and noise levels.

VI. Overall Support:

- a. Majority support the idea of a municipal marina.
- b. Conditional support based on effective management and environmental safeguards.

Survey: Facility Amenity Rankings/Priorities:

I. Top Desired Amenities:

- a. Clean Restrooms: Nearly all respondents emphasized the importance of clean and well-maintained restrooms.
- b. Parking: Ample and convenient parking options are crucial for both local and visiting boaters.
- c. Security: High priority on security measures to ensure safety of boats and personal belongings.
- d. Dining Options: A strong preference for having on-site or nearby dining facilities.
- e. Retail Shops: Interest in shops that sell boating supplies, souvenirs, and other necessities.

- f. Wi-Fi Access: Many respondents value reliable internet access within the marina.

II. Additional Amenities:

- a. Fueling Stations: Essential for convenience.
- b. Boat Maintenance Services: On-site or nearby boat repair and maintenance services.
- c. Environmental Features: Eco-friendly practices, waste disposal systems, and recycling facilities.

III. Types of Boats:

- a. Recreational Boats: Majority of respondents own recreational boats, such as speedboats and sailboats.
- b. Fishing Boats: A significant number of fishing boat owners.
- c. Yachts: Fewer respondents own larger yachts, but they require more extensive facilities.

IV. Boat Sizes:

- a. Small to Medium Boats: Most boats are in the small to medium range (15-30 feet).
- b. Large Boats: Some respondents have larger boats (30+ feet), requiring more specialized docking facilities.

V. Frequency of Use:

- a. Regular Users: Many respondents use their boats frequently, suggesting a need for easy access and convenient marina services.
- b. Seasonal Users: A notable number of seasonal users, indicating fluctuating demand for services throughout the year.

VI. Storage Preferences:

- a. In-Water Storage: Preferred by those who use their boats frequently.
- b. Dry Storage: Preferred by seasonal or less frequent users to protect boats from environmental elements.

*See Attachment 1: Community Survey: Amenity Scores

COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 03. Existing Conditions

03

Existing Conditions

The existing conditions analysis for our study began by identifying existing or potential coastlines that could not only be suitable for marina development but are also either currently owned (or potentially owned) by the City of Cocoa Beach and have the potential for a municipal partnership. This criteria resulted in the identification of two sites: 1) the Minuteman Causeway Peninsula property, which includes the existing City Country Club, Aquatic Center, and Tennis Center, as well as 2) the Hospital Peninsula property.

These two locations were surveyed in person by the Edgewater engineering team to assess their submerged land qualities, including water depths and the potential presence of submerged aquatic vegetation (SAV). These are important factors to identify at the beginning of a project, as these elements have large impacts on the design, cost and permitting.



Banana River Aquatic Preserve

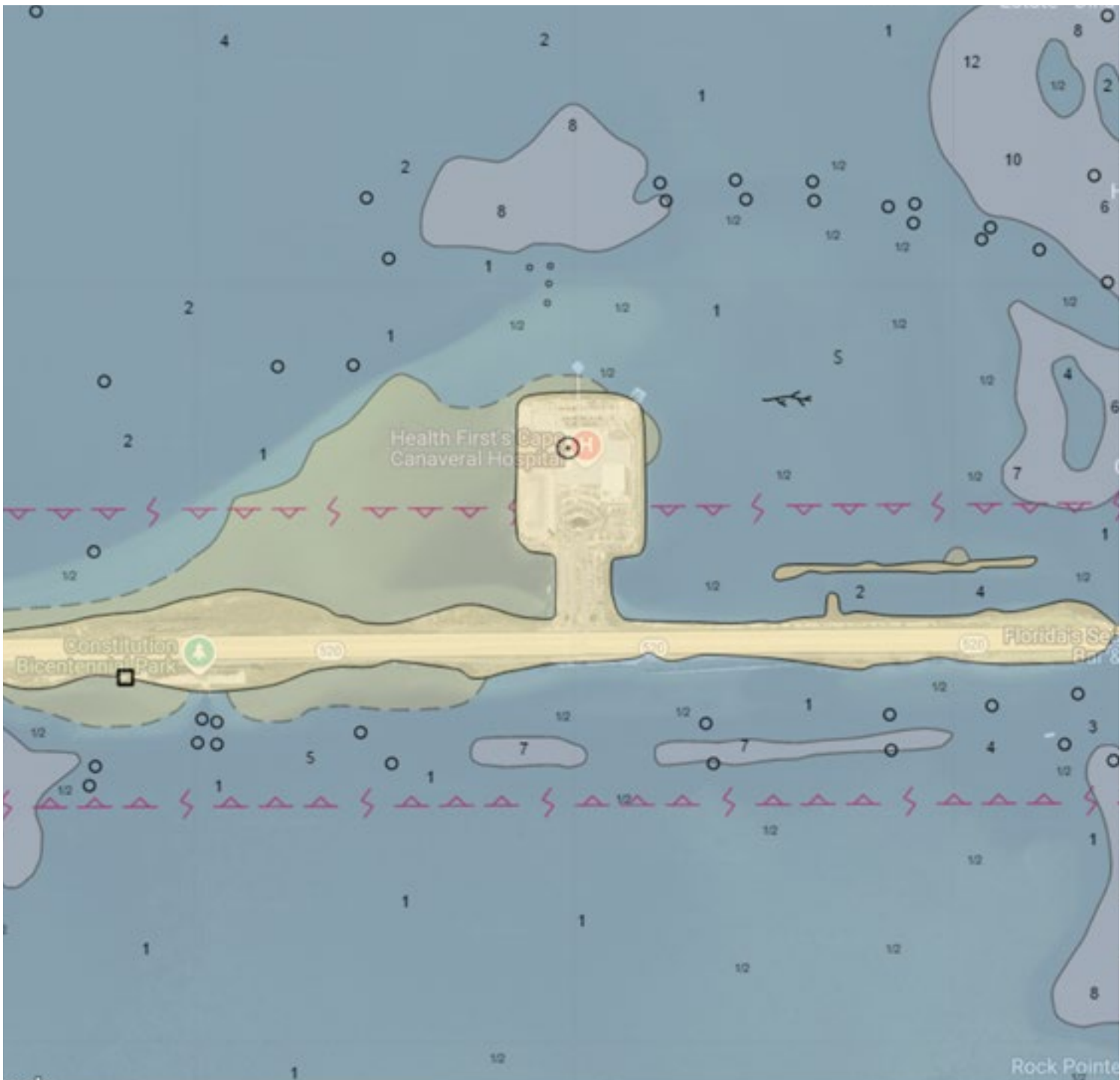


Location 1: Country Club



<https://www.usharbors.com/harbor/florida/cocoa-beach-fl/map/>

Location 2: Cape Canaveral Hospital Site



The hospital Site is fully within the Aquatic Preserve, but the Country Club Site is not.
<https://www.usharbors.com/harbor/florida/cocoa-beach-fl/map/>

Location 1: Country Club

The existing conditions of the Country Club basin are well-suited for wet slip marina construction. The planned capping project by the city and state poses no concern for floating dock construction, as the required depth of -8 feet will be maintained after capping. This eliminates the need for dredging, which is typically costly and requires extensive permitting.

The site’s proximity to the surrounding islands in the Banana River provides natural protection from large wave action, improving both boater safety and the longevity of floating dock structures. The absence of significant wave energy in the area allows for aluminum floating docks, which offer cost savings and flexibility in future reconfigurations. The docks will also be designed to promote environmental sustainability.

The Country Club property has existing uplands of approximately 230 acres surrounded by approx. 8,000 LF of shoreline owned and operated by the City of Cocoa Beach. Directly adjacent to the eastern property line of the Country Club and Aquatic Center are two submerged locations: Location One, which is a channel that spans 4.5 acres, and Location Two, which is an open basin that spans 10.5 acres. Both of these submerged areas have very favorable existing depths and no existing SAV species were found (preliminary survey results).

The Country Club location is also planned for a capping project, which will further improve the constructibility of these submerged lands and enhance the permit ability from the FDEP and USACE. This is discussed in further detail in the chapter on regulatory considerations. This location also offers access to kayaks and SUPs as seen in the photos below. A municipal marina development would enhance these features and promote greater public access to the natural waterways.



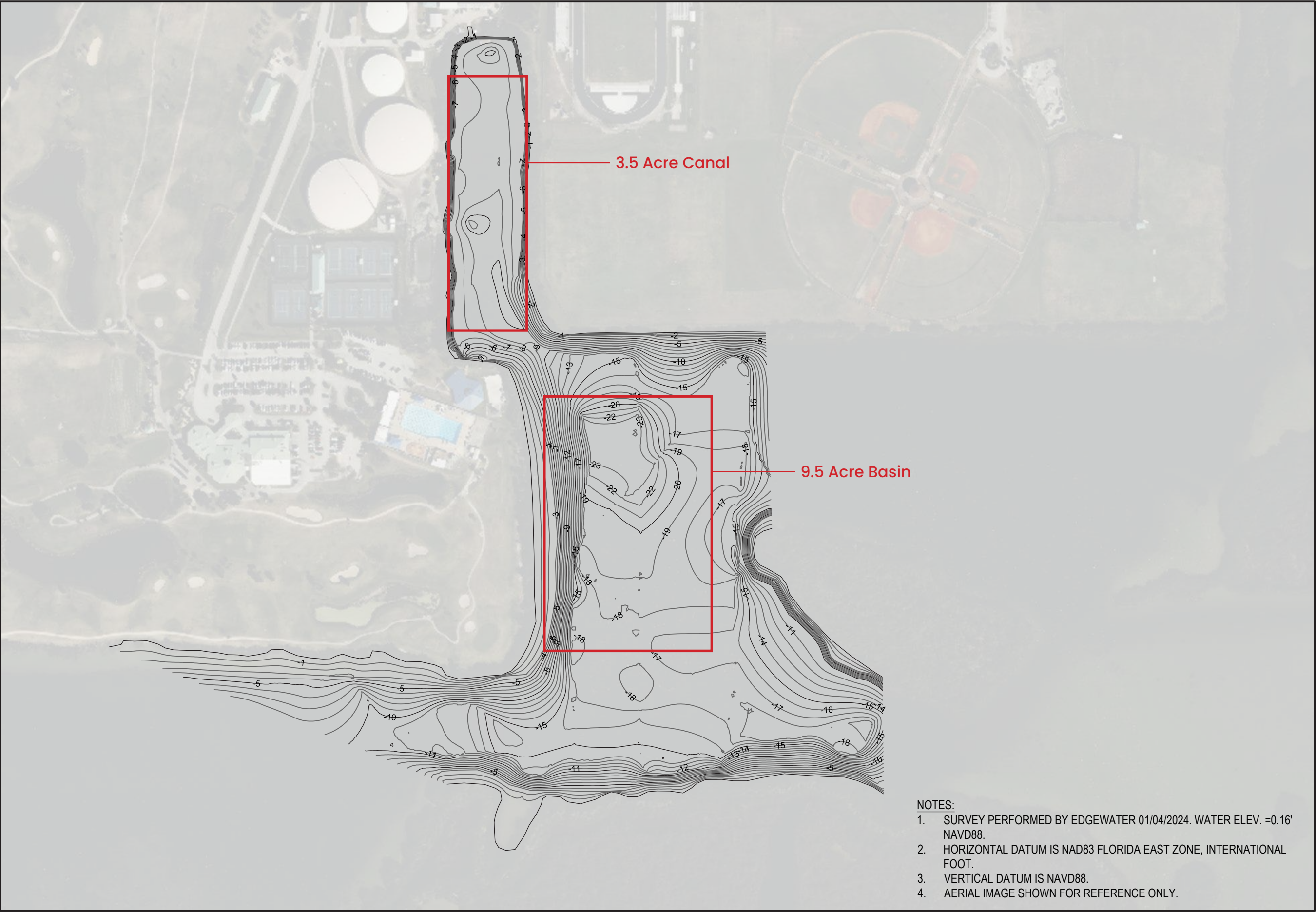
Country Club Location

Location 2: Cape Canaveral Hospital

The Hospital location consists of roughly 11 acres of existing upland, surrounded by approx. 2,500 LF of coastline along the Intracoastal Waterway. The submerged land surrounding the Hospital Peninsula has a shallower draft than ideal for marina construction. There are sandbars to the west and north of this peninsula, with depths ranging from 2 to 5 feet. Additionally, there are patches of seagrass to the north and west of the peninsula. These areas can be seen on the following existing conditions drawings.



Cape Canaveral Hospital Location

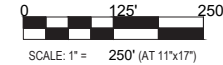


- NOTES:
- 1. SURVEY PERFORMED BY EDGEWATER 01/04/2024. WATER ELEV. =0.16' NAVD88.
 - 2. HORIZONTAL DATUM IS NAD83 FLORIDA EAST ZONE, INTERNATIONAL FOOT.
 - 3. VERTICAL DATUM IS NAVD88.
 - 4. AERIAL IMAGE SHOWN FOR REFERENCE ONLY.

DATE	REVISION

ISSUED FOR:
BASE MAPS

DATE:	1/31/2024	
PROJ NO.:	23-019	



DESIGNED BY:	JL
DRAWN BY:	JL
REVIEWED BY:	RES

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SHEET NUMBER:
V-1.00



Sparse to Moderate SAV Locations

- NOTES:
1. SURVEY PERFORMED BY EDGEWATER 01/04/2024. WATER ELEV. =0.16' NAVD88.
 2. HORIZONTAL DATUM IS NAD83 FLORIDA EAST ZONE, INTERNATIONAL FOOT.
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PROJECT TITLE:
COCOA BEACH MARINA

COCOA BEACH, FL
SHEET TITLE:
SITE 2 BATHYMETRY

DATE	REVISION

ISSUED FOR:
BASE MAPS

DATE:
1/31/2024
PROJ NO.:
23-019


NORTH


0 200' 400'
SCALE: 1" = 400' (AT 11"x17")

DESIGNED BY: JL
DRAWN BY: JL
REVIEWED BY: RES

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COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 04. Regulatory

Edgewater's Regulatory and Environmental Sciences team has extensive experience in permitting and ensuring compliance for both wet and dry slip marina construction.

After developing a vision and conceptual plans for a potential Cocoa Beach Marina, our team engaged with various State (FDEP) and Federal (USACE) environmental agencies to discuss the feasibility of permitting the project. These discussions provided insights into the regulatory requirements and projected timelines for securing approvals for a municipal marina at the two proposed locations in Cocoa Beach.

USACE Pre-Application Meeting & Conclusions

The USACE meeting was conducted using the concept plans identified herein, and general assumptions about construction methods and boating patterns for the potential marina locations. The USACE responded positively to the Country Club location, given the existing permitting and planning for the capping project. The agency sees this location as adjacent to a protected habitat in the Banana River but not protected itself (i.e., the allowance for the capping project). Similarly, the agency noted that the peninsula itself and the surrounding upland features are not naturally occurring uplands, but have been man-made historically. These factors also led to the conclusion that permitting a wet slip marina at this location is highly feasible by the USACE.

The USACE did discuss the hospital location with our team as a possible marina site. This site is less preferred due to the shallow depths around the hospital peninsula that would require initial dredging efforts and potential ongoing maintenance dredging, which would require a permit exemption. While this is feasible and does occur throughout Florida and other coastal communities, it is considered less desirable compared to a location such as the Country Club, which should not require dredging.

Additionally, the hospital location contains some Submerged Aquatic Vegetation (SAV) species in sparse patches along the sandbars. These species would require further benthic surveying and documentation, including quadrat density diagrams, and would then be subject to a mitigation program with the appropriate jurisdictional agency, whether that be the Army Corps or a state FDEP environmental agency.

Several positive comments were shared by the USACE, including the significance of the contiguous shoreline owned by the city and the likelihood that this shoreline is important for the permitting of new wet slips within the existing Brevard County manatee protection zone. The USACE does not regulate the number of slips based on local ordinances; however, it will flag non-compliant projects.

The conclusion of the pre-application meeting was an abundance of positive information, with the agency encouraging our Edgewater team to follow up in the future with more engineering details and permit applications regarding the project.

FDEP Pre-Application Meeting & Conclusions

Edgewater had another very productive pre-application meeting with the FDEP as a part of our environmental feasibility scope. We presented the concept plans for a marina at both the hospital and country club properties. The FDEP reacted favorably with the following input:

1. The country club has previous coastal permitting through the SJRWMD: ERP No. 16553.
2. The hospital location would involve the Banana River Aquatic Preserve, however, the country club location would not.
3. Both properties would likely require a Submerged Land Lease from the OFW office but that process is expected to be straightforward.
4. The capping project should not have a negative affect on the marina constructability, phasing, or operations.
5. There were “no apparent inconsistencies with state regulations” for the high-level concepts which we presented. (These concepts showed ~150 wet slips).
6. Marina projects incorporating significant upland amenities will be permitted through the SJRWMD, not the FDEP.
7. FWC and Brevard DNR will regulate slip count per the county manatee regulations. (Edgewater has previously discussed this with Brevard County)

Brevard County Marina Regulations

The state of Florida allows each county to establish and enforce its own Manatee Protection Plan (MPP)—a set of regulations designed to protect manatees by controlling the number and speed of boats in specific waterways. Like most Florida counties, Brevard County has maintained an MPP for the past 22 years, which permits new marina construction and the redevelopment of existing marinas under specific guidelines.

Brevard County’s MPP not only designates speed zones around the two proposed locations for the Cocoa Beach Municipal Marina but also identifies areas more suitable for marina construction versus those with high manatee traffic, which are deemed unsuitable. Similar to other MPPs, Brevard County imposes a slip limit on marina properties. Marinas that existed before the MPP’s enactment were granted their existing number of slips, along with conditional expansion rights based on the contiguous linear footage of waterfront property.

For a brand-new marina in Brevard County, one of the most critical factors is having a large, contiguous waterfront shoreline. Fortunately, both the Country Club and Hospital locations have extensive waterfront coastlines along the Banana River, making them viable candidates for marina development.

Brevard County has not yet assigned a linear footage-to-slip ratio for the Cocoa Beach Marina, as there is no ongoing permit application. However, based on the existing MPP, we anticipate that the Country Club location will likely be assigned a ratio of 3 to 100, meaning that for every 100 linear feet of contiguous shoreline, the property could accommodate three new slips. Given the 8,000 linear feet of shoreline at the Country Club property, we anticipate the site could support up to approximately 240 slips.

The Hospital location contains approximately 3,000 LF of contiguous shoreline and thus a conservative slip estimate would net approximately 90 wet slips. That length however may increase with cooperation of the Highway Department.

These slips would be phased into construction based on market demand and project costs. Further details regarding the phased development of the municipal marina can be found in Chapter 6: Design.

Summary of Chapter 68C–22: The Florida Manatee Sanctuary Act – Brevard County Zones

The Florida Fish and Wildlife Conservation Commission designates specific waters within Brevard County as areas where manatees are commonly sighted and inhabit those zones regularly. These areas are considered at risk due to the potential for collisions between manatees and motorboats, as both share the same waterways.

The primary goal of this rule is to protect manatees from harmful interactions with boats, particularly by regulating the speed and operation of motorboats in these designated zones. A secondary goal is to protect manatee habitats from disturbance or degradation.

The Commission has also balanced the rights of recreational and commercial waterway users (such as fishers, boaters, and water skiers) with the need for manatee protection. The rule examines whether unregulated areas or higher-speed travel corridors are necessary and safe for manatees. Such areas or corridors are only allowed where it is determined that they are needed and will not cause significant harm to manatees or their environment.

The rule establishes year-round and seasonal zones throughout Brevard County, including tributaries, lakes, creeks, coves, backwaters, canals, and boat basins. These areas are designated as either idle-speed zones or restricted zones to prevent motorboats from traveling at high speeds, which could pose a threat to manatees. Two notable areas are specified for idle speed (all year):

- **Banana River, Cape Canaveral Area:** This includes the waters north of a specific line from Long Point to a point in the Banana River, with boundaries defined by latitude and longitude coordinates.
- **Banana River, Manatee Cove Area:** This includes all waters of Manatee Cove, located east of the Banana River and just south of State Road 520. The boundaries are also defined by specific geographic coordinates at the mouth of the cove.

The zones cover all associated and navigable waterways unless otherwise designated or excluded, and they aim to minimize human impact on manatee populations. Access to No Entry and Motorboats Prohibited zones is controlled by additional procedures outlined in the rule.

In essence, the rule is designed to protect manatees from boat collisions and habitat disturbances while allowing for the safe and regulated use of these waterways by the public.

COCOA BEACH

MARINA FEASIBILITY STUDY

05. Market Analysis

Chapter 05. Market Analysis

Marina Amenities & Considerations

The purpose of the marina market study is to identify the existing marina market, providing insight into market capacity and local, regional and national boating trends. Private owned slips (from single family homes and condominiums) are deliberately excluded from the analysis, as the boater demographics greatly differ from the targeted facilities. Marinas that are privately owned, however open to the public, are included. The market study will identify trends on rates and slip amenities, and how they affect pricing.

Common definitions:

Marina Types

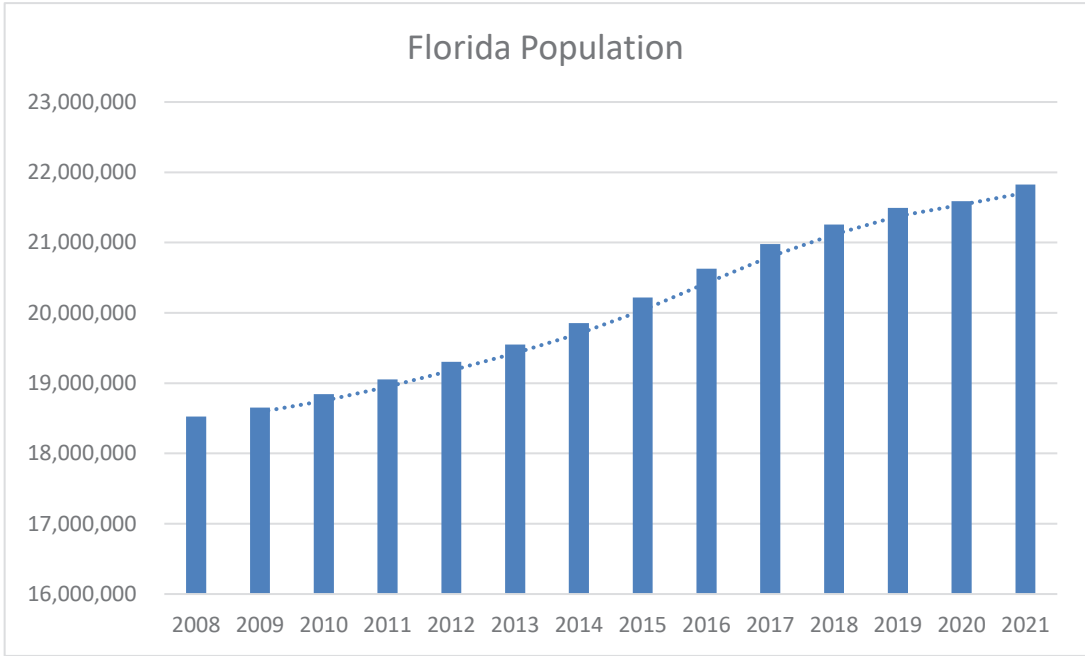
- **Municipal Marinas:** Basic wet/dry slips with limited amenities.
- **Mixed-Use Commercial Marinas:** Standard, for-profit marinas. May offer services like repairs, detailing, hauling, engine and boat repairs requiring significant upland space.
- **Residential Marinas:** Private slips assigned to residential properties, restricted to owners.

Marina Infrastructure

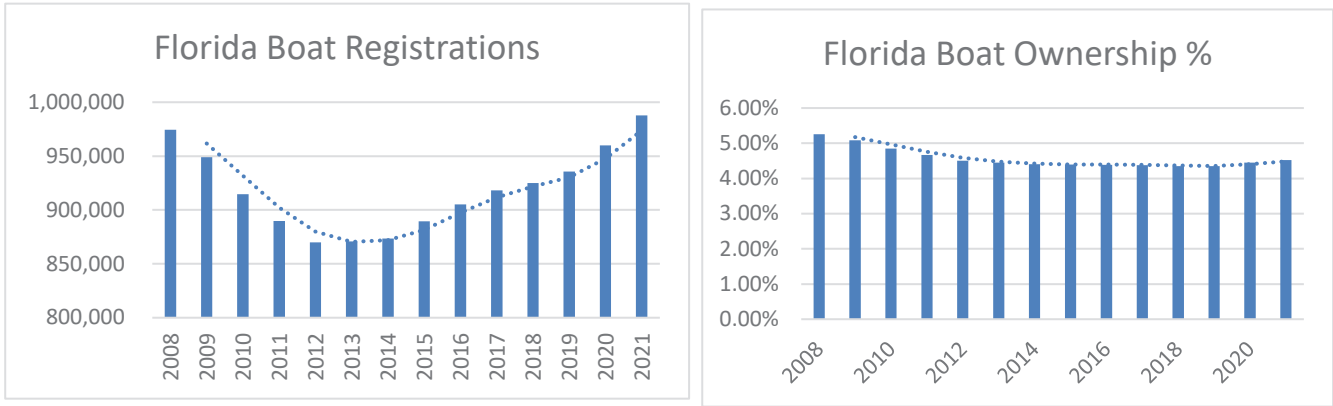
- **Wet Slip Marinas:** Secure berths with utilities (water, electricity, internet, pump-out) and upland facilities (restrooms, showers, ship store, restaurants).
- **Dry Stack Marinas:** Store boats via forklifts/cranes, accommodating vessels up to 45 ft in length and 50-60 ft in height.
- **Dock Style:** Determined by environmental factors such as tide range, wave climate, and currents. Examples: Fixed, floating, lifts, etc.
- **Sanitary Pump-Outs:** Part of the “Green Marinas” initiative, preventing wastewater dumping with centrally located or slip-specific pump-out stations.
- **Fuel:** Essential for both transient and local boaters, offering additional revenue. Future designs should consider alternative energy sources and electric charging.
- **Retail & F&B:** Stores and dining options attract boaters and the public, enhancing the marina experience.
- **Parking:** A key factor in marina design, ensuring convenience for boaters

I. Population Growth/Boat Ownership Trends

a. Population Trends



As identified above, the population in the state of Florida has increased significantly and is projected to continue to increase at the current rate of 1,000 to 1,200 persons per day, moving to Florida (via ‘The Florida Agents’).



Please note that the boat ownership % has decreased while populations have increased. This is due to the fact that new marinas are not being built quickly enough to satisfy the demands, in particular in the areas with strict Manatee Protection Plan regulations where no new slips can be built.

II. Additional planned marinas/Market demand

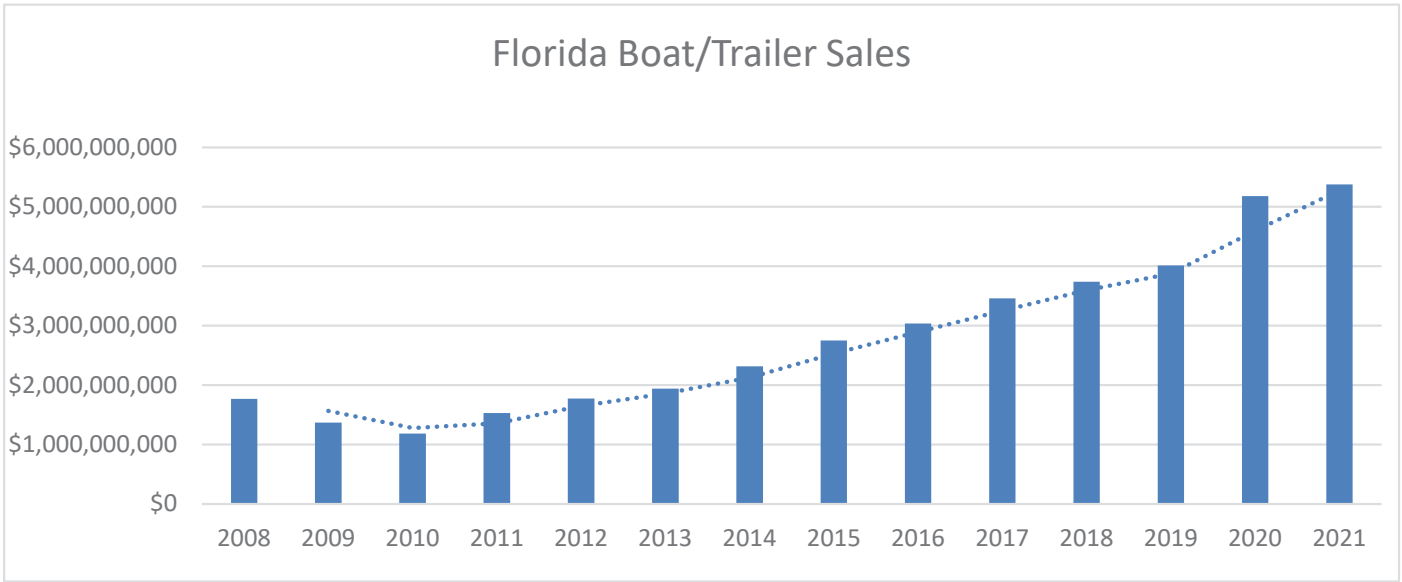
There is currently a moratorium on construction of new marina facilities in southwest and southeast Florida counties. This is due to the manatee protection plans which were adopted some time ago. This moratorium not only affects wet slips, but also drystack slips and possibly even new construction of boat launches.

This affects a population base of over 8 million which is also increasing steadily. What that means for boating, is that those persons will need to relocate either further north towards Cocoa Beach or the Tampa Bay to find affordable boating.

Edgewater market research in central eastern Florida identified that 3 to 5 years ago marinas were 90% to 95% full and only the top-tier marinas had short waiting lists. Marina rates were \$12-\$15/ft/month on average at that time. We have recently updated some of this information and found that virtually all marinas are 100% full with waiting lists that range from 6 months to 3 years. The rates for wet slip and dry stack slips have increased to \$15-\$20 per linear foot (per month) and prime locations are higher than \$20, especially for new facilities with improved amenities.

Based upon our knowledge of the existing marina markets throughout Florida, most of the easy projects have already been approved and are built out with only small increases in new marina locations in difficult sites currently available. This leaves very challenging projects relative to local, County, FDEP and USACE approvals which now can run 2 to 4 years for new projects and cost hundreds of thousands of dollars of permit studies and processing. This fact alone will reduce the opportunity for significant expansion of marina facilities throughout other parts of the state as well. This will further increase rates and demand for all wet and dry slip marinas.

III. Impact of Covid on Boating and Boat Sales

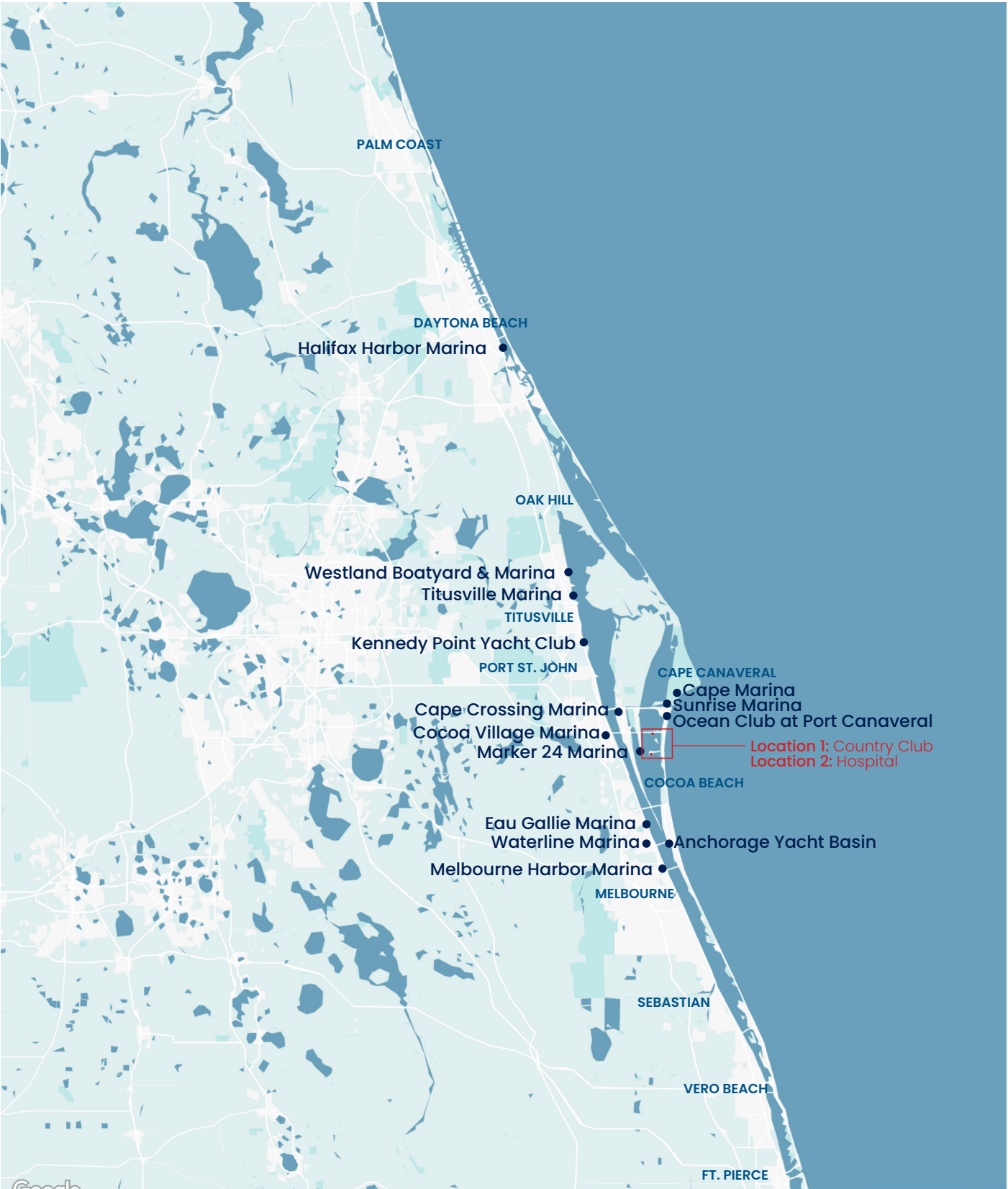


The graphic above shows an increase of \$1 billion dollars that the boat sales market in Florida made during the time of the COVID-19 pandemic. The pandemic pushed many people to pursue outdoor recreation activities such as boating. Similarly, many people migrated to Florida during the pandemic to embrace the outdoors and enjoy the beautiful waterfronts and tropical destinations.

IV. Future Trends for Florida

We feel the population and boating interest in Florida will only continue to increase, primarily since the baby boomer generation, which contains 73,000,000 persons nationwide, is retiring with 401k's and many are moving to warmer climates, such as Florida, Texas, and Arizona. Clearly, Florida has the ultimate weather and water conditions for boating. The baby boomers are aged 55 to 75 and virtually all these people are in the process of retiring now, or in the next 10 years. This will further drive demand in all the target locations where people want to retire, either seasonally or permanently. The retiring baby boomers have cash so they are less influenced by high interest rates, and volatile markets and more readily able to make large purchases such as 35'+ boats.

The following marinas were surveyed as part of our Market Analysis:



Halifax Harbor Marina



Sunrise Marina



Cocoa Village Marina



Marker 24 Marina



Cape Crossing Marina



Anchorage Marina

The following is a summary of our Market Study of the existing marina market, providing insight into market capacity and local boating trends. Private slips are deliberately excluded from the analysis (from both houses and condominiums) as the boater demographic greatly differ from the targeted facilities.

COCOA BEACH FEASIBILITY STUDY - MARKET ANALYSIS																							
Marina Name	Address	Website	Phone	# Wet Slips	All Rates Shown Below are \$/LF																Occupancy	Condition	Notes:
					Annual Rate (Shown as Monthly Rate)				Monthly Rate				Dry Sack Rate			Transaient (Daily) Rate							
					2019 \$/LF	2022 \$/LF	2023 \$/LF	2024 \$/LF	2019 \$/LF	2022 \$/LF	2023 \$/LF	2024 \$/LF	# Dry Slips	Annual /LF	Monthly /LF	2019 \$/LF	2022 \$/LF	2023 \$/LF	2024 \$/LF				
PUBLIC MARINAS																							
Titusville Marina	451 Marina Rd Titusville, FL 32796	https://titusvillemarina.com	321-383-5600	205		\$8.50	\$9.00	\$9.00	\$9.00	\$10.50	\$11.50	\$11.50	\$11.50	NA	NA	NA	\$1.75	\$2.00	\$2.00	\$2.00	100% on waiting list	Average	Average marina 45' slip most popular \$225/mth for mooring balls 25 people on waiting list
Halifax Harbor Marina	450 Basin St, Daytona Beach, FL 32114	https://halifaxharbormarina.com	386-671-3601	250	-	-	-	\$10.00	-	-	-	\$14.00	NA	NA	NA	-	-	-	\$1.70	100% + Waiting list	Above Average		
Vero Beach City Marina	3611 Rio Vista Blvd, Vero Beach, FL 32963, Estados Unidos	https://www.covb.org/231/Municipal-Marina	772-231-2819	50	-	-	-	\$14.00	-	-	-	\$14.00	-	\$11.00	\$12.00	-	-	-	\$2.50	100% + Waiting list	Average	Moorings available at \$22/day or \$357 / month + \$50 facilities fee. Subject to harbormaster approval	
PUBLIC MARINAS																							
Westland Marina	419 N. Washington Ave, Titusville FL 32796	http://www.westlandmarina.com/	321-267-1667	85		\$9.50	\$12.00	\$12.00	\$12.00	\$9.50	\$12.00	\$12.00		177	\$9.50	\$9.50	NA	\$1.50	\$1.50	\$2.00	100% on waiting list	Poor/Fair	Poor to Average with a boatyard - 2 -3 year waitlist for weekly/annual slips and dry storage
Kennedy Point YC & Marina	4749 S Washington Ave, Titusville FL 32780	http://kennedypointyachtclub.com/	321-383-0280	110		\$10.00	\$12.00	\$12.00	\$13.00	\$10.00	\$12.00	\$13.00	\$13.00	NA	NA	NA	\$1.40	\$2.25	\$2.25	\$2.25	Under Construction	Under Construction	Under construction, new marina, hotel, conference, much like the proposed Melbourne site, but in Titusville, & view of
Harbor Square Marina <i>now Cape Crossings</i>	290 Marine Harbor Dr, Merrit Island, FL 32953	http://harborsquaremarina.tripod.com/	321-453-2464	120		\$10.00	\$10.00	\$15.00	\$15.00	\$10.00	\$10.00	\$15.00		NA	NA	NA	NA	NA	\$2.50	\$2.50	100% on waiting list	Poor/Fair	Poor to Average with a boatyard SOLD 3 years ago now Cape Crossing Marina
Harbortown Marina	2700 Harbortown Dr Merrit Island, FL 32952	http://harbortownmarina.com/	321-453-0160	225 (275)		\$11.50	\$14.00	\$14.00	\$14.00	\$13.00	\$16.00	\$16.00	\$16.00	260	\$10.00	\$11.00	\$1.50	\$2.00	\$2.00	\$2.00	100% on waiting list	Good/Above Average	1 yr out waiting list on wet and long waiting list on Dry. "Irma displaced a lot of people"
Cocoa Village Marina	90 Delannoy Ave. Cocoa, FL 32922	http://www.cocoaillagemarina.com/	321-632-5445	117		\$14.00	\$15.00	\$15.00	\$17.00	\$14.00	\$15.00	\$15.00	\$17.00	NA	NA	NA	\$2.25	\$2.50	\$2.50	\$2.50	100% on waiting list	Good/Above Average	Nice wet slip marina walking distance to downtown Cocoa. Exposed to the NE fetch
Telemar Bay Marina	1399 Banana River Dr, Indian Harbour Beach, FL	https://www.telemarbaymarina.com/	321-773-2468	150 (180)		\$13.00	\$13.00	\$13.00	\$13.00	\$15.00	\$15.00	\$15.00		60	\$10.00	\$11.00	NA	NA	NA		70% Occupancy	Fair/Average	Average Marina no amenities. Mostly Beachside residents
Anchorage Yacht Basin	96 E Eau Gallie Blvd, Melbourne FL 32937	www.anchorageyachtbasin.com	321-773-3620	92		\$11.00	\$12.00	\$12.00	\$12.00	\$11.00	\$12.00	\$12.00		100	\$11.00	\$11.00	NA	\$2.00	\$2.00		95% Occupancy waiting list for biggest slips	Fair/Average	Average no amenities
Eau Gallie Yacht Basin	587 Young Street Eau Gallie, FL 32935	http://www.eaugallieyachtbasin.com/	321-242-6577	60		\$8.00	\$13.00	\$15.00	\$16.00	\$10.00	\$13.00	\$15.00	\$16.00	NA	NA	NA	NA	\$1.50	\$1.50	\$1.75	Not provided	Fair/Average	Mostly sailboats. Has a small DIY boatyard with a 30 ton travel lift
Waterline Marina	905 FL - 5 , Melbourne, FI	https://www.waterlinemarina.com/	321-254-0452	95		\$10.00	\$11.00	\$11.00	\$15.00	\$10.00	\$11.00	\$11.00	\$15.00	NA	NA	NA	\$1.50	\$2.00	\$2.00	\$2.00	100% on waiting list	Average/Good	Private gated marina in a protected key hole basin
Melbourne Harbour Marina	2210 Front St #101, Melbourne, FL 32901	http://www.melbourneharbor.com	321-725-9054	85		\$12.00	\$12.00	\$13.00	\$15.00	\$14.00	\$14.00	\$15.00	\$17.00	NA	NA	NA	\$1.75	\$1.75	\$2.00	\$2.25	100% on waiting list	Average/Good	Located in a protected basin in downtown Melbourne. Walking distance from shops, bars, & restaurants
Sebastian River Marina & Boatyard, <i>NOW CAY MARINE</i>	8525 US-1, Sebastian, FL 32976	https://www.thecaymarine.com/	772-664-3029	60		\$12.00	\$12.00	\$12.00	\$12.00	\$13.00	\$13.00	\$13.00		53 (60)	\$12.00	\$13.00	\$2.50	\$2.50	\$2.50		100% on waiting list	Average/Good	One of the closest marinas to the Sebastian Inlet. Has a DIY working boatyard with a 50 ton travel lift. SOLD January 2022 no available info/no website/bad owner reviews
Sebastian Inlet Marina	8685 US-1, Micco, FL 32976	http://www.sebastianinletmarina.com/	772 664- 8500	25		\$12.50	\$16.39	\$21.00	\$19.50	\$14.00	\$16.38	\$23.00	\$23.00	240	\$23.00	\$23.00	\$2.75	Do not take transient	Do not take transient	Do not take transient	100% on waiting list inside, but do have wet slip available	Good	One of the closest marinas to the Sebastian Inlet. A nice dry storage and wet slip marina with a restaurant and bar onsite Sold to Windward Marina Group approx 30 days final
Fins Marina	1660 Indian River Dr, Sabastian, FL 32958	http://www.finsmarina.com/	772-589-4843	60		\$10.00	\$11.00	\$11.00	\$14.00	\$10.00	\$11.00	\$11.00	\$14.00	NA	NA	NA	DNP	\$2.00	\$2.00	\$2.75	Some wet slips available	Fair	Mostly a commercial crowd with commercial fisherman. They have a popular restaurant on the upland. Close to the
Marker 24 Marina	1360 S. Banana River Drive Merritt Island, FL 32952	www.marker24marina.com	321-453-7888	84	-	-	-	\$15.00	-	-	-	\$15.00	-	\$ 15.00	\$ 15.00	-	-	-	\$2.00	Some wet slips available	Fair	Need to pass through a private drawbridge.	
Ocean Club at Port Canaveral	930 Mullet Rd.Port Canaveral, Florida	www.oceanclubmarina-pc.com	321-783-9001	73	-	-	-		-	-	-		-			-	-	-					
Sunrise Marina at Cape Canaveral	505 Glen Cheek Dr Cape Canaveral, Florida	Sunrisemarina.com	(321) 783-9535	12	-	-	-	\$13.50	-	-	-	\$14.50	80	\$ 13.50	\$ 14.50	-	-	-					
Cape Marina at Port Canaveral	Canaveral FL, 32920	capemarina.com	3214820167	115	-	-	-	\$14.50	-	-	-	\$15.50	100	-	-	-	-	-	\$3.50				
Port Canaveral Yacht Club	910 Mullet Rd Port Canaveral, FL 32920	www.pcyac-fl.org	3214820167	52	-	-	-	\$14.50	-	-	-	-	-	-	-	NA	NA	NA	NA	100% Occupancy	under renovations	Facilities closed due to dock renovations in February 2024 Members only 2400 Initiation + 200/month	
Vero Yacht Club	3611 Rio Vista Blvd. Vero Beach, FL 32963	veroyachtclub.com	772-231-2819	100	-	-	-	\$12.50	-	-	-	\$16.00	50	\$ 12.50	\$ 16.00	-	-	-	\$2.50	100% Occupancy	Average	Total: 100 slips, 50 dry storage (yard), and 50 moorings.	
Vero Marine Center	12 Royal Palm Pointe Vero Beach, FL 32960	veromarine.com	(772) 562-7922		-	-	-		-	-	-		-	-	-	-	-	-	-				
Loggerhead Marina Vero Beach	1221 Marina Village Cir Vero Beach, FL 32967-	loggerheadmarinas.com	772-770-4470	163	-	-	-		-	-	-		-	-	-	-	-	-	-				
Average			Average	-	\$10.86	\$12.31	\$13.21	\$13.83	\$11.71	\$12.99	\$14.11	\$15.43	-	\$ 12.36	\$ 12.93	\$1.93	\$2.00	\$2.06	\$2.18				

Titusville Municipal Marina



Titusville Marina is a hidden gem, offering the finest accommodations, customer care, and value all conveniently located in Titusville, Florida.

The marina is equipped to harbor boats of all shapes and sizes, offering a vast array of superlative amenities.

Titusville Marina is owned by the City of Titusville and professionally managed by F3 Marina, a national leader in responsible property management.

The basin is well-protected from waves and has a depth of 8 to 12 feet. Depth in Approach Channel is 7-9 feet. No discernable tide due to locks at Port Canaveral.



Halifax Harbor Municipal Marina



Halifax Harbor provides year-round docking facilities for boaters seeking a permanent slip, as well as seasonal or overnight accommodations.

Ideally located right off the Intracoastal Waterway, the Marina is just a short ride to the open ocean.

Enjoy easy access to nearby shopping, restaurants, and entertainment located just minutes from Daytona International Speedway, Daytona International Airport, the World's Most Famous Beach and the quaint, picturesque waterfront Downtown.



Vero Beach City Marina



- A. Transient Slips:**
Daily: \$2.50 per ft. per day
Weekly: \$2.00 per ft. per day (7-night minimum)
Monthly: \$17.00 per ft. per month (1 month minimum)
Seasonal: \$16.00 per ft. per month (6-month minimum Nov-Apr) (4-month minimum May-Oct)
Vessels over 100 feet LOA: \$4.50 per ft. per day, plus appropriate daily rate for Towed Tender is applicable.

B. Transient trailer storage:
\$25.00 per day

C. Long-term Slips (Annual):
\$14.00 per ft. per month. Vessels over 100 ft. \$35.00 per ft. per month.

D. Dry Storage:
Annual \$325.00 per month
- Transient \$365.00 per month
Jet Ski \$125.00 per month
Forklift: Haul & Launch: \$150.00 includes one day on a work rack. \$50.00 per day for any additional days.

E. Moorings:
Transient Daily \$22.00 per day

F. Kayak and Dinghy Storage Rack: (on a space available basis)
Annual: \$240.00 when paid in full
Semi-annual: \$150.00 when paid in full
Monthly: \$30.00 per month
*Multiple Kayaks on a single rack shall be charged 1.5 times the appropriate rate.

G. Facility Building Locker:
\$15.00 per month per locker

Westland Boatyard & Marina



Westland Boatyard and Marina is located on the Intracoastal Waterway in Titusville, Florida.

With 55 wet-slips and 6+ acres of do-it-yourself upland dry yard, the marina is very popular among Do-It-Yourself boaters. It's travel lift can haul out boats to 60' and 50 tons.

Bottom painting, diesel/gas mechanic, outboard servicing & repairs, welding, rigging, fiberglass/gelcoat repair, and general refurbishing are all available from outside contractors.



Fins Marina



Conveniently located along the beautiful Sebastian Riverfront area and directly across from the Sebastian Inlet on the Intracoastal Waterway at ICW Marker 66. Fins Marina is a deep water marina with protected harbor, 30/50 AMP shorepower, security gates, boat lifts, restroom facilities, over-the-water restaurant, and much more.

- a. Accommodates transient vessels up to 50 ft in length.
- b. Accommodates permanent vessels up to 65 in length.



Kennedy Point Yacht Club & Marina



This newly rebuilt marina boasts 138 brand new slips and finger piers.

Every dock comes fully equipped with a 24/7 pump out station, which is remotely accessible by every slip. This feature gives every slip access without the unnecessary hassle of relocating your vessel every time a pump out is needed.

Each beautifully constructed pier offers power pedestals, as well as amber lighting towers, providing excellent nighttime visibility. The outdoor sparkling inground pool is beautifully nestled up to the waterway, giving its' guests a complete resort-style experience. Both transient and long-term guests are welcome.



Cocoa Village Marina



ABOUT COCOA VILLAGE MARINA

- a. 117 Modern Fixed Slips for Vessels up to 100 ft.
- b. Gated Security and Video Surveillance.
- c. Water and Electric Hookup to 100 amps.
- d. WiFi Internet Connectivity.
- e. Boat Lifts Pump Out Service at each slip.
- f. Docks Protected by Wave Attenuators.



Marker 24 Marina



Marker 24 Marina, located at 1357 South Banana River Drive in Merritt Island, Florida, is a full-service marina offering a range of amenities and services for boaters. Situated directly on the Banana River at channel marker 24, the marina provides well-marked entry accommodating drafts up to 5.5 feet. It features 76 open-air wet slips and eight covered slips, each equipped with water and power options (30 and 50 amp), as well as pump-out facilities. The marina is home to the Marker 24 Riverfront Grille, an on-site restaurant. Additional services at Marker 24 Marina include a fuel dock offering both diesel and gasoline, a ship store with bait and tackle, and a boatyard providing haul-out services, bottom painting, and cleaning.



Ocean Club at Port Canaveral



This marina offers daily, weekly, monthly, seasonal, and annual wetslips.

With convenient direct ocean and intracoastal access, Ocean Club can accommodate vessels ranging from 40 feet to 110 feet in length.

State-of-the-art, Bellingham floating concrete docks with full services are offered at each slip, including electric, phone, water, cable TV, high-speed Internet, and individual pump-out service at each slip.



Cape Canaveral Yacht Club



Port Canaveral Yacht Club will be closed to boaters due to new dock construction through February 2024.

Port Canaveral Yacht Club is a member-owned boating club located at Port Canaveral.

It has a fabulous clubhouse, beautiful restaurant, a Tiki Bar downstairs just off the water and a traditional bar in our restaurant upstairs with a view of the port.

Does not have a fuel dock.
Does allow for transient boaters.



Eau Gallie Yacht Basin



The Eau Gallie Yacht basin has been providing dockage and services to boaters since 1896.

Located on the West side of the ICW on the beautiful Eau Gallie River (formerly named the Elbow Creek) in the historic Eau Gallie Arts District of Melbourne.

There are 60 modern slips accommodating boats to 65 plus feet.



Waterline Marina



Waterline Marina is located at 911 N Harbor City Blvd in Melbourne, Florida, within the naturally protected Eau Gallie Yacht Basin.

This marina offers 110 wet slips, accommodating boats of various sizes, with amenities including individually metered 30 and 50 Amp electrical hookups, fresh water, restrooms with showers, and laundry facilities.

Situated at Intracoastal Waterway mile marker 915, it provides convenient access to the Indian River and is within walking distance of historic Eau Gallie, featuring numerous restaurants and shops.

The marina operates Monday through Friday from 9:00 AM to 5:00 PM and monitors VHF channels 16 and 68.



COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 06. Design

06

The proposed wet slip layout for the municipal marina was designed with considerations for sustainability, constructibility, navigation, and financial feasibility. The layouts provided are conceptual; however, they outline a phased approach that could be considered to benefit both the city and community stakeholders who would immediately utilize the marina and fuel dock.

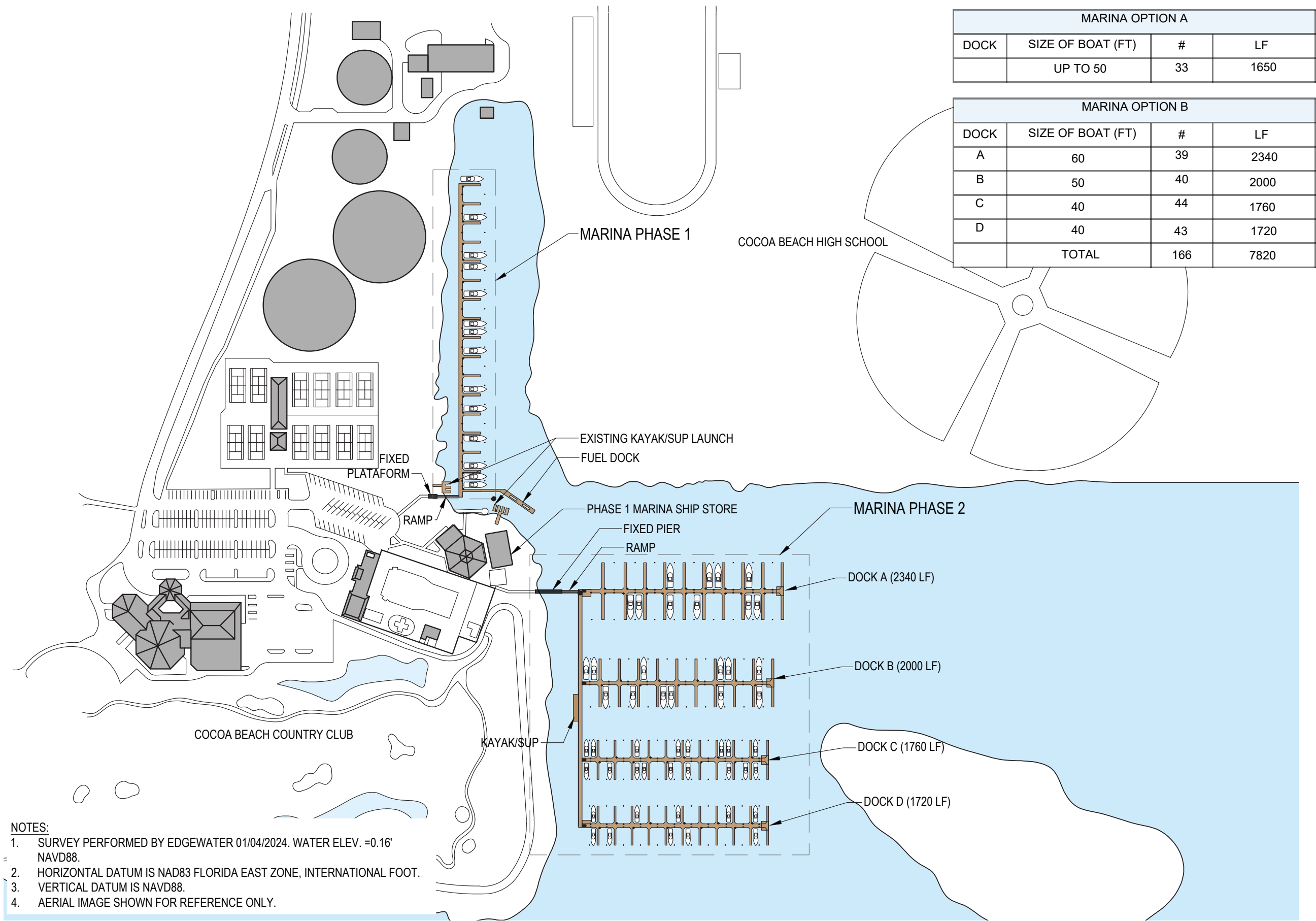
The phasing plan allows the city to build the project to meet short and long term demand to allow for improved project cash flow. Community input and market studies helped identify an optimal slip mix to accommodate both current and future boaters in the Cocoa Beach area. The proposed wet slips range from 25 feet to 65+ feet, consistent with existing marinas in the region and reflecting the boating industry’s trend toward larger vessels.

Edgewater also evaluated the feasibility of a dry stack marina at both potential locations. Dry stack marinas are growing in popularity due to modern advancements in electric cranes, sustainable/electric designs, modern forklifts, and automated storage solutions. These facilities offer advantages for boat owners by reducing the time vessels spend in corrosive saltwater and minimizing environmental impacts, such as fuel and oil runoff and reduced labor costs.

While Edgewater has not advanced conceptual plans for a dry stack marina, we recommend conducting a supplemental study on the potential benefits of a dry stack marina adjacent to the eastern tennis courts at the Country Club property. This facility could serve as a third-phase development, funded in part by the profits generated within the initial years of wet slip marina operations.

By situating the marina adjacent to the existing Country Club Aquatic Center and Tennis Center, the city can consolidate its outdoor recreational assets. This strategic location offers tremendous potential for future multi-use city amenities, such as a shared activity center that could incorporate boating, tennis, and golf facilities under one roof while enhancing the existing clubhouse.



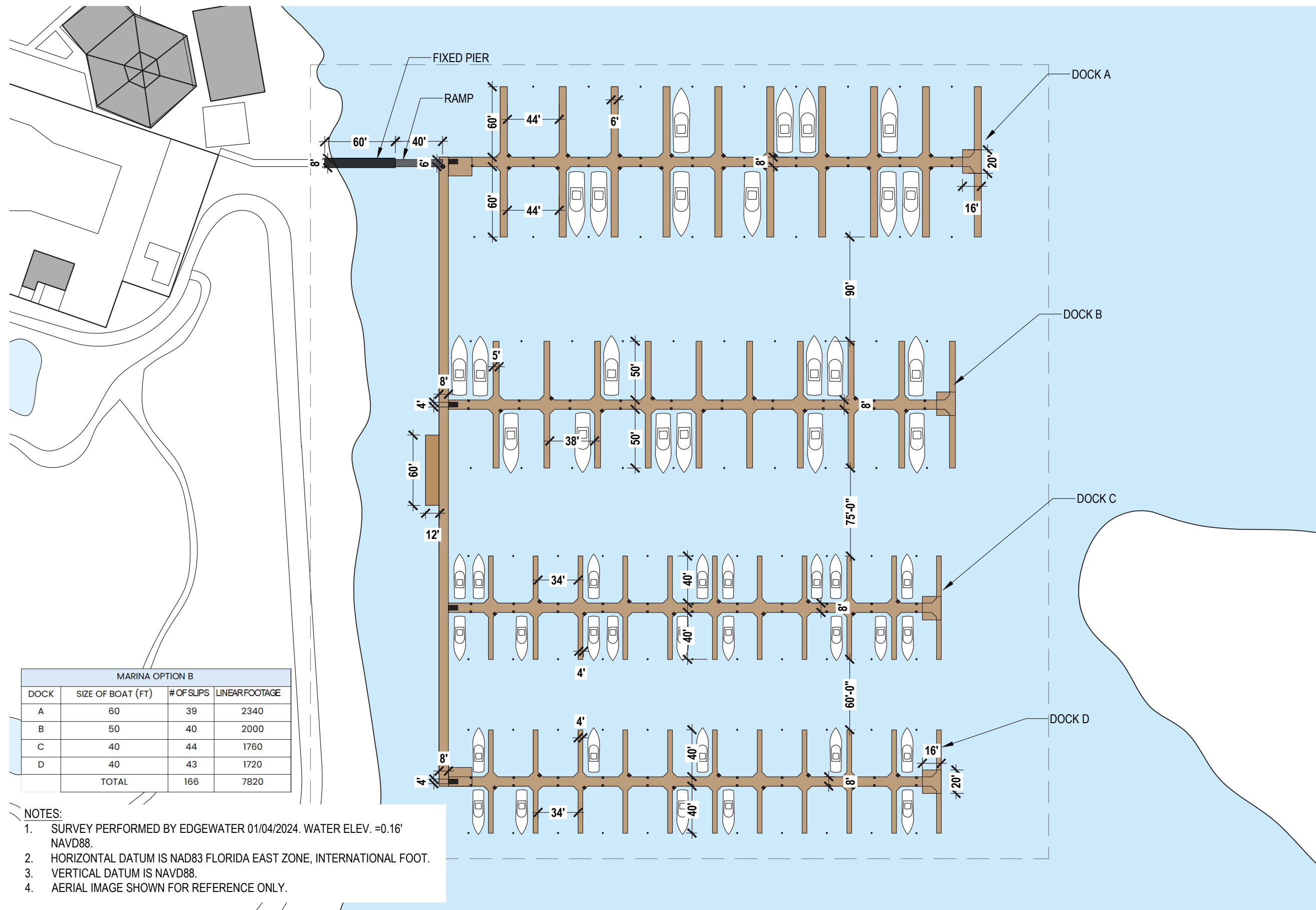




Marina Option A | Phase 1 & 2

Legend

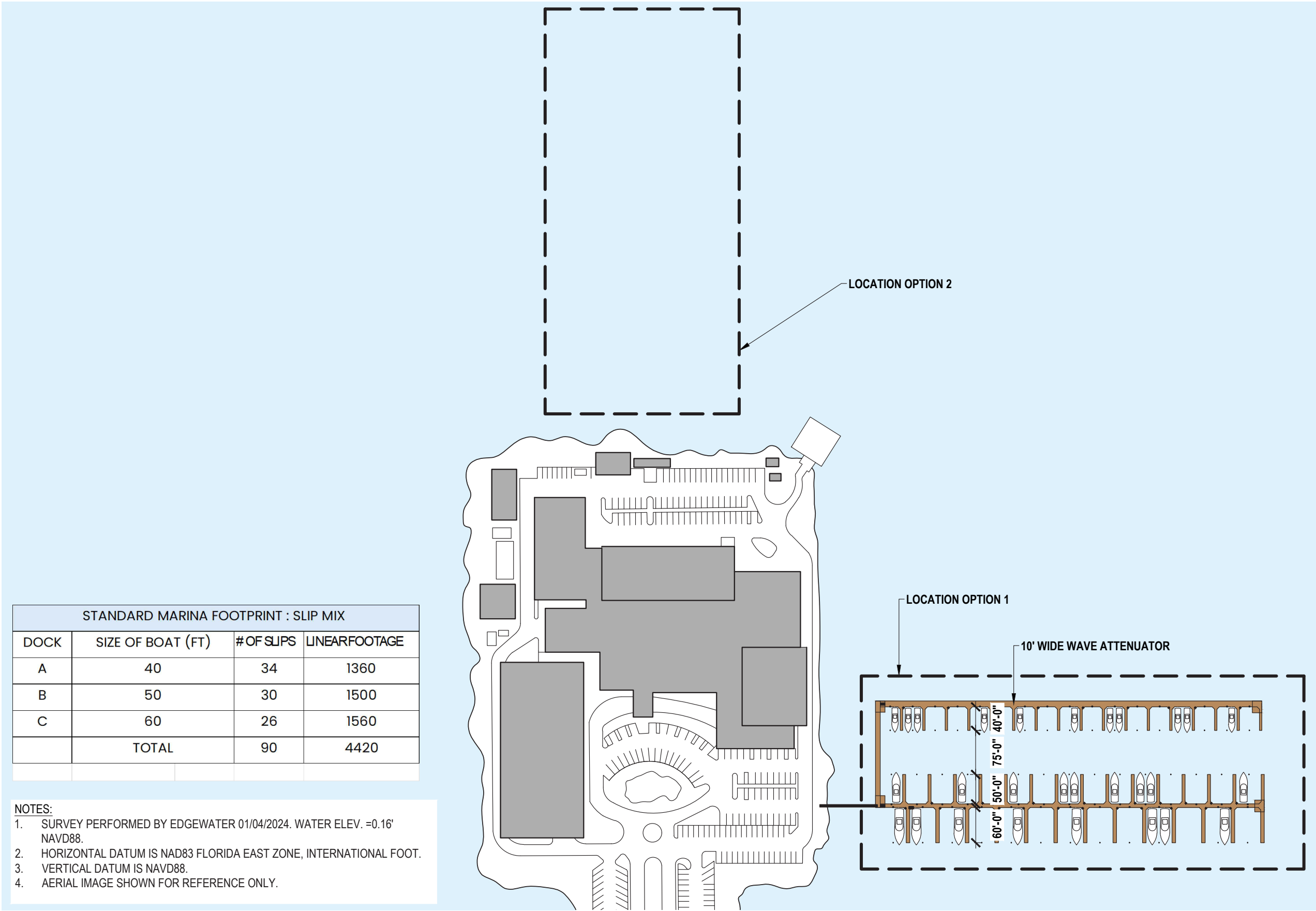
- 1 Marina Phase 1
- 2 Marina Phase 2
- 3 Fuel Dock



Marina Option A | Phase 2

- Legend
- 1 Dock A
 - 2 Dock B
 - 3 Dock C
 - 4 Dock D
 - 5 SUP/Kayak
 - 6 Fixed Platform
 - 7 Fixed Pier
 - 8 Gangway Access





Marina Option B | Location 1 & 2

- Legend
- 1 Location Secondary Hospital
 - 2 Location Preferred Hospital
 - 3 Health First's Cape Canaveral Hospital
 - 4 Entry
 - 5 W Cocoa Beach Causeway



COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 07. Economics

The financial projections for the proposed marina project consider annual cash flow including analysis of gross revenue and identification of initial capital expenses, funding sources, and annual operating costs, which together determine net profitability.

Our financial model is based on a five-year cash flow projection, incorporating a municipal standard bond rate and a Boating Infrastructure Grant (BIG) to cover some capital expenses. The marina construction plan involves two individual phases at the Country Club location but only one phase at the Hospital location. Additional grants are possible but not included in this analysis.

The revenue model follows industry standards, calculating costs per linear foot of rental slips, combined with marina fuel sales and potential merchandise revenue from a boater service/marina ship store. Additional financial models may be explored to enhance profitability, including boating country club memberships, transient daily marina fees, boat clubs, etc.



Marina Ship Store

Through our market study of the immediate area and the existing boating infrastructure, we have identified the potential for fuel sales is a potentially significant factor in the revenue and profitability of the Cocoa Beach Marina. The operating costs were determined using percentages which Edgewater has compiled from multiple existing marinas around Florida. Predictive analysis cannot truly be completed until further engineering and detailed cost estimating is performed. Edgewater has many active marina construction projects across Florida, so our projections are based on real-world data and costs.

The cash flow analysis shows the net operating income (NOI) for the marina wet slips, store, and fuel operations. NOI is a good representation of day-to-day economics. However, to capture the long-term profitability of the project, we also include debt services. Because this proposal is for a municipal project, we are using a bond rate of 3.96% for the construction loans at either location. A standard loan period of 20 years is also assumed.

As previously discussed, a large-scale marina project at the Country Club location would likely be built in two phases which is shown in the economic forecast. On the other hand, a marina project at the Hospital location would be planned for one single phase of construction.

The cost estimate summary and cash flows can all be viewed on the following pages. The conclusion of these models is that each project location is suitable for a profitable marina project, given the assumptions and inputs identified herein.

Cost Estimate: Country Club Marina PHASE 1					
#	Item	Quantity	Unit	Unit Price	Total
1	Steel Piling & Install	41	Piles	\$8,000	\$330,000
2	Aluminum Floating Docks & Install	1,650	LF	\$350	\$577,500
3	Wet Slip Utilities	33	Slips	\$13,500	\$445,500
4	Ship Store	500	SF	\$400	\$200,000
5	Fuel Tank & Dispenser	1	LS	\$500,000	\$500,000
6	Access Gangway (ADA Compliant)	1	LS	\$35,000	\$35,000
Hard Cost Subtotal					\$2,088,000
Soft Cost (10%) & Contingency (10%)					\$417,600
Grand Total					\$2,505,600

Cost Estimate: Country Club Marina PHASE 2					
#	Item	Quantity	Unit	Unit Price	Total
7	Steel Piling & Install	196	Piles	\$8,000	\$1,564,000
8	Aluminum Floating Docks & Install	7,820	LF	\$350	\$2,737,000
9	Wet Slip Utilities	166	Slips	\$13,500	\$2,241,000
10	Ship Store Addition	300	SF	\$400	\$120,000
11	Access Gangway (ADA Compliant)	1	LS	\$35,000	\$35,000
Hard Cost Subtotal					\$6,697,000
Soft Cost (10%) & Contingency (10%)					\$1,339,400
Grand Total (Phase 1 + Phase 2)					\$10,542,000

Cost Estimate: Hospital Marina					
#	Item	Quantity	Unit	Unit Price	Total
1	Steel Piling & Install	111	Piles	\$8,000	\$884,000
2	Heavy Duty Concrete Floating Docks & I	4,420	LF	\$500	\$2,210,000
3	Wet Slip Utilities	90	Slips	\$13,500	\$1,215,000
4	Ship Store	600	SF	\$400	\$240,000
5	Access Gangway (ADA Compliant)	1	LS	\$35,000	\$35,000
6	Fuel Tank & Dispenser	1	LS	\$500,000	\$500,000
7	Dredging Allowance	1	LS	\$800,000	\$800,000
Hard Cost Subtotal					\$5,884,000
Soft Cost (10%) & Contingency (10%)					\$1,176,800
Grand Total					\$7,060,800

SLIP DISTRIBUTION/ABSORPTION:

Slip Size (LF)	35	40	50	60	Total Boats	LF
Phase I (Thru 2028)	0	0	33	0	33	1,650
Phase II (2029+)	0	87	40	39	166	7,820
Total Slips =	0	87	73	39	199	9,470

Cocoa Beach Municipal Marina Cash Flow Analysis: COUNTRY CLUB LOCATION							
Year	Construction = 2027	2028	2029	2030	2031	2032	5 Yr Total
Monthly Slip Rental	Monthly Rate (\$/LF):	\$19	\$19.50	\$20.00	\$20.50	\$21.00	
Slip Size (ft):	Occupancy:	75%	85%	75%	85%	90%	
35		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40		\$ -	\$ -	\$ 52,200	\$ 60,639	\$ 65,772	\$ 178,611
50		\$ 23,513	\$ 27,349	\$ 54,750	\$ 63,601	\$ 68,985	\$ 238,198
60		\$ -	\$ -	\$ 35,100	\$ 40,775	\$ 44,226	\$ 120,101
Annual Slip Revenue:	\$ -	\$ 282,150	\$ 328,185	\$ 1,704,600	\$ 1,980,177	\$ 2,147,796	\$ 6,442,908
Additional Sales							
Annual Fuel Sales (5% Growth)		\$ 66,000	\$ 69,300	\$ 398,000	\$ 417,900	\$ 438,795	\$ 1,389,995
Annual Ship Store (5% Growth)		\$ 36,000	\$ 37,800	\$ 120,000	\$ 126,000	\$ 132,300	\$ 452,100
Annual Sales Revenue:		\$ 102,000	\$ 107,100	\$ 518,000	\$ 543,900	\$ 571,095	\$ 1,842,095
NET Total Annual Revenue:		\$ 384,150	\$ 435,285	\$ 2,222,600	\$ 2,524,077	\$ 2,718,891	\$ 8,285,003
Annual Cost of Revenue							
Marina Operations	40%	\$ 112,860	\$ 131,274	\$ 681,840	\$ 792,071	\$ 859,118	\$ 2,577,163
Fuel Operations and Cost of Goods Sold	75%	\$ 49,500	\$ 51,975	\$ 298,500	\$ 313,425	\$ 329,096	\$ 1,042,496
Store Operations & Cost of Goods Sold	75%	\$ 27,000	\$ 28,350	\$ 90,000	\$ 94,500	\$ 99,225	\$ 339,075
Total Cost of Revenue:		\$ 189,360	\$ 211,599	\$ 1,070,340	\$ 1,199,996	\$ 1,287,440	\$ 3,958,734
Annual Gross Profit:		\$ 194,790	\$ 223,686	\$ 1,152,260	\$ 1,324,081	\$ 1,431,451	\$ 4,326,269
Debt Services							
Phase I Principal Amount =	\$ 2,505,600						
Phase I Bond Repayment (Annual) =		\$ 181,568	\$ 181,568	\$ 181,568	\$ 181,568	\$ 181,568	\$ 907,841
Phase 2 Principal Amount =	\$ 8,036,400						
Phase 2 Bond Repayment (Annual) =			\$ 582,357	\$ 582,357	\$ 582,357	\$ 582,357	\$ 2,329,430
BIG Grant [Credit]	\$ (500,000)		\$ (750,000)				\$ (1,250,000)
Total Debt Service:	\$ (500,000)	\$ 181,568	\$ 13,926	\$ 763,926	\$ 763,926	\$ 763,926	\$ 1,987,271
NET OPERATING INCOME:		\$ 13,222	\$ 209,760	\$ 388,334	\$ 560,156	\$ 667,526	\$ 2,338,998
Cumulative Cash Flow:	\$ 500,000	\$ 513,222	\$ 722,982	\$ 1,111,317	\$ 1,671,472	\$ 2,338,998	

*Additional grants (apart from BIG) are anticipated and likely

Phase I Principal Amount = 2,505,600
City of Cocoa Beach Revenue Bond Rate= 3.96%
Phase I Annual Payment = 181,568

Period (Years)= 20

Period (Months)= 240

Phase 2 Principal Amount = 8,036,400
City of Cocoa Beach Revenue Bond Rate= 3.96%
Phase 2 Annual Payment = 582,357

Period (Years)= 20

Period (Months)= 240

*Debt services assumes 100% financing for construction

SLIP DISTRIBUTION/ABSORPTION:

Slip Size (LF)	35	40	50	60	Total Boats	LF
Phase I (Thru 2028)	0	34	30	26	90	4,420
Phase II (N/A)	0	0	0	0	0	0
Total Slips =	0	34	30	26	90	4,420

Cocoa Beach Municipal Marina Cash Flow Analysis : HOSPITAL LOCATION							
Year	Construction = 2027	2028	2029	2030	2031	2032	5 Yr Total
Monthly Slip Rental	Monthly Rate (\$/LF):	\$19	\$19.50	\$20.00	\$20.50	\$21.00	
Slip Size (ft):	Occupancy:	75%	85%	90%	93%	93%	
35		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40		\$ 19,380	\$ 22,542	\$ 24,480	\$ 25,789	\$ 26,561	\$ 118,752
50		\$ 21,375	\$ 24,863	\$ 27,000	\$ 28,444	\$ 29,295	\$ 130,976
60		\$ 22,230	\$ 25,857	\$ 28,080	\$ 29,582	\$ 30,467	\$ 136,215
Annual Slip Revenue:	\$ -	\$ 755,820	\$ 879,138	\$ 954,720	\$ 1,005,771	\$ 1,035,871	\$ 4,631,320
Additional Sales							
Annual Fuel Sales (5% Growth)		\$ 180,000	\$ 189,000	\$ 198,450	\$ 208,373	\$ 218,791	\$ 994,614
Annual Ship Store (5% Growth)		\$ 120,000	\$ 126,000	\$ 132,300	\$ 138,915	\$ 145,861	\$ 663,076
Annual Sales Revenue:		\$ 300,000	\$ 315,000	\$ 330,750	\$ 347,288	\$ 364,652	\$ 1,657,689
NET Total Annual Revenue:		\$ 1,055,820	\$ 1,194,138	\$ 1,285,470	\$ 1,353,059	\$ 1,400,523	\$ 6,289,010
Annual Cost of Revenue							
Marina Operations	40%	\$ 302,328	\$ 351,655	\$ 381,888	\$ 402,308	\$ 414,348	\$ 1,852,528
Fuel Operations and Cost of Goods Sold	75%	\$ 135,000	\$ 141,750	\$ 148,838	\$ 156,279	\$ 164,093	\$ 745,960
Store Operations & Cost of Goods Sold	75%	\$ 90,000	\$ 94,500	\$ 99,225	\$ 104,186	\$ 109,396	\$ 497,307
Total Cost of Revenue:		\$ 527,328	\$ 587,905	\$ 629,951	\$ 662,774	\$ 687,837	\$ 3,095,795
Annual Gross Profit:		\$ 528,492	\$ 606,233	\$ 655,520	\$ 690,284	\$ 712,686	\$ 3,193,214
Debt Services							
Principal Amount =	\$ 7,060,800						
Bond Repayment (Annual) =		\$ 511,661	\$ 511,661	\$ 511,661	\$ 511,661	\$ 511,661	\$ 2,558,303
BIG Grant [Credit]	\$ (1,250,000)						\$ (1,250,000)
Total Debt Service:	\$ (1,250,000)	\$ 511,661	\$ 511,661	\$ 511,661	\$ 511,661	\$ 511,661	\$ 1,308,303
NET OPERATING INCOME:		\$ 16,831	\$ 94,572	\$ 143,859	\$ 178,624	\$ 201,025	\$ 1,884,911
Cumulative Cash Flow:	\$ 1,250,000	\$ 1,266,831	\$ 1,361,404	\$ 1,505,263	\$ 1,683,886	\$ 1,884,911	

*Additional grants (apart from BIG) are anticipated and likely

Phase I Principal Amount = 7,060,800

City of Cocoa Beach Revenue Bond Rate= 3.96%

Phase I Payment (Annual) = 511,661

Period (Years)= 20

Period (Months)= 240

*Debt services assumes 100% financing for construction

COCOA BEACH

MARINA FEASIBILITY STUDY

Chapter 08. Conclusions

Over the past 16 months, our team of engineers, environmental scientists, and planners has produced this study to assess the feasibility of a municipal marina project for the City of Cocoa Beach. Based on gathering hundreds of data points, developing several conceptual marina layouts, holding numerous meetings with various agencies, and modeling alternative marina financing and operations programs, we feel a marina is feasible to be built at both the Country Club and Hospital property. A municipal marina project for the City of Cocoa Beach at the Country Club location is not only feasible but also easily permittable and constructible and would provide significant benefits to the community and residents. This is an ideal location based on these factors which align with the visions of the community, residents, and city council.



Marina Feasibility Study

Cocoa Beach, FL



Edgewater
Group

Attachments:

- 1. Community Survey: Amenity Scores**
- 2. Edgewater Group LLC Disclaimer & Liabilities**

Q14 Please rate the following marina amenity according to importance:
Dock quality

Answered: 664 Skipped: 222

3.6★
average rating



	LEAST IMPORTANT	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
☆	22.14% 147	1.36% 9	13.25% 88	24.25% 161	39.01% 259	664	3.57

Q15 Please rate the following marina amenity according to importance:

Slip Cost

Answered: 686 Skipped: 200

3.3 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	27.84% 191	3.35% 23	15.16% 104	14.43% 99	39.21% 269	686	3.34

Q16 Please rate the following marina amenity according to importance: Staff & Hospitality

Answered: 689 Skipped: 197

3.5★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	21.48% 148	3.48% 24	17.27% 119	23.66% 163	34.11% 235	689	3.45

Q17 Please rate the following marina amenity according to importance:

Ship Store

Answered: 692 Skipped: 194

2.8★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	31.07% 215	9.97% 69	26.16% 181	14.88% 103	17.92% 124	692	2.79

Q18 Please rate the following marina amenity according to importance: Utilities on Docks

Answered: 689 Skipped: 197

3.2★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	27.29% 188	5.66% 39	18.00% 124	17.85% 123	31.20% 215	689	3.20

Q19 Please rate the following marina amenity according to importance: Wifi on Docks

Answered: 683 Skipped: 203

2.7★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	38.65% 264	7.47% 51	21.08% 144	12.45% 85	20.35% 139	683	2.68

Q20 Please rate the following marina amenity according to importance: Fuel Accessibility

Answered: 690 Skipped: 196

3.6 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	25.07% 173	2.32% 16	11.01% 76	15.94% 110	45.65% 315	690	3.55

Q21 Please rate the following marina amenity according to importance:

Pump-out

Answered: 684 Skipped: 202

2.9★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	34.80% 238	8.19% 56	18.71% 128	13.45% 92	24.85% 170	684	2.85

Q22 Please rate the following marina amenity according to importance: Parking

Answered: 689 Skipped: 197

3.4★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	24.38% 168	3.63% 25	17.85% 123	18.29% 126	35.85% 247	689	3.38

Q23 Please rate the following marina amenity according to importance: Restrooms/Showers

Answered: 687 Skipped: 199

3.3 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	24.31% 167	5.39% 37	19.07% 131	20.23% 139	31.00% 213	687	3.28

Q24 Please rate the following marina amenity according to importance: Laundry

Answered: 683 Skipped: 203

2.1★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	53.88% 368	11.42% 78	19.62% 134	5.27% 36	9.81% 67	683	2.06

Q25 Please rate the following marina amenity according to importance: Locker Rooms

Answered: 678 Skipped: 208

2.0★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	55.75% 378	12.83% 87	19.32% 131	4.72% 32	7.37% 50	678	1.95

Q26 Please rate the following marina amenity according to importance: Clubhouse/Lounge

Answered: 688 Skipped: 198

3.0★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	31.83% 219	6.98% 48	15.70% 108	16.72% 115	28.78% 198	688	3.04

Q27 Please rate the following marina amenity according to importance:
Picnic areas, landscaping, play areas, etc.

Answered: 696 Skipped: 190

3.0★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	30.60% 213	7.61% 53	20.98% 146	16.67% 116	24.14% 168	696	2.96

Q28 Please rate the following marina amenity according to importance: Maintenance & Service

Answered: 686 Skipped: 200

3.2 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	27.26% 187	6.56% 45	17.78% 122	18.51% 127	29.88% 205	686	3.17

Q29 Please rate the following marina amenity according to importance:

Security

Answered: 686 Skipped: 200

3.7 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	22.01% 151	2.62% 18	12.39% 85	14.14% 97	48.83% 335	686	3.65

Q30 Please rate the following marina amenity according to importance: Lighting

Answered: 686 Skipped: 200

3.5★
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	22.16% 152	4.66% 32	16.47% 113	18.66% 128	38.05% 261	686	3.46

Q31 Please rate the following marina amenity according to importance: Boat Maneuverability

Answered: 677 Skipped: 209

3.6 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	21.86% 148	2.22% 15	12.85% 87	17.87% 121	45.20% 306	677	3.62

Q32 Please rate the following marina amenity according to importance: Views/Aesthetic

Answered: 679 Skipped: 207

3.3 
average rating



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	24.01% 163	4.71% 32	20.18% 137	18.56% 126	32.55% 221	679	3.31

DISCLAIMER

Re: Cocoa Beach Marina Feasibility Study

I. Certain Risk Factors

In addition to the factors set forth elsewhere herein, prospective stakeholders in any capacity are advised to carefully consider the following matters and should consult their own legal, tax, and financial advisors with respect thereto. The risk factors set forth herein are not an exhaustive list of all the possible risks involved. Stakeholders are encouraged to conduct an independent examination of the facts and circumstances set forth herein.

A. Notices and Initial Disclaimers

This confidential feasibility study (fs) has been prepared by Edgewater Group LLC (the “company”) solely for the preliminary informational use by the City of Cocoa Beach (the “city”) in considering any potential future investment in the development. The fs should be considered as only an introductory document providing preliminary information which may be subject to substantial and material ongoing modification. The fs does not claim to be all-inclusive or to contain all the information that a prospective stakeholder may require to evaluate this opportunity. Each recipient of the fs should carry out independent analysis of the development and the information and data contained herein. This fs supersedes any prior versions. Prospective stakeholders should not rely on any statement contained in a prior version of this fs that is also not contained herein.

No securities are offered by way of the fs, nor should any recipient of the fs infer or presume that the fs constitutes an offering of securities or investment. The company may elect to issue subsequently a private placement memorandum (“ppm”), but this fs should in no way be construed as such.

Certain provisions of documents are summarized in this fs, but such summaries are qualified in their entireties by the documents that they purport to summarize. Copies of such documents may be obtained from the company upon written request. Neither the company nor its affiliates, agents, advisers or representatives make any representations or warranties, express or implied, concerning the information furnished to any recipient through this fs or otherwise. The delivery of this fs at any time subsequent to its date does not imply that information herein is correct at any such subsequent date. The company has no obligation to update any of the information contained herein. Recipients are not to construe the contents of this fs as legal, business or tax advice. Prospective stakeholders should consult their own advisers as to legal, tax, business, financial and related aspects of an investment in the securities.

This fs includes statements, estimates, and projections provided by the company with respect to its future performance. Such statements, estimates, and projections reflect significant assumptions and subjective judgments by the company’s management concerning the expected results. These assumptions and judgments may or may not prove to be correct, and there can be no assurance that any projected results are attainable or will be realized. The company reserves the right to negotiate with one (1) or more prospective stakeholders at any time and to enter into any definitive agreement for any investment involving such stakeholders without prior notice to the recipient of this fs or any other recipient.

The company and its respective agents, representatives, managers, employees, advisers and affiliates make no representations or warranties to any recipient of this fs regarding the legality of a possible investment. Each recipient should consult with advisers and make an independent analysis of the financial and tax consequences, and all other matters relating to a potential future investment in the company subject to the terms and conditions set out in any future ppm.

Recipients may, if so desired, make inquiries about the company with respect to any matter relating to the company and may obtain any additional information such stakeholders deem necessary regarding an investment decision and to evaluate the accuracy of the information contained in this fs. Regarding such inquiry, any document in the company's possession or control that any recipient wishes to review will be made available for inspection, subject to any contractual confidentiality obligations of the company. Any requests for additional information or documents must be made in writing and delivered to the company at the company's address.

No person has been authorized to give any information or to make any representation other than the information and the representations made directly by the company as set out in this fs. If any other information or representation is received, given or made, such information or representation must not be relied upon and has not been authorized by the company. This fs does not constitute an offer to sell or the solicitation of an offer to buy any security, which may only be made by way of a subsequently issued private placement memorandum, which issuance may or may not occur.

Definitions: all terms not otherwise defined herein shall have the meaning given in the company's articles of incorporation and bylaws. Words that appear with initial capitals are defined in the glossary, which is in the appendix to this document. The terms "investors", "directors", "officers", "common shares", "preferred shares", "articles of association", "bylaws", and "company" will be used throughout this confidential offering fs. All references to dollars and the use of the \$ symbol refer to united states dollars (\$), unless otherwise stated.

The sale, transfer or other disposition of any securities purchased pursuant to this fs are restricted under the company's amended and restated articles of incorporation and bylaws, and by applicable securities laws in the jurisdiction of the security holders and as otherwise stated herein.

It is the responsibility of each stakeholder considering the purchase of the securities offered herein to observe the laws, rules and regulations of any other jurisdiction to which such investor is subject regarding any such purchase. Such observance must include obtaining any required governmental or other consents or observing any other applicable regulations.

B. Substantial Competition

The market for real estate products, such as those projected to be developed in this fs is highly competitive with numerous other developers competing in a market with limited demand. There is no assurance that either existing or new competitors will not develop products that achieve competitive market acceptance. Competitive pressures could force the city to adjust its forecast and affect absorption rates. However, it is known that marina projects require substantial approvals and timelines. Therefore, the ability of competitive projects to come online is greatly hindered as well.

C. Market Trends

The company's current fs is based in part on industry studies that project a continuing increase in the total demand for marinas, marina slips, and leisure travel. There can be no assurance that these studies are accurate or that the results of the studies will prove correct. Market trends can change over time and prove to be different than forecasted results. Furthermore, market supply may significantly impact the value of the marina's product offerings to the extent that the market becomes flooded with alternatives sources of supply. Prices for the marina's products may be driven downward, reducing the revenue generated by the development.

D. Forward-Looking Statements

This fs contains forward-looking statements relating to our anticipated operations that are based on our current expectations, estimates and projections. Words such as "anticipates", "believes", "continues", "estimates", "expects", "goal", "intends", "may", "opportunity", "plans", "potential", "projects", "forecasts", "should", "will", and similar expressions are intended to identify such forward-looking statements. These statements are not guarantees of future performance and involve risks, uncertainties and assumptions that are difficult to predict. Forward-looking statements are based upon assumptions as to future events that may not prove to be accurate. Actual outcomes and results may differ materially from what is expressed or forecasted in these forward-looking statements. Actual results may differ from the forward-looking statements for many reasons. Important factors known to us that could cause such material differences are discussed within these risk factors.

City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

Police /
Wes Mullins, Chief of Police

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Discuss and inform members of the commission on regulatory options regarding e-bikes to improve safety.

Staff Representative: Wes Mullins, Chief of Police

Recommendation: Discuss

IS THIS ITEM BUDGETED (IF APPLICABLE)?

BACKGROUND:

Enhancing Safety: The Case for E- Bike Ordinances in Cocoa Beach

Presented by Chief Mullins



Introduction

E-bike sales in the U.S. have surged—quadrupling between 2019 and 2022.

In Cocoa Beach, this rise presents unique safety and infrastructure challenges, including:

A single sidewalk along Minutemen Causeway

Multiple schools within close proximity

Numerous side streets with limited visibility

Increased traffic from the golf course and country club

Public works vehicles, heavy tourist traffic, and a significant elderly population



The Problem

- E-bikes frequently observed traveling up to **35 MPH** on **sidewalks** in residential areas
- Majority of riders are **minors** commuting to and from school
- Limited enforcement action available

Student Commute Study – Minutemen Causeway

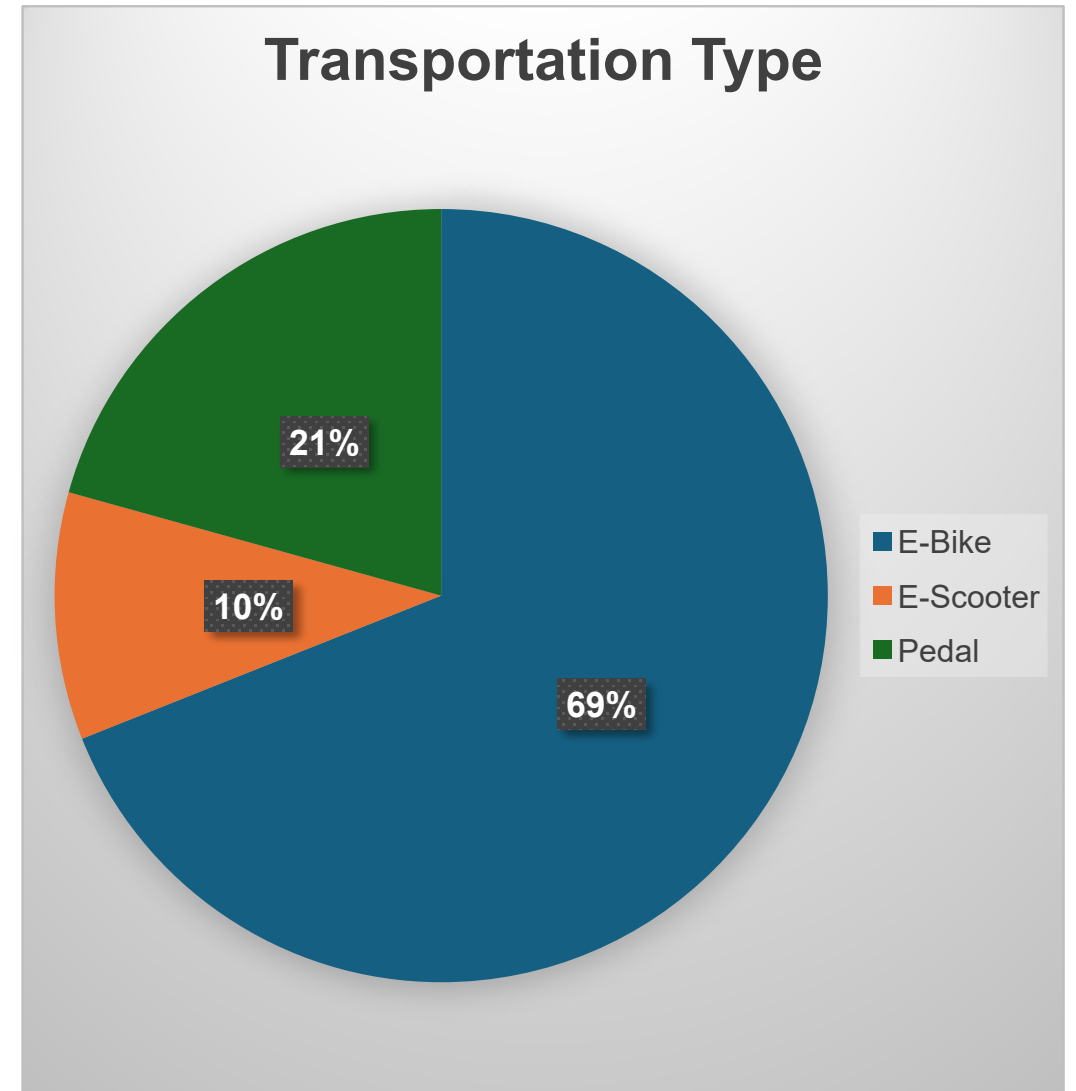
Dates: March 5, 6 & March 24–28, 2025

Location: 1400 Minutemen Causeway

Purpose: Observe student travel speeds en route to Cocoa Beach High School

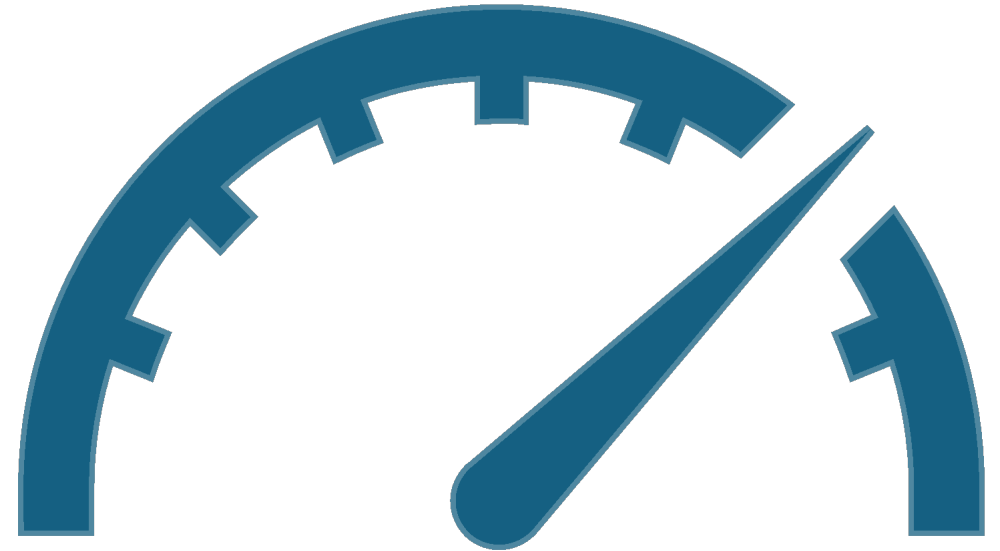
Average Daily Observations:

- **Total Students:** 58
- **Electric Bikes:** 40 (69%)
- **Electric Scooters:** 6 (10%)
- **Pedal Bikes:** 12 (21%)



E-Bike Speed Analysis

- **Average Speed:** 21.4 MPH
- **Highest Speeds (Avg. top 3 daily):** 31.8 MPH
- **Lowest Speeds (Avg. bottom 3 daily):** 15.5 MPH
- **Most Common Speed:** 20 MPH
- **Top 5 fastest bikes daily** were **dirt-bike style e-bikes**
- **Speed Gap:** Fastest e-bikes traveled **20–25 MPH faster** than pedal bikes
- **Common Violations:** No helmets, multiple riders on one bike



Scooter & Pedal Bike Comparisons

Electric Scooters:

- **Average Speed:** 14.1 MPH
- **Proportion of Traffic:** 10%

Pedal Bikes:

- **Average Speed:** 11.2 MPH
- **Proportion of Traffic:** 21%
- **⚠ E-bikes travel nearly twice as fast as pedal bikes and 50% faster than scooters.**

March 5 & 6 Snapshot

March 5 (48 Students Observed):

- **E-Bike Avg:** 22.0 MPH
- **Top Speeds:** 35, 28, 27 MPH
- **Scooter Avg:** 14.0 MPH
- **Pedal Bike Avg:** 11.2 MPH

March 6 (43 Students, Cold/Windy Conditions):

- **E-Bike Avg:** 20.5 MPH
- **Top Speeds:** 29, 29, 28 MPH
- **Scooter Avg:** 13.2 MPH
- **Pedal Bike Avg:** 8.5 MPH
-  **Even in poor weather, e-bikes still reached unsafe sidewalk speeds.**

Safety Risks

High-speed travel on sidewalks puts **pedestrians, especially children and the elderly, at risk**



E-bikes are **significantly heavier** than traditional bicycles, increasing risk of injury in collisions



Sidewalks are not designed for motorized travel—**limited visibility and reaction time**



E-bikes are traveling on the **sidewalk** at or over the speed-limit for **vehicles** on the **roadway**



Enforcement Challenges



WITHOUT CLEAR ORDINANCES,
LAW ENFORCEMENT HAS **LIMITED
TOOLS** TO MANAGE DANGEROUS
BEHAVIOR



NEED FOR LEGAL FRAMEWORK TO
ALLOW **WARNINGS, CITATIONS, OR
CONFISCATION** IN EGREGIOUS
CASES

Comparisons with Other Cities

Key Biscayne

- In 2024, Key Biscayne enacted a permanent ban on e-bikes and e-scooters following a deadly head on accident involving a 12-year-old e-bike rider and a 66-year-old resident. The ordinance prohibits all motorized scooters and electric bicycles on village streets, sidewalks, bike paths, trails, and the beach.

Miami Beach

- Miami Beach has implemented restrictions on e-bike usage, prohibiting them from all sidewalks and specific areas such as the Beachwalk, South Pointe Park and Pier, Marina Baywalk, and Lincoln Road Mall. These measures aim to enhance pedestrian safety in high-traffic tourist zones.

Neptune Beach Ordinance 22-8

(b) No bicycle, electric bicycle, skateboards, roller skates, or personal mobility device may be operated on the streets or sidewalks within the city in a **reckless** manner.

(6) Reckless shall mean:

- a. At a speed in excess of fifteen (15) miles per hour; or
- b. In willful or wanton disregard for the safety of persons; or
- c. Operation in such a manner so as to cause an unreasonable risk of harm to person or property of others on the city's streets and sidewalks; or
- d. Operation in a manner other than is reasonable and prudent under the conditions existing at the time, having regard to the actual and potential hazards then existing.

Collier County Ordinance 22- 02

Class 1

Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance over 20 MPH

Class 2

Bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance over 20 MPH

Class 3

Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance over 28 MPH

Collier County Ordinance 22- 02

- Any person over the age of 16 must operate an electric bicycle in the bicycle lane when available. Use of sidewalks in such cases are prohibited
- If an adult is operating an electric bicycle while accompanying children under the age of 16, may ride on the sidewalk to supervise them.
- Any person under the age of 16 is prohibited from riding a Class 3 E-Bike on public roads, bicycle paths, and shared roadways/pathways
- Anyone operating an E-Bike on a sidewalk or road must come to a stop when approaching a stopped school bus

Benefits of Regulation n



Increased **safety** for
pedestrians and riders



Reduced **risk** of **accidents**
and **injuries**



Better **compliance** and
enforcement capability for
PD

DISCUSSION

City of Cocoa Beach City Commission Agenda Item Summary

**DEPARTMENT MAKING
REQUEST/NAME:**

Stormwater /
Morgan Zuhlke, Stormwater Manager

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Approve the scope of services for engineering, design, permitting, and bidding services in the amount of \$60,572.00 for the Cocoa Isle Bioretention Area Project. This is a budgeted item.

Staff Representative: Morgan Zuhlke, Stormwater Utility Manager

Recommendation: Approve

IS THIS ITEM BUDGETED (IF APPLICABLE)?

This is a budgeted item.

BACKGROUND:

The Cocoa Isle Bioretention Area Project is listed in the Stormwater Master Plan as a Water Quality Project.

There is a small area at the end of Cocoa Isles Blvd to install a bioretention area to treat and infiltrate runoff from a low-density residential area. Treatment will be enhanced by lining the retention area with bioactivated media (BAM) and planted with Florida native plants. This system greatly reduces nutrient/pollutant loading to the receiving water while also protecting the barrier island's surficial aquifer. This project will benefit the Banana River Lagoon and this project is being implemented to reduce the pollutant load.

The City is required to meet the Basin Management Action Plan (BMAP) load reductions by 2035. This project will count toward the load reduction needed to meet this requirement.

This proposal consists of engineering, design, permitting, and bidding services.

**CITY OF COCOA BEACH
CONTINUING ENGINEERING SERVICES (RFQ23-003)**

Exhibit D

TASK ORDER FOR PROFESSIONAL SERVICES

Sample Task Order is shown on next page. This form is to be used for work authorized under this contract.

TASK ORDER # 1 **CONTRACTOR** Baxter & Woodman

Description Of Services & Rates (use additional pages as necessary)

Engineering Services for the CIP Project DRYDT-01, dry pond at the end of Cocoa Isles Boulevard including the following tasks:

Task 1 – Project Management/Coordination

Task 2 – Design Services

Task 3 – Permitting

Task 4 – Bid Phase Services

See attached document for more detailed description of the project scope, each task and break down of the engineering services fee.

LUMP SUM PRICE \$60,572

WORK AUTHORIZED:

ACCEPTED:

City: _____
Contract Administrator

Contractor: _____
Contract Administrator

Date: _____

Date: _____

WORK COMPLETED:

City's Contract Administrator

Date: _____

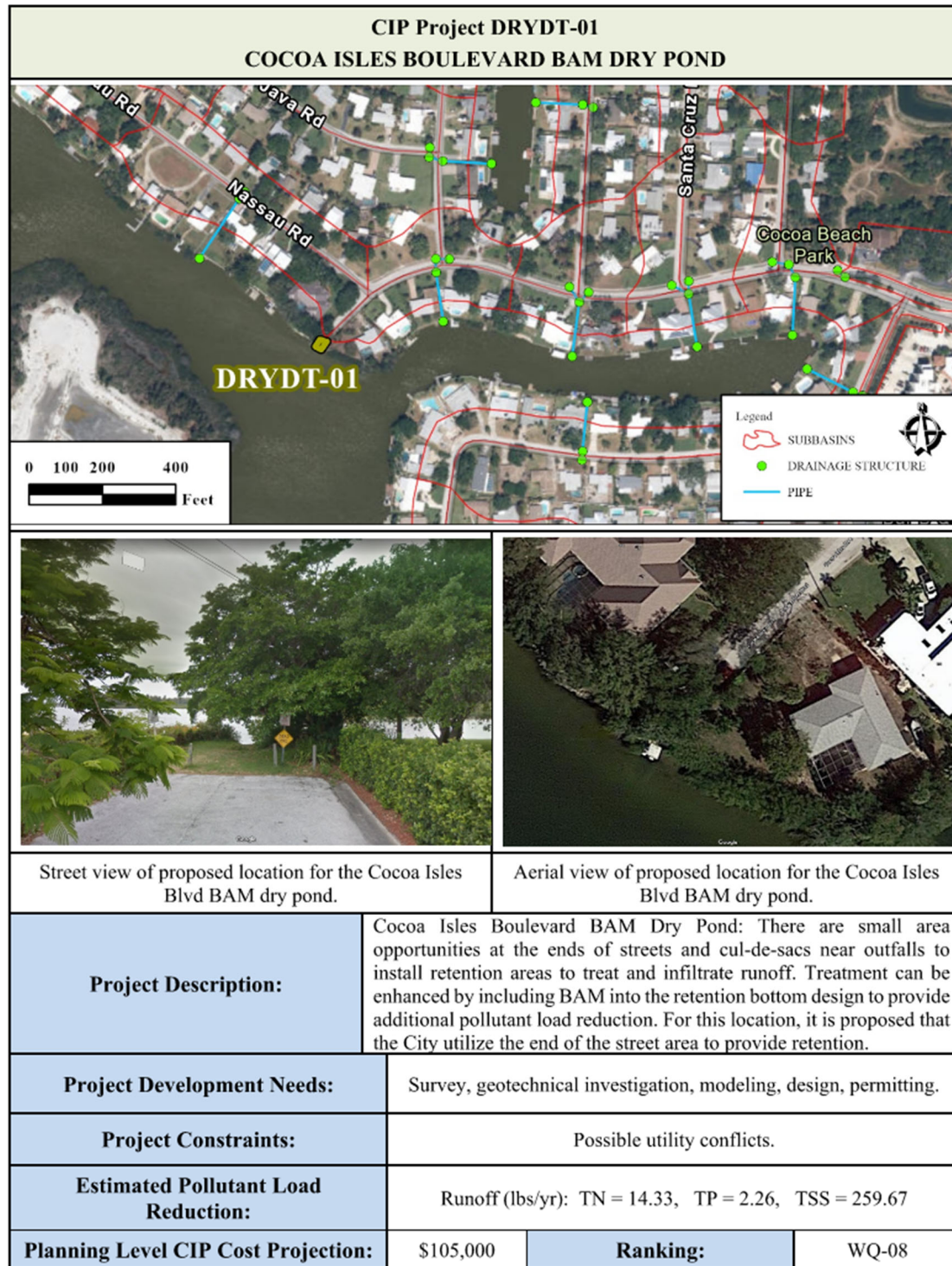
Distribution: City; original to Contract Administrator
Contractor; copy

The services rendered pursuant to this Scope of Work are in accordance with the terms and conditions of the Contract for Professional Services between the City of Cocoa Beach and Baxter & Woodman, Inc. for Task Order for Engineering Services for Cocoa Isles Dry Pond Design Services and as set forth in the Agreement for Continuing Engineering Services RFQ23-003.

COCOA ISLES BOULEVARD BAM DRY POND Engineering Design, Permitting, and Bidding Services

A. Background

The City of Cocoa Beach (CITY) selected Baxter & Woodman, Inc. (CONSULTANT) to provide engineering design, permitting, and bidding services under the Agreement for Continuing Engineering Services RFQ23-003 for a dry pond at the end of Cocoa Isles Boulevard of the CITY's Stormwater Master Plan Update (see *Exhibit A*). The project was identified as CIP Project DRYDT-01. The project includes analyzing and preparing cost estimates for piping the stormwater from the current inlets to the new bioretention area and regrading the road/gutters to the new bioretention area to determine which is most cost effective and removes more TN during the preliminary design phase. The result of this analysis will help to determine the type of stormwater conveyance system to the proposed bioretention area. The location for the bioretention facility location was determined in the Master Plan as the end of Cocoa Isles Boulevard.

**Exhibit A:** CIP Project DRYDT-01 from the Stormwater Master Plan Update

B. Scope of Services

The CONSULTANT will provide professional engineering services to the CITY for the design of a new dry bioretention pond. The Engineering Services of CONSULTANT will include the following tasks:

- Task 1 – Project Management/Coordination
- Task 2 – Design Services
- Task 3 – Permitting
- Task 4 – Bid Phase Services

The specific scope of services to be provided by CONSULTANT includes the following:

Task 1 – Project Management/Coordination

CONSULTANT will provide overall project management during this project which includes monitoring progress of work on a weekly basis for billing and compliance with established schedule, budget and work quality requirements, and coordination with CITY and team subconsultant(s) to ensure timely project deliverables and budget management.

CONSULTANT will attend one (1) kick-off meeting and up to two (2) design coordination meeting with the CITY and provide a written summary of the issues discussed.

Task 2 - Design Services

Subtask 2.1 Data Collection

Topographic Survey: CONSULTANT will provide a topographic survey prepared by a licensed surveyor, who will establish the horizontal and vertical controls and a minimum of two (2) site benchmarks. Horizontal Control will be based on the North American Datum of 1983 (NAD83), State Plane Coordinate System, Florida East Zone. Vertical Control will be based on the North American Vertical Datum of 1988 (NAVD88). 2. The topographic survey will include all improvements and utilities, as evidenced by above-ground features or if designated and marked by the Utility Owners or their designated representative or a contracted service at the original time of field visit. The surveyor will obtain spot elevations on natural ground and existing improvements suitable for interpolation of one-foot contours to be shown on the final drawing. The survey will show the location, top elevation, pipe size and type, and pipe invert elevations for all inlets, storm and sanitary manholes, and control structures. Additionally, trees 8-inch diameter and larger measured at breast height (DBH) will be located. Topographic coverage will be limited to the area outlined in yellow on the attached Exhibit "B." The final product will be an electronically signed and sealed survey.

Geotechnical Investigation: CONSULTANT will furnish the services of a professional geotechnical engineer to provide subsurface investigations within the Project limits that will include two (2) 10-foot-deep auger borings and one (1) permeability tests within the proposed pond area. The groundwater level measurements will be collected, and normal wet seasonal high groundwater tables will be estimated. All recovered soil samples will be visually examined in the laboratory using the Unified Soil Classification System. Laboratory tests will be performed on selected representative soil samples. The laboratory testing will include grain-size analyses, Atterberg limits, organic content and natural moisture content testing, as appropriate. The results of the field testing will be incorporated in a letter report.



Subtask 2.2 Preliminary Design

CONSULTANT will perform a site to verify that all aboveground features were obtained with the topographic survey. After reviewing the available information, the engineers will study two alternatives to convey the stormwater into the proposed dry pond area as well as the extent of the drainage area. The first option will be conveying the storm water from the current inlets through the proposed storm sewer pipes and the second option will be regarding the streets and gutters to allow the stormwater flow into the new bioretention area. The CONSULTANT will determine which option is most cost effective for removing Pollutant loads.

A technical memorandum will be prepared with results of the analysis for the two alternative conveyance systems, a sketch of the approximate pond layout and area, a discussion of the survey, and a discussion of permitting issues. A preliminary construction cost estimate will also be prepared and included in this memorandum.

Subtask 2.3 Design Drawings

Preparation of construction documents will include contract drawings and technical specifications. Contract drawings will include cover sheet, general notes, plan/profile drawings, erosion control, and miscellaneous detail sheets. CONSULTANT will prepare the engineering design elements on topographic survey information in an AutoCAD release 2022 format. Drawings will be submitted for CITY review at 75% and 100% stages, and Final /Bid documents. CONSULTANT will meet with the CITY to discuss comments and incorporate responses into the Final documents. The 75% and 100% plans will be provided to the CITY in .pdf format. CONSULTANT will also furnish with the Final drawings, one (1) set of AutoCAD Version 2022 files in electronic format on CD.

Technical Specifications are to be prepared by CONSULTANT for bidding purposes for the proposed improvements. The Front-End Contract Documents are to be prepared by the CITY. Specifications will be submitted for CITY review at 75% and 100% stages. CONSULTANT will meet with the CITY

to discuss comments and incorporate responses into the final documents. The technical specifications will be provided to the CITY in electronic .pdf format.

An opinion of probable construction cost will be prepared for the 75% and 100% drawings and specifications. The cost estimate format will be consistent with the bid proposal tabulation sheet for the project.

Task 3 - Permitting

During the Design Phase the CONSULTANT will assist the CITY in obtaining a St. Johns River Water Management District (SJRWMD) Environmental Resource Permit (ERP). The CITY will apply for a building permit. The consultant may attend one meeting.

Task 4 - Bid Phase Services

Bid Documents Package including the bid form, construction drawings and specifications will be prepared for the CITY for advertisement and bidding purposes. CONSULTANT will provide the CITY with a copy of the bid form in Excel and pdf format.

Pre-Bid Conference will be attended by the CONSULTANT with interested contractors and CITY staff. CONSULTANT will be prepared to discuss the project. CONSULTANT will prepare and distribute meeting minutes.

CONSULTANT will respond to questions from prospective bidders and suppliers. CONSULTANT will prepare materials for addenda and will provide supplemental information or clarification as appropriate, to interpret, clarify, or expand the bid documents to the CITY for distribution to all prospective bidders during the bid period.

CONSULTANT will attend the bid opening, review bid packages received, prepare bid tabulation sheet and prepare a letter of recommendation of award to the CITY.

CONSULTANT will prepare conformed Contract Documents for use by the Contractor and CITY during construction.

The project scope does **not** include construction administration services.

C. Assumptions

In addition to, the work items discussed above, the following assumptions were made in establishing the scope of this Work and associated fee. Changes and/ or modifications in the above work items or these assumptions are considered an Additional Services Item under the terms of the contract. Assumptions include:

1. There are no contaminated soils or groundwater within or near the project area.
2. The scope and budget are based on the design, permitting and bidding of a stormwater system only. If additional underground utilities are added to the project, an Amendment will be executed for this work.

3. CITY will provide CONSULTANT available record drawings, prior to NTP date, of facilities within the project area which have been modified since the Preliminary Design Report was prepared.
4. The CITY is responsible for all permitting fees, including costs of public notification in local newspapers.
5. The design is to be based on the federal, State and local codes and standards in effect at the beginning of the project. Revisions required for compliance with any subsequent changes to those regulations are considered an Additional Services Item.
6. Construction Administration Services are **not** included in this proposal.
7. Assisting the CITY in the settlement of construction contract claims is considered Additional Services and is not included in this Scope of Services.

D. Additional Services

CONSULTANT will provide additional engineering services relating to the provision of geotechnical studies to the project area that are not covered under this Scope of Work. These additional services may be required due to uncertainties discovered during survey, soils, investigations, field verification of existing facilities and conditions, and potential property or easement acquisitions.

Additional services will be performed on as-directed basis in accordance with a written Notice-to-Proceed (NTP) from the City Manager. The Notice-to-Proceed shall contain the following information and requirements in accordance with the Contractor for Consulting/Professional Services:

- A detailed description of the additional services to be undertaken.
- A budget establishing the amount of the fee to be paid.
- A time established for completion of the work.

E. Obligations of the CITY

With assistance by CONSULTANT, as described herein, the CITY, as applicant shall obtain approvals and permits from all governmental authorities having jurisdiction over the project. The CITY is responsible for the payment of all permit application fees. The City shall provide copies of relevant as-built drawings and GIS data in shapefile or geodatabase format.

F. Compensation

Compensation by the CITY to the CONSULTANT for all tasks will be on a Lump Sum, Not-to-Exceed basis in accordance with the terms and conditions of the Contract for Consulting/Professional Services between the City of Cocoa Beach and Baxter & Woodman, Inc. for Single Project Contract for the Cocoa Isles Boulevard Dry Pond Design. The estimated compensation for the services described in this Scope of Work is **\$60,572** as shown in **Table 1** below.

TABLE 1: LABOR AND EXPENSE SUMMARY

Task 1	Project Management/Coordination	\$4,040
Task 2	Design Services	
2.1	<i>Data Collection</i>	\$2,680
2.2	<i>Preliminary Design</i>	\$6,465
2.3	<i>Design</i>	\$24,080
Task 3	Permitting	\$1,245
Task 4	Bid Phase Services	\$5,680
	Baxter & Woodman Labor Costs	\$44,190
	Reimbursable Expenses	\$0
	Topographic Field Survey	\$8,852
	Geotechnical Services	\$6,041
	10% Subconsultant Fee	\$1,489
	Total Project Cost	\$60,572

G. Schedule

The completion dates for this work will be as follows (starting at time that CONSULTANT receives the hardcopy of the executed Contract).

Engineering Services	Time per Phase	Cumulative Time
Task 1 – Project Management	On-going	On-going
Task 2 – Design Services	14 weeks	14 weeks
Task 3 – Permitting	10 weeks ⁽¹⁾	24 weeks
Task 4 – Bid Phase Services	10 weeks	32 weeks

(1) Estimated, based upon usual regulatory agency review period.

ATTACHMENT A

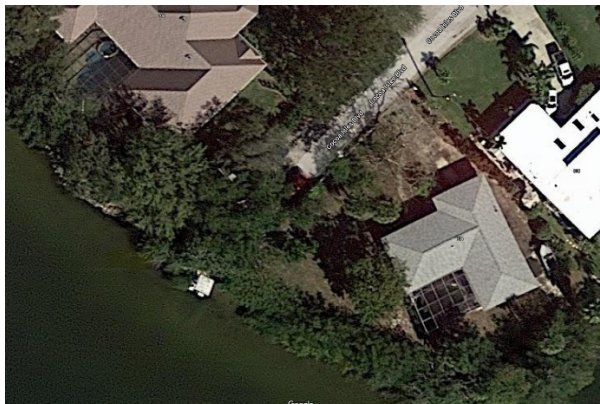
4/24/2025

Engineering Fee Proposal

Task Description		Engineer VII		Engineer IV		Construction Manager I		Engineering Tech III		CAD Tech III		Fee	Hours
		Rate	\$230	Rate	\$185	Rate	\$170	Rate	\$130	Rate	\$140		
		Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost		
Task 1 Project Management/Coordination													
	Project Kick Off Meeting	1	\$230	2	\$370	0	\$0	0	\$0	0	\$0	\$600	3
	Project Schedule	2	\$460	0	\$0	0	\$0	0	\$0	0	\$0	\$460	2
	Project Status Meetings	2	\$460	4	\$740	0	\$0	0	\$0	0	\$0	\$1,200	6
	Overall Project Management including invoicing	3	\$690	0	\$0	0	\$0	0	\$0	0	\$0	\$690	3
	Quality Control/Quality Assurance	4	\$920	0	\$0	1	\$170	0	\$0	0	\$0	\$1,090	5
Total Task 1												\$4,040	19
Task 2 Design Services													
2.1	Data Collection												
	Survey	1	\$230	2	\$370	0	\$0	0	\$0	2	\$280	\$880	5
	As-Built, Previous Studies, GIS, LIDAR	1	\$230	2	\$370	0	\$0	0	\$0	0	\$0	\$600	3
	Utility Coordination	1	\$230	2	\$370	0	\$0	0	\$0	0	\$0	\$600	3
	Geotechnical	1	\$230	2	\$370	0	\$0	0	\$0	0	\$0	\$600	3
												\$2,680	14
2.2	Preliminary Design												
	Field Visit	0	\$0	2	\$370	0	\$0	0	\$0	0	\$0	\$370	2
	Review of Documentation/Information	1	\$230	1	\$185	0	\$0	0	\$0	0	\$0	\$415	2
	Analyze Stormwater Options	2	\$460	8	\$1,480	0	\$0	0	\$0	0	\$0	\$1,940	10
	Water Quality Calculations	1	\$230	4	\$740	0	\$0	0	\$0	0	\$0	\$970	5
	Prepare Cost Estimates for each option	2	\$460	6	\$1,110	0	\$0	0	\$0	0	\$0	\$1,570	8
	Technical Memorandum	2	\$460	4	\$740	0	\$0	0	\$0	0	\$0	\$1,200	6
												\$6,465	33
2.3	Design												
	Storm Drainage or Road Design	2	\$460	8	\$1,480	0	\$0	0	\$0	0	\$0	\$1,940	10
	Pond Design	2	\$460	8	\$1,480	0	\$0	0	\$0	0	\$0	\$1,940	10
	75% Design Drawings and Specs	2	\$460	24	\$4,440	0	\$0	0	\$0	42	\$5,880	\$10,780	68
	75% Design Cost Estimate	1	\$230	8	\$1,480	0	\$0	0	\$0	4	\$560	\$2,270	13
	100% Design Drawings and Specs	2	\$460	10	\$1,850	0	\$0	0	\$0	24	\$3,360	\$5,670	36
	100% Design Cost Estimate	1	\$230	2	\$370	0	\$0	0	\$0	2	\$280	\$880	5
	Technical/Coordination Meetings	1	\$230	2	\$370	0	\$0	0	\$0	0	\$0	\$600	3
												\$24,080	145
Total Task 2												\$33,225	192
Task 3 Permitting													
	Building Department Coordination	1	\$230	1	\$185	0	\$0	0	\$0	0	\$0	\$415	2
	Brevard County	1	\$230	1	\$185	0	\$0	0	\$0	0	\$0	\$415	2
	Permit Preperation and Submittal to SJRWMD	1	\$230	1	\$185	0	\$0	0	\$0	0	\$0	\$415	2
Total Task 3												\$1,245	6
Task 4 Bid Phase Services													
	Prepare bid documents	1	\$230	4	\$740	1	\$170	0	\$0	4	\$560	\$1,700	10
	Attendance of Pre-bid Meeting	1	\$230	3	\$555	0	\$0	0	\$0	0	\$0	\$785	4
	Responding to RFIs	1	\$230	4	\$740	1	\$170	0	\$0	2	\$280	\$1,420	8
	Assistance with Addendums	0	\$0	2	\$370	1	\$170	0	\$0	2	\$280	\$820	5
	Review of Bids	1	\$230	3	\$555	1	\$170	0	\$0	0	\$0	\$955	5
Total Task 4												\$5,680	32

Baxter & Woodman Labor Costs \$44,190
Reimbursable Expenses \$0
Total Baxter & Woodman Costs \$44,190

Subconsultants
Topographic Field Survey \$8,852
Geotechnical Services \$6,041
10% Subconsultant Fee \$1,489
Total Project Cost \$60,572

CIP Project DRYDT-01 COCOA ISLES BOULEVARD BAM DRY POND			
			
			
Street view of proposed location for the Cocoa Isles Blvd BAM dry pond.		Aerial view of proposed location for the Cocoa Isles Blvd BAM dry pond.	
Project Description:		Cocoa Isles Boulevard BAM Dry Pond: There are small area opportunities at the ends of streets and cul-de-sacs near outfalls to install retention areas to treat and infiltrate runoff. Treatment can be enhanced by including BAM into the retention bottom design to provide additional pollutant load reduction. For this location, it is proposed that the City utilize the end of the street area to provide retention.	
Project Development Needs:		Survey, geotechnical investigation, modeling, design, permitting.	
Project Constraints:		Possible utility conflicts.	
Estimated Pollutant Load Reduction:		Runoff (lbs/yr): TN = 14.33, TP = 2.26, TSS = 259.67	
Planning Level CIP Cost Projection:		\$105,000	Ranking:WQ-08

**City of Cocoa Beach City Commission
Agenda Item Summary**

**DEPARTMENT MAKING
REQUEST/NAME:**

Fire /
Justin Grimes, Fire Chief

MEETING DATE

May 15, 2025

REQUESTED MOTION/ACTION

Approve the Water Rescue Technician Course provided by the Cocoa Beach Fire Department and offered to other outside agencies on Water Rescue techniques.

Staff Representative: Justin Grimes, Fire Chief

Recommendation: Approve

IS THIS ITEM BUDGETED (IF APPLICABLE)?

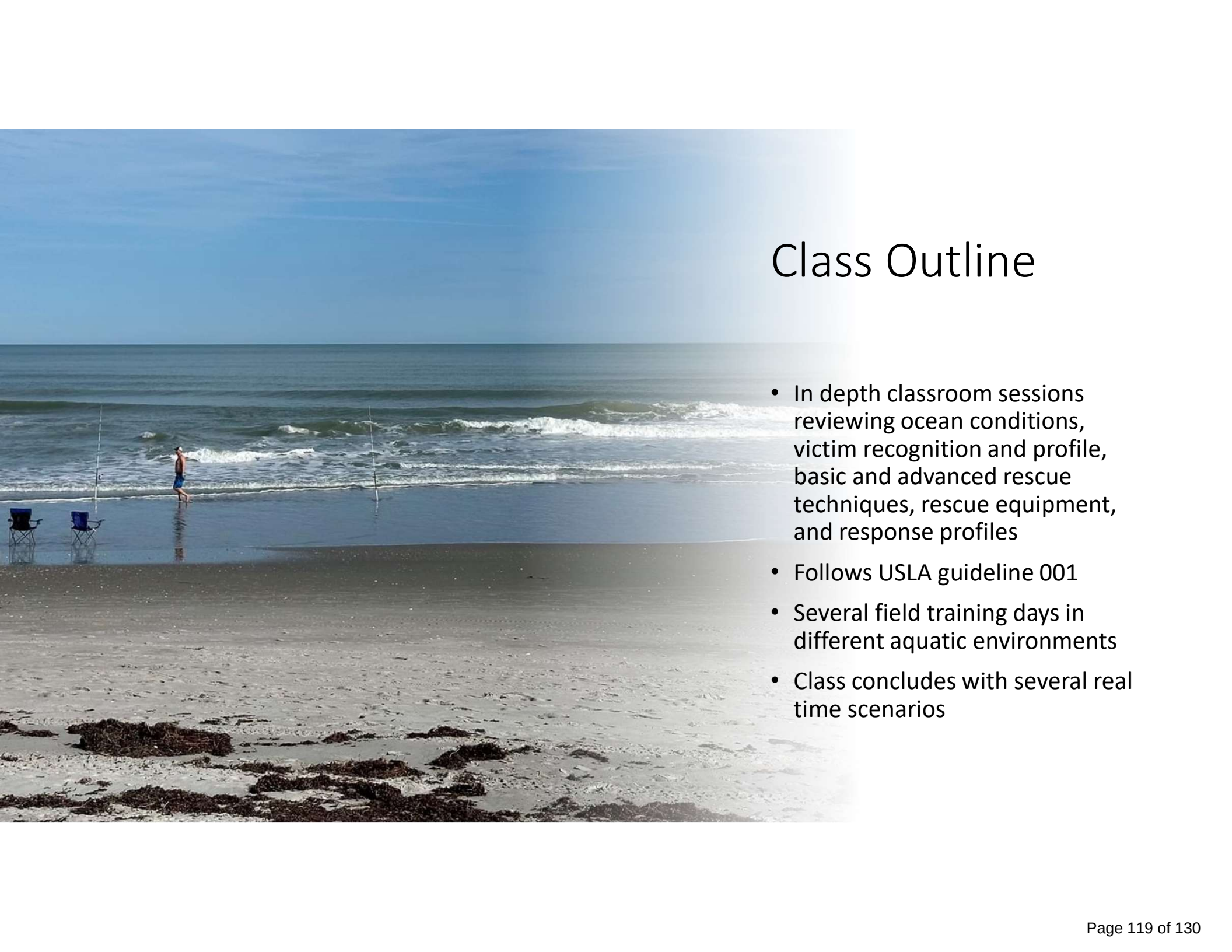
BACKGROUND:

Discuss supporting the Cocoa Beach Fire Department and training outside agencies on water rescue

An aerial photograph of a crowded beach. The ocean is a deep blue-green color, with many people swimming and surfing. The beach is sandy and crowded with people, some sitting on towels or blankets, others standing. The water is clear, and the sky is bright. The text "Water Rescue Technician (WRT) Class" is overlaid in white, bold, sans-serif font. Below it, the text "Cocoa Beach Fire Department" is also in white, sans-serif font but smaller and not bold.

Water Rescue Technician (WRT) Class

Cocoa Beach Fire Department



Class Outline

- In depth classroom sessions reviewing ocean conditions, victim recognition and profile, basic and advanced rescue techniques, rescue equipment, and response profiles
- Follows USLA guideline 001
- Several field training days in different aquatic environments
- Class concludes with several real time scenarios

Class Objectives

- Give FDs the knowledge and skills to effectively prevent and respond to aquatic emergencies in their community.
- This class covers various aspects of water safety, including water entry procedures, rescue techniques, equipment usage, spinal injury management, and public education.
- Helps FDs reduce liability when sending rescuers into the water.



Skills/Knowledge	CBFD Standard	Date	Student Signature	Instructor Signature
Swimmer Development				
Heads-Up Breast Stroke				
Heads-Up Crawl Stroke				
200 Meter Swim w/ Fins				
Shallow Water Dive				
Swimmer Survival				
Water Tread				
Bobbers				
Floating				
Clear Mask				
Panicked Victim Escape				
Basic Rescue				
Front Surface Approach				
Rear Surface Approach				
Submerged Approach				
Cross-chest Tow				
Modified Cross-chest Tow				
Armpit Tow				
Victim Lifting/Removal				
Swim Fin Donning				
Surface Dive and Recover a 150 pound victim in 12ft depth of water				
Victim in 12ft depth of water				
Spinal Injury Management				
Professional Lifeguarding				
Functions of a Lifeguard				
AO/GO's				
Public Relations				
Methods of Public Communications				
Functions of Tower Systems				
Mobile Vehicle Support				
Multiple Agency Interface				
Equipment Maintenance				
Risks of Legal Action				
Purpose of Uniforms				
In-Service Training				
Eye/Skin Protection				
Risks of Personal Injury				
Promoting Personal Safety				
Personal Protective Equipment				
Need/Methods Back-Up in Emergencies				

Skills/Knowledge	CBFD Standard	Date	Student Signature	Instructor Signature
Environmental Conditions				
Wave Action				
Rip Currents				
Longshore Currents				
Tidal Currents				
River Currents				
Inshore Holes				
Rocks				
Weather				
Offshore/Onshore Winds				
Bottom Contours/Composition				
Jetties				
Piers				
Sand Collapse				
Communications				
Personal Contact				
Whistle				
Flags				
Telephone				
VHF Radio				
Hand Signals				
800 mhz Radios				
Arm Signal-Assistance				
Arm Signal-Resuscitation Required				
Arm Signal-Missing Swimmer				
Arm Signal-All Clear				
Arm Signal-Return to the Beach				
Arm Signal-Go Farther Out				
Arm Signal-Go Left				
Arm Signal-Go Right				
Arm Signal-Stay There				
Diver Flag				
Landmarks/Addresses				
Records and Reporting				
Written Records				
Accident Reports				
Legal Documents				
Statistics Records				
Annual Reporting of Statistics				

Skills/Knowledge	CBFD Standard	Date	Student Signature	Instructor Signature
Medical Aid in the Aquatic Environment				
Cold Water Injuries				
Ventilations				
Suctioning				
C-Collar Application				
Back Boarding				
O2 Delivery				
Airway Management				
Defibrillation Procedure				
Victim Removal: Drags and Carries				
Firefighter Drag				
Seat Carry				
Backpack Carry				
Rescue Sled				
SWORD Device				
Search and Recovery				
Landmarks for Submerged Victims				
Parallel Search				
Fan Search				
Bicycle Wheel Search				
Mask/Snorkel/Fin Searching				
Considerations of Body Recovery				
Line Signals				
Shore Signals				
Last Known Location-Cross Bearings				
Last Known Location-Marker Buoys				
CodeX Line Searches Leg Sweep				
CodeX Line Searches Surface Dive				
CodeX Line Search Command				

Skills/Knowledge	CBFD Standard	Date	Student Signature	Instructor Signature
Preventive Lifeguarding				
Water Scanning Techniques				
Hazard Identification-Calm Water				
Hazard Identification-Rough Water				
Hazard Identification-Cold Water				
Hazard Identification- Jetties				
Hazard Identification-Piers				
Hazard Identification-Storm Drains				
Hazard Identification-Rocks				
Hazard Identification-Rip Currents				
Hazard Identification-Sea Animals				
Hazard Identification-Surf				
Hazard Identification-1000 Islands				
Advanced Rescues and Procedures				
Peterson Tubes-Unconscious Victim				
Rescue Buoy-Multiple Victim Rescue				
Peterson Tube-Panicked Victim				
Rescue Buoy-Panicked Victim				
In-Water Ventilations				
Paddle Board-Long Distance Rescue				
Paddle Board-Multiple Victim Rescue				
Paddle Board-Rough Water/High Surf				
Paddle Board-Ventilations				
Helicopter Assisted rescue				
Disabled Vessel Rescue				
Pier Swim/Rescue				
Jetty Jump/Swim				
Diver Rescue				
Victim in Rip Current Rescue				
Victim in Surf Rescue				
RWC Assisted-Conscious Victim				
RWC Assisted-Semi-Responsive Victim				
RWC Assisted-Unconscious Victim				
RWC Assisted-High Surf Rescue				
RWC Assisted-Panicked Victim				
RWC Assisted- Spinal Injury				

Class Safety

- Each field training day is started with a safety briefing
- Every training evolution has 1 instructor for every 3-5 students
- A safety position is assigned to one lead instructor every day to provide overwatch
- Instructors ensure redundant safety personnel are in place for every training evolution



CBFD Surface Water Rescue Training

Safety Briefing: _____ Date: _____

Lead Instructor:

Safety:

Safety Ski Operator:

Safety Swimmer:

Medical Team:

Real World Emergency Incident Commander: District 50

Training Sites:

Students will be entering an ocean environment with conditions such as possible waves, rip currents, wildlife, and tidal changes.
Students will utilize hand signals to show real world distress, Instructors will have radios and whistles to communicate.
Ski Operator and Safety swimmer will be equipped with additional floatation devices to utilize in the event of an emergency.
All students will follow the direction of the instructors and exit the water in the event of an emergency
ALS equipment will be on site staged on Beach 51
Transporting Unit BCFR Rescue 61 located at CBFD Station 51- Within 1 mile of both training sites
Secondary transporting unit BCFR Rescue 60 CCVFD Station 53- 5.2 miles from both sites
Receiving Facility: Cape Canaveral Hospital- 701 W. Cocoa Beach CSWY/ Cocoa Beach, FL. 32931

Student Name Print:	Student Signature:

Lead Instructor Name Print: _____ Lead Instructor Signature: _____

Safety Name Print: _____ Safety Officer Signature: _____

Previous Classes

Palm Beach County Fire Rescue

Patrick Air Force Fire Department

West Palm Beach Fire Department

Satellite Beach Fire Department

Indialantic Fire Department



Current Interested Departments

- Indian Harbour Beach Fire Department
- Patrick Space Force Fire Department
- Ocean Isles Fire Department (NC)
- Space Force Pararescue men



Class Costs

- Overtime for Instructors
- Shift coverage for instructors
- Equipment wear and tear
- Consumables (water, sunscreen, fuel, etc.)



Summary

- The chances of a first responder encountering a water in a coastal community are extremely high compared to inland communities up to 15 times more likely according to statistics.
- Fire Departments around the country especially in Florida are looking for a proven and certified water rescue program
- CBFD has been recognized as a go to department for this training and we are currently working with the state to make this a statewide curriculum.

