



Tuesday, May 13, 2025

Darwin Lewis
1560 Gulf Blvd. #1007
Clearwater, FL 33767

RE: Lift Approval

Dear Darwin:

As the authority for the boat slips at The Harbour, your request to install a lift in your new slip has been approved by the board of directors of the Harbour Yacht Club of Sand Key. The drawing that you submitted by Priority Marine Construction dated 12/18/24 is the second version of the drawing that is approved.

Sincerely,

Roger Smith
President
The Harbour Yacht Club of Sand Key



Thursday, June 5, 2025

As president (dock master) of the Harbour Yacht club, I am confirming that we are the governing authority of all the submerged lands in our marinas at 1581 Gulf boulevard and 1591 Gulf Boulevard, Clearwater, Florida.

We've approved the installation of a lift in slip S1B adjacent to our fishing pier in our marina for the exclusive use by Mr. Darwin Lewis.

Please call me with any questions.

Sincerely,

Roger Smith
President
The Harbour Yacht Club of Sand Key
716-228-4800

GREAT FLORIDA INSURANCE OF ST PETE
4020 PARK ST. N STE 204
SAINT PETERSBURG, FL 33709

Agency Phone: (727) 343-8899

NFIP Policy Number: 0002513892
Company Policy Number: 0002513892
Agent: GREAT FLORIDA INSURANCE OF ST PETE

Payor: INSURED
Policy Term: 09/13/2024 12:01 AM - 09/13/2025 12:01 AM
Policy Form: RCBAP

To report a claim
visit or call us at: <https://Nationalgeneral.manageflood.com>
(877) 254-6819

RENEWAL FLOOD INSURANCE POLICY DECLARATIONS

NATIONAL FLOOD INSURANCE PROGRAM

DELIVERY ADDRESS

THE HARBOUR CONDO ASSN, INC.
C/O CONDOMINIUM ASSOCIATES
3001 EXECUTIVE DR #260
CLEARWATER, FL 33762

INSURED NAME(S) AND MAILING ADDRESS

THE HARBOUR CONDO ASSN, INC.
C/O CONDOMINIUM ASSOCIATES
3001 EXECUTIVE DR #260
CLEARWATER, FL 33762

COMPANY MAILING ADDRESS

IMPERIAL FIRE & CASUALTY INSURANCE COMPANY
PO BOX 912063
DENVER, CO 80291-2063

INSURED PROPERTY LOCATION

1581 GULF BLVD
CLEARWATER, FL 33767-2998

RATING INFORMATION

BUILDING OCCUPANCY: RESIDENTIAL CONDOMINIUM BUILDING
NUMBER OF UNITS: 32 UNITS
PRIMARY RESIDENCE: NO
PROPERTY DESCRIPTION: ELEVATED WITH ENCLOSURE ON POSTS, PILES OR PIERS, 8 FLOOR(S)
PRIOR NFIP CLAIMS: 0 CLAIM(S)

BUILDING DESCRIPTION: ENTIRE RESIDENTIAL CONDOMINIUM BUILDING
BUILDING DESCRIPTION DETAIL: N/A

REPLACEMENT COST VALUE: \$14,721,447.00
DATE OF CONSTRUCTION: 01/01/1974
CURRENT FLOOD ZONE: AE
FIRST FLOOR HEIGHT (FEET): 1.0
FIRST FLOOR HEIGHT METHOD: FEMA DETERMINED

MORTGAGEE / ADDITIONAL INTEREST INFORMATION

FIRST MORTGAGEE: LOAN NO: N/A

SECOND MORTGAGEE: LOAN NO: N/A

ADDITIONAL INTEREST: LOAN NO: N/A

DISASTER AGENCY: CASE NO: N/A
DISASTER AGENCY: N/A

RATE CATEGORY — RATING ENGINE

COVERAGE DEDUCTIBLE
BUILDING: \$8,000,000 \$1,250
CONTENTS: N/A N/A

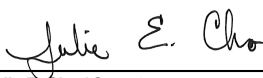
COVERAGE LIMITATIONS MAY APPLY. SEE YOUR POLICY FORM FOR DETAILS.
Please review this declaration page for accuracy. If any changes are needed, contact your agent.
Notes: The "FULL RISK PREMIUM" is for this policy term only. It is subject to change annually if there is any change in the rating elements. Your property's NFIP flood claims history can affect your premium, for questions please contact your agency. "MITIGATION DISCOUNTS" may apply if there are approved flood vents and/or the machinery & equipment is elevated appropriately. To learn more about your flood risk, please visit FloodSmart.gov/floodcosts.

COMPONENTS OF TOTAL AMOUNT DUE

BUILDING PREMIUM:	\$138,885.00
CONTENTS PREMIUM:	\$0.00
INCREASED COST OF COMPLIANCE (ICC) PREMIUM:	\$75.00
MITIGATION DISCOUNT:	(\$6,915.00)
COMMUNITY RATING SYSTEM REDUCTION:	(\$26,370.00)
FULL RISK PREMIUM:	\$105,675.00
ANNUAL INCREASE CAP DISCOUNT:	(\$101,156.00)
STATUTORY DISCOUNTS:	(\$0.00)
DISCOUNTED PREMIUM:	\$4,519.00
RESERVE FUND ASSESSMENT:	\$813.00
HFIAA SURCHARGE:	\$250.00
FEDERAL POLICY FEE:	\$1,180.00
PROBATION SURCHARGE:	\$0.00
TOTAL ANNUAL PREMIUM:	\$6,762.00

IN WITNESS WHEREOF, I have signed this policy below and enter in to this Insurance Agreement


Peter Rendall / President


Julie E. Cho / Secretary

This declarations page along with the Standard Flood Insurance Policy Form constitutes your flood insurance policy.

Zero Balance Due - This Is Not A Bill

Policy issued by: IMPERIAL FIRE & CASUALTY INSURANCE COMPANY

Insurer NAIC Number: 44369



File: 31032933

Page 1 of 1



DocID: 243399635

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Harbor Condominium Boat Lift

From D Lewis <darwinklewis@gmail.com>

Date Thu 6/26/2025 11:43 AM

To Upsstore0123@outlook.com <Upsstore0123@outlook.com>

BOAT LIFT²
APPROVAL BY THE DIRECTOR...MARINE & AVIATION
DEPARTMENT...CITY OF CLEARWATER Michael S. MacDonald

From: "MacDonald, Michael" <michael.macdonald@myclearwater.com>

Date: June 11, 2025 at 10:14:34 AM EDT

To: "Dole, Austen" <Austen.Dole@myclearwater.com>

Cc: "Matzke, Lauren" <Lauren.Matzke@myclearwater.com>, darwinklewis@gmail.com

Subject: Re: Harbor Condominium Boat Lift

Good morning, Austen, thank you for the information regarding this application. I do not have access nor do I comment through Accela on applications, but I provide my comments through email. Looking at this information and speaking with Mr. Lewis who will no longer be demolishing a pier, I have no issues with hazards to navigation by installing the boat lift. Let me know if you have any questions or concerns. Thank you,

Michael S. MacDonald, MPA

Director

Marine and Aviation Department

City of Clearwater

(727)224-7005



"Clearwater is committed to quality, sustainable, cost-effective municipal services that foster and sustain a healthy residential and economic environment."

From: Dole, Austen <Austen.Dole@MyClearwater.com>

Sent: Wednesday, June 11, 2025 10:02 AM

Boat pic 1

From D Lewis <darwinklewis@gmail.com>
Date Thu 6/26/2025 11:34 AM
To Upsstore0123@outlook.com <Upsstore0123@outlook.com>



To: MacDonald, Michael <michael.macdonald@MyClearwater.com>

Cc: Matzke, Lauren <Lauren.Matzke@MyClearwater.com>

Subject: RE: Harbor Condominium Boat Lift

Michael,

This application is for a dock at the Marina Del Rey condos.

It's potentially triggering level 2 flexibility application for a commercial dock depending on the overall size. The applicant is specifically trying to add a lift (I'll attach the full application in this email).

Aside from completing out review, we need your review as well.

Please let me know if you need additional information.

Thank you,

Austen Dole | City Planner

P: (727) 444-7351

2741 State Road 580

Clearwater, FL 33761

From: MacDonald, Michael <michael.macdonald@MyClearwater.com>

Sent: Wednesday, June 11, 2025 6:59 AM

To: Dole, Austen <Austen.Dole@MyClearwater.com>

Cc: Matzke, Lauren <Lauren.Matzke@MyClearwater.com>

Subject: Fw: Harbor Condominium Boat Lift

Can you give me information on this case. I have this gentleman calling me and I have not seen this application yet. Thank you,

Michael S. MacDonald, MPA

Director

Marine and Aviation Department

City of Clearwater

(727)224-7005



"Clearwater is committed to quality, sustainable, cost-effective municipal services that foster and sustain a healthy residential and economic environment."

From: Kuhle, Amy <Amy.Kuhle@MyClearwater.com>

Sent: Tuesday, June 10, 2025 2:57 PM

CDC Section 3-601(C)(3).

Austen Dole | City Planner

P: (727) 444-7351

2741 State Road 580

Clearwater, FL 33761

-----Original Message-----

From: D Lewis <darwinklewis@gmail.com>

Sent: Wednesday, June 25, 2025 11:16 AM

To: Dole, Austen <Austen.Dole@MyClearwater.com>

Subject: Can you send me the forms to fill out? Thx

CAUTION: This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Can you send me the forms to fill out for my boat lift? Thx. Darwin

Sent from my iPhone

On Jun 24, 2025, at 12:22 PM, D Lewis
<darwinklewis@gmail.com> wrote:

Austin, we went to my dock and measured the usable area of my dock.

The usable square footage is 489 square feet.

Since the space is below 500 sq ft, will you be able to approve my lift?



Outlook

Update 3 on Dock questions/owner response. Dated July 16

From D Lewis <darwinklewis@gmail.com>

Date Wed 7/16/2025 12:52 PM

To Upsstore0123@outlook.com <Upsstore0123@outlook.com>; Darwin Lewis <darwinklewis@gmail.com>

From: "Dole, Austen"

<Austen.Dole@myclearwater.com>

Date: July 8, 2025 at 4:04:22 PM EDT

To: Ann Merriman <aemerriman@gmail.com>, darwinklewis@gmail.com

Cc: "Horanlli, Alba"

<Alba.Horanlli@myclearwater.com>

Subject: RE: URGENT: Dock questions/owner response

Darwin,

I received your response but upon review the code section that was referenced was incorrect. We will have to push your application to the August cycle.

Please make sure to reference the following code section line by line in your resubmitted application.

CDC Section 3-601(C)(3).

3. Commercial docks. A commercial dock is any dock, pier, or wharf, including boatlifts, that is used in connection with a hotel, motel or restaurant where the slips are not rented, leased or sold; or such facilities used in connection with a social or fraternal club or organization and used only by its membership; or such facilities constructed and maintained by the City of Clearwater, Pinellas County or by any state or federal agency; or any multi-use dock with a deck area exceeding 500 square feet which shall be treated as a commercial dock. Commercial docks shall only be permitted as a Level Two (flexible development) use, which requires approval by the Community Development Board (CDB). All

commercial docks shall be reviewed for compliance with the following criteria. THE PROPOSED DOCK IS SLIGHTLY OVER 500 SQ FT AND THEREFORE IS A COMMERCIAL DOCK BASED ON THIS DEFINITION. HOWEVER THE PROPOSED DOCK WILL BE USED FOR PERSONAL WITH MY 31 FOOT SEARAY DAY BOAT.

a. ***Use and compatibility.***

i)The proposed dock shall be subordinate to and contribute to the comfort, convenience or necessities of the users or the occupants of the principal use of the property. MY PROPOSED DOCK WILL CONTRIBUTE TO THE COMFORT OF THE USER/OWNER WHICH IN THIS CASE IS ME. THE PROPOSED DOCK HAS ALSO BEEN APPROVED BY THE HARBOUR YACHT CLUB HOA AND CONTRIBUTE TO THE COMFORT OF ALL CONDO OWNERS.

ii)The proposed dock shall be in harmony with the scale and character of adjacent properties and the neighborhood in general. THE PROPOSED DOCK WILL BE INSTALLED BY PRIORITY MARINE CONSTRUCTION AND IN HARMONY WITH THE CHARACTER OF THE OTHER 16 DOCKS AT THE HARBOUR YACHT CLUB. THE PRIORITY MARINE CONSTRUCTION COMPANY HAS BEEN INSTALLING DOCKS/LIFTS IN CLEARWATER FOR OVER 19 YEARS WITH THE SCALE AND CHARACTER OF ADJACENT PROPERTIES. THE PROPOSED DOCK DRAWING HAS BEEN REVIEWED AND APPROVED BY THE HOA AND WILL BE IN HARMONY WITH THE OTHER 19+ DOCKS/LIFTS IN THE HARBOUR YACHT CLUB.

iii)The proposed dock shall be compatible with dock patterns in the general vicinity. THE PROPOSED DOCK HAS THE SAME DOCK PATTERN AS THE OTHER 19 DOCKS IN THE HARBOUR YACHT CLUB. THE DOCK PATTERN HAS BEEN REVIEWED AND APPROVED BY THE HARBOUR YACHT CLUB. THE WOODEN DOCK AND FINGER DOCK IS ALREADY IN PLACE. THE ONLY CHANGE IS THE ADDITION OF A LIFT FOR A 31 FOOT BOAT.

b. ***Impacts on existing water recreation activities.***

The proposed dock/tie poles or use thereof, shall not adversely impact the health, safety or well being of persons currently using the adjacent waterways for recreational and/or commercial uses. Furthermore, the dock shall not preclude the existing uses of the adjacent waterway. Such uses include but are not limited to non-motorized boats and motorized boats. THE DOCK/TIE POLES ARE WITHIN THE DOCK SPACE AND DO NOT INTERFERE WITH THE ADJACENT WATERWAY. A LAYOUT FROM PRIORITY MARINE IS ATTACHED TO THE APPLICATION AND SHOWS THE LOCATION OF THE DOCK POLES.

c. ***Impacts on navigation.*** The existence and use of the proposed dock shall not have a detrimental effect on

the use of adjacent waters for navigation, transportation, recreational or other public conveniences. THE PROPOSED DOCK IS CONSISTENT WITH THE OTHER DOCKS AT HARBOUR YACHT CLUB AND DOES NOT INTERFERE WITH THE ADJACENT WATERS. THE PROPOSED DOCK /LIFT DOES NOT ENTER OR REACH THE ADJACENT WATERS/CHANNEL AND THEREFORE DO NOT INTERFERE WITH OTHER WATER BOATS OR NON MOTORIZED BOATS/RECREATIONAL WATER FLOATS.

d. ***Impacts on marine environment.***

i)Docks shall be sited to ensure that boat access routes avoid injury to marine grassbeds or other aquatic resources in the surrounding areas. THE PROPOSED DOCK IS ON AN EXISTING BOAT ACCESS ROUTE/CHANNEL TO OTHER DOCKS. THE PROPOSED DOCK DOES NOT INJURY OR AFFECT THE EXISTING MARINE GRASSBEDS OR OTHER AQUATIC RESOURCES. THE PROPOSED DOCK SIMPLY ADDS A LIFT IN AN EXISTING DOCK SLIP.

ii)Docks shall not have an adverse impact upon natural marine habitats, grass flats suitable as nursery feeding grounds for marine life, or established marine soil suitable for producing plant growth of a type useful as nursery or feeding grounds for marine life; manatee sanctuaries; natural reefs and any such artificial reef which has developed an associated flora and fauna which have been determined to be approaching a typical natural assemblage structure in both density and diversity; oyster beds; clam beds; known sea turtle nesting site; commercial or sport fisheries or shell fisheries areas; and habitats desirable as juvenile fish habitat THE PROPOSED DOCK IS WITHIN AN EXISTING DOCK SLIP WITH 19+ DOCKS AND WILL NOT ADVERSELY IMPACT ANY NATURAL MARINE HABITAT. THE CHANNEL IS A NO WAKE ZONE TO PROTECT ALL MARINE HABITAT.

e. ***Impacts on water quality.***

i)All turning basin, access channels, boat mooring areas and any other area associated with a dock shall have adequate circulation and existing water depths to ensure that a minimum of a one foot clearance is provided between the lowest member of a vessel (e.g. skegs, rudder, prop) and the bottom of the waterbody at mean or ordinary low water (-0.95 NGVD datum). THE BOAT DRAFT IS 28 INCHES AND 38 INCHES WITH THE MOTOR DOWN. THE DEPTH OF THE WATERBODY IS BETWEEN 5 AND 8 FEET SINCE THERE ARE LARGER BOATS

IN THE NEAR BY DOCKS. AS A RESULT, THE CLEARANCE IS SIGNIFICANTLY MORE THAN ONE FOOT.

ii) The dock shall not effectively cause erosion, extraordinary storm drainage, shoaling of channels, or adversely affect the water quality presently existing in the area or limit progress that is being made toward improvement of water quality in the area in which the dock is proposed to be located. THE PROPOSED DOCK WILL NOT ADVERSELY AFFECT THE WATER QUALITY OF THE AREA. THE PROPOSED DOCK AREA IS DEEP AND DOES NOT REQUIRE ANY DREDGING OR CHANGES TO THE NATURAL HABITAT. THE WATER QUALITY AND DRAINAGE WILL BE PROTECTED WITH THE PROPOSED DOCK.

f. **Impacts on natural resources.**

i) The dock shall not have a material adverse impact upon the conservation of wildlife, marine life, and other natural resources, including beaches and shores, so as to be contrary to the public interest. THE PROPOSED DOCK WILL NOT NEGATIVELY IMPACT THE MARINE LIFE AND OTHER NATURAL RESOURCES. THE PROPOSED DOCK AND THE HARBOUR YACHT CLUB WHICH HAS EXISTED FOR OVER 20 YEARS IS COMMITTED TO PROTECTING THE WILDLIFE AND MARINE LIFE.

ii) The dock shall not have an adverse impact on vegetated areas; vegetative, terrestrial, or aquatic habitats critical to the support of listed species providing one or more of the requirements to sustain their existence, such as range, nesting or feeding grounds; habitats which display biological or physical attributes which would serve to make them rare within the confines of the city; designated preservation areas such as those identified in the comprehensive land use plan, national wildlife refuges, Florida outstanding waters or other designated preservation areas, and bird sanctuaries, THE PROPOSED DOCK WILL NOT IMPACT THE NATIONAL WILDLIFE. THE PROPOSED DOCK IS A PART OF THE 19+ DOCKS IN THE HARBOUR YACHT CLUB AND COMMITTED TO PROTECTING THE WILDLIFE FOR OVER 20+ YEARS.

g. **Impacts on wetlands habitat/uplands.** The dock shall not have a material adverse effect upon the uplands surrounding. THE PROPOSED DOCK WILL NOT IMPACT NOR CHANGE THE WETLANDS AND HABITAT. THE PROPOSED DOCK DOES NOT CHANGE NOR AFFECT THE WETLANDS HABITAT. THE ONLY ITEM ADDED IS A LIFT.

h. **Dimensional standards.**

i) Setbacks for commercial and/or multi-use docks shall be as follows:

a) If the commercial or multi-use dock is located adjacent to a waterfront property occupied by a detached dwelling or two-unit attached dwelling use and the use of said property conforms to the zoning district, the setback adjacent to the residential property line as extended into the water shall be a minimum of one-third of the applicant's waterfront

property width measured from the side property lines; ' THE PROPOSED DOCK WILL BE WITHIN THE EXISTING DOCK SPACE I PURCHASED WITH A CONDO AT THE HARBOUR CONDO'S. THE PROPOSED DOCK/LIFT IS WITHIN THE 16+ DOCKS APPROVED AND IN PLACE AT THE HARBOUR YACHT CLUB. THE PROPOSED DOCK IS FOR ONE BOAT AND IS NOT A MULTI USE DOCK

b) If a commercial or multi-use dock located on non-residentially zoned property is adjacent to any waterfront residentially zoned property, the setback adjacent to the residentially zoned property line as extended into the water shall be a minimum of 20 percent of the applicant's waterfront property width measured from the side property lines; THE PROPOSED DOCK IS WITHIN THE HARBOUR YACHT CLUB WHICH IS ZONED FOR DOCKS FOR PERSONAL USE FOR OWNERS OF A CONDO AT THE HARBOUR CONDO'S. THE PROPOSED DOCK IS NOT FOR A MULTI USE DOCK . IT IS A LIFT FOR A SINGLE BOAT FOR PERSONAL PLEASURE SIMILAR TO THE OTHER 19+ DOCKS IN THE HARBOUR YACHT CLUB.

c) In all other circumstances, commercial and multi-use docks shall be located so that the setback from any property line as extended into the water shall be a minimum of ten percent of the applicant's waterfront property width measured from the side property lines. THE PROPOSED DOCK/LIFT IS LESS THAN TEN FEET WIDE. THE DOCK SPACE IS 14 FEET. THE

SETBACK IS LESS THAN 10% OF THE
PROPERTY LINE.

ii)Length. The length of commercial and multi-use docks shall not extend from the mean high water line or seawall of the applicant's property more than 75 percent of the width of the applicant's property measured at the waterfront property line, up to a maximum of 250 feet. Tie poles may extend beyond the dock provided such poles do not project into the navigable portion of the waterway by more than an additional 50 feet or 25 percent of such waterway, whichever is less, and do not constitute a navigational hazard. THE PROPOSED DOCK/LIFT IS 33 FEET LONG AND FITS WITHIN THE EXISTING DOCK. THE LENGTH IS LESS THAN 75% OF THE WIDTH OF THE WATERFRONT PROPERTY LINE.

iii)Width. The width of commercial and multi-use docking facilities shall not exceed 75 percent of the width of the applicant's property measured at the waterfront property line. THE WIDTH OF THE PROPOSED DOCK/LIFT IS LESS THAN TEN FEET. THE WIDTH OF THE DOCK IS 14 FEET. THE WIDTH OF THE PROPOSED DOCK IS LESS THAN 75% OF THE WATERFRONT PROPERTY LINE.

i. **Deviations.** Applications for deviations to the dimensional standards set forth in Section 3-601.C.3.h. may be approved by the Community Development Board through a Level Two (flexible development) approval process based on the following: THE PROPOSED DOCK WITH IS NOT REQUESTING ANY DEVIATIONS

i) A dock of lesser length poses a threat to the marine environment, natural resources, wetlands habitats or water quality; and. THE PROPOSED DOCK DOES NOT POSE A THREAT TO THE MARINE ENVIRONMENT. THE PROPOSED DOCK IS WITHIN THE CURRENT HARBOUR YACHT CLUB.

ii) The proposed dock location needs to be adjusted to minimize impacts relating to criteria set forth in Sections 3-601.C.3.b.—g.; and. THE PROPOSED DOCK IS NOT REQUESTING A DEVIATION.

iii) A literal enforcement of the provisions of this section would result in extreme hardship due to the unique nature of the project and the applicant's property; and

iv) The deviation sought to be granted is the minimum deviation that will make possible the reasonable use of the applicant's property. However, where an applicant demonstrates riparian or littoral rights which will affect the location of the dock, the minimum further deviation to provide

for exercise of such rights shall be allowed;
and. NO DEVIATION IS BEING REQUESTED.

v) The granting of the requested deviation will be in harmony with the general intent and purpose of this section and will not be injurious to the area involved or otherwise detrimental or of adverse effect to the public interest and welfare; and NO DEVIATION IS BEING REQUESTED.

vi) No dock shall be allowed to deviate from the length requirements specified in Section 3-601.C.3.h. by more than an additional 50 percent of the allowable length or to project into the navigable portion of the waterway by more than 25 percent of such waterway, whichever length is less, except for those docks located on the east side of Clearwater Harbor adjacent to the mainland, which shall be allowed to deviate up to a maximum length equal to 25 percent of the navigable portion of the waterway. NO DEVIATION IS REQUESTED.

- j. **Covered boatlifts.** Covered boatlifts are permitted provided a permanent and solid roof deck is constructed with material such as asphalt shingles, metal, tile or wood. Canvas and canvas like roof materials are prohibited. Vertical sidewalls are prohibited on any boatlift or dock. THE PROPOSED DOCK DOES NOT INCLUDE A COVER.
- k. **Publicly owned facilities.** Roof structures shall be permitted on publicly owned boardwalks, observation platforms, elevated nature trails and other such structures not intended for use as a dock facility, however, vertical walls shall be prohibited. THE PROPOSED DOCK DOES NOT INCLUDE A COVER OR A ROOF STRUCTURE.

D. Repairs of existing docks and seawalls.

1. Any repair made to an existing approved dock that does not extend, enlarge or substantially change the location of any portion of the dock does not require review and approval by the community development coordinator however, a permit may be required by the Pinellas County Water and Navigation Control Authority. If, however, such repair enlarges, extends, or substantially changes the location of any portion of the dock, such repair shall require the review and approval by the community development coordinator prior to the issuance of a permit by the Pinellas County Water and Navigation Control Authority. The review of a substantial repair shall be considered a new dock pursuant to the standards described in this section. THE DIRECTOR OF MARINE AND AVIATION DEPARTMENT MICHAEL MACDONALD APPROVED

THE DOCK/LIFT REQUEST. THE PROPOSED DOCK IS NOT REQUESTING ANY CHANGES TO THE EXISTING DOCK AND SEAWALLS. THE PROPOSED DOCK IS SIMPLY REQUESTING A BOAT LIFT IN AN EXISTING DOCK.

2. If any dock, seawall, bulkhead, private bridge, or marina falls into a state of disrepair and becomes a dangerous structure creating an unreasonable risk of bodily injury to any person who may walk thereon, such structure shall be either removed or repaired so as to conform to the requirement of this division. THE PROPOSED DOCK/LIFT DOES NOT REPLACE AN EXISTING DOCK/LIFT. IF SIMPLY INSTALLS A LIFT IN AN EXISTING DOCK SPACE WITHIN THE HARBOUR YACHT CLUB.

Let me know if you have further questions.

Best,

Austen Dole | City Planner

P: (727) 444-7351

2741 State Road 580

Clearwater, FL 33761

From: Ann Merriman <aemerriman@gmail.com>

Sent: Monday, July 7, 2025 3:38 PM

To: Dole, Austen <Austen.Dole@MyClearwater.com>

Cc: D Lewis <darwinklewis@gmail.com>; Horanlli, Alba <Alba.Horanlli@MyClearwater.com>

Subject: Re: URGENT: Dock questions/owner response

CAUTION: This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The printed responses have been dropped off. If anything else needs to be delivered please let me know.

-Ann

On Mon, Jul 7, 2025 at 8:04 AM Dole, Austen <Austen.Dole@myclearwater.com> wrote:

Darwin,

Sounds good! Thank you for coordinating the resubmittal.

Best,

Re: Follow up on the Erosion Control request

From D Lewis <darwinklewis@gmail.com>

Date Thu 9/11/2025 10:12 AM

To Kessler, Sarah <Sarah.Kessler@myclearwater.com>

Cc darwin.k.lewis@gmail.com <darwin.k.lewis@gmail.com>; William Templeman <Bill@prioritymarine.com>; Dole, Austen <Austen.Dole@MyClearwater.com>; Horanlli, Alba <Alba.Horanlli@MyClearwater.com>; kat@jfoosterconsulting.com <kat@jfoosterconsulting.com>

CAUTION: This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sarah, thanks for the punctual and comprehensive follow up.

4 piles will be added. As a result, the president of Priority Marine Bill Templeman who will be installing the boat lift/piles will use floating turbidity barriers as requested.

This should address the outstanding erosion issue. If I can help further, please let me know.

Thanks. Darwin Lewis

Record number: FLD2025-06015

Sent from my iPhone

On Sep 11, 2025, at 8:39 AM, Kessler, Sarah <Sarah.Kessler@myclearwater.com> wrote:

Good morning.

If the lift is just being installed on the existing piles, erosion control would be limited to ensuring debris from the install does not end up in the water.

If piles or other structures will be added, floating turbidity barriers will need to be used.

Stay curious, stay inspired.

Sarah E. Kessler, CFM

Environmental Specialist III

City of Clearwater

Public Works

100 South Myrtle Avenue, Suite 220



Ann Merriman <aemerriman@gmail.com>

URGENT: Dock questions/owner response

2 messages

D Lewis <darwinklewis@gmail.com>

Sun, Jul 6, 2025 at 4:26 PM

To: Ann Merriman <aemerriman@gmail.com>, debbiemerriman@yahoo.com

Ann or Debbie, can you print this email in color and deliver a hard copy to Austen Dole, the city planner working on my boat lift permit? We are on a cruise to the Bahamas this week, otherwise I would do it.

It needs to be given to Austen in person on Monday or Tuesday to make the dead line for the July review. You do not need an appointment.

Austen is located at the govt building at [2741 State Road 580 clearwater](#). You will need your driver license to enter the building.

Thanks. Darwin

Austen Dole | City Planner

P: (727) 444-7351

[2741 State Road 580](#)[Clearwater, FL 33761](#)**STANDARDS****Section 3-601. - Docks.**

A. City approval and Pinellas County Water and Navigation Control Authority permit required. No dock may be constructed, added to, or structurally altered without first obtaining approval by the city and a permit from the Pinellas County Water and Navigation Control Authority. B. City approval procedures. Review and approval by the community development coordinator and/or the community development board shall be required prior to the issuance of a permit from the Pinellas County Water Navigation Control Authority. Such approval shall be considered a Level One (minimum standard or flexible standard approval) or a Level Two (flexible development) approval in accordance with the provisions of Article 4 Divisions 3 and 4. C. New docks. 1. Docks, boatlifts and service catwalks that serve single-family or two-family dwellings. a. Setbacks. A dock shall be located in the center one-third of the lot or 20 feet from any property line as extended into the water, whichever is less, unless the dock is proposed to be shared by adjoining properties whereupon the dock may be constructed on the common property line provided that all other standards of this division are met. Boatlifts and service catwalks shall be a minimum of ten feet from any property line extended into the water. Tie poles shall be setback a minimum of one foot from any extended property line. Single pile davits and personal watercraft lifts are exempt from these setback requirements provided they are contained entirely within the extended property lines.

All watercraft must be contained entirely within the extended property lines.

The proposed boat lift is within two existing docks: a finger dock to the east and a fishing dock to the north. No new docks are requested.

b. Length. The length of docks and boatlifts shall not exceed 25 percent of the width of the waterway or half of the width of the property measured at the waterfront property line, whichever is less, up to a maximum of 250 feet. The length of the boat lift is less than 31 feet and shorter than the existing dock. The lift and boat will not extend beyond the dock and will not interfere with the channel/waterway. Tie poles may extend beyond the dock, provided such poles do not project into the navigable portion of the waterway by more than an additional 50 feet or 25 percent of such waterway, whichever is less, and do not constitute a navigational hazard. The tie poles do not extend beyond the dock. See attached layout. . c. Width. The width of docks, excluding boatlifts, shall not exceed 35 percent of the width of the property measured at the waterfront property line or 50 feet, whichever is less. The width of the proposed boat lift is less than 10 feet, the width of the boat. Each boat slip in the Harbour Yacht Club HYC is 13 to 14 feet wide. The width of the proposed boat lift is equal or less than other lifts in the HYC. d. Covered boatlifts. Covered boatlifts are permitted provided a permanent and solid roof deck is constructed with material such as asphalt shingles, metal, tile or wood. Canvas and canvas like roof materials are prohibited. No cover is being requested. Vertical sidewalls are prohibited on any boatlift or dock. No sidewalls are being requested. e. Number of docks/slips. i) No more than one dock structure shall be located at a single-family or two-family dwelling. ii) Only one boat lift is being requested for one single family condo. In the event that two or more properties each already having a dock are combined, then only one dock may remain. iii) No dock shall provide more than two slips for the mooring of boats, except as houseboats may otherwise be permitted consistent with Chapter 33 of the City's Code of Ordinances. I am requesting only one boat lift for my dock. Slips shall be for the exclusive use of the residents of the contiguous upland property. Personal watercraft lifts are not considered to be boat slips. f. Width of catwalks. Service catwalks shall not exceed three feet in width. The existing cat walk is less than 3 feet wide. g. Deviations. i) The community development coordinator may grant deviations from the requirements of this section as a Level One (minimum standard) approval provided that signed and notarized statements of no objection are submitted from adjacent waterfront property owners, as well as signed and notarized statements on the Pinellas County Water and Navigation Control Authority permit application. In the event that such statements cannot be obtained, applications for deviations may be approved by the community development coordinator, provided that the proposed dock will result in no navigational conflicts. No deviation is being requested. Such deviations may be approved through a Level One (flexible standard) approval process based on one of the following: (a) The proposed dock location needs to be adjusted to protect environmentally sensitive areas; or (b) The property configuration or shallow water depth precludes the placement of a dock in compliance with the required dimensional standards; however, the proposed dock will be similar in dimensional characteristics as surrounding dock patterns. ii) No dock shall be allowed to deviate from the length requirements specified in Section 3-601.C.1.b. by more than an additional 50 percent of the allowable length or project into the navigable portion of the waterway by more than 25 percent of such waterway, whichever length is less, except as stipulated in Section 3-601.C.1.g.iii. and iv. below. iii) Deviations for dock length in excess of that which is permitted in Section 3-601.C.1.g.ii. above may be approved through a Level Two (flexible development) approval process only under the following conditions: (a) A dock of lesser length poses a threat to the marine environment, natural resources, wetlands habitats or water quality; and (b) A literal enforcement of the provisions of this section would result in extreme hardship due to the unique nature of the project and the applicant's property; and (c) The deviation sought to be granted is the minimum deviation that will make possible the reasonable use of the applicant's property; and (d) The granting of the requested deviation will be in harmony with the general intent and purpose of this section and will not be injurious to the area involved or otherwise detrimental or of adverse effect to the public interest and welfare. iv) Docks located on the east side of Clearwater Harbor adjacent to the mainland may be allowed to deviate from the length requirements specified in Section 3-601.C.1.b. up to a maximum length equal to 25 percent of the navigable portion of the waterway. 2. Multi-use docks. A multi-use dock, which is any dock owned in common or used by the residents of a multi-family development, condominium, cooperative apartment, mobile home park or attached zero lot line development shall be permitted as a Level One (minimum standard) use provided such dock is less than 500 square feet in deck area and complies with the dimensional standards set forth in Section 3-601.C.3.h. Deviations to the dimensional standards for multi-use docks may be reviewed and approved in accordance with Section 3-601.C.1.g. 3. Commercial docks. A commercial dock is any dock, pier, or wharf, including boatlifts, that is used in connection with a hotel, motel or restaurant where the slips are not rented, leased or sold; or such facilities used in connection with a social or fraternal club or organization and used only by its membership; or such facilities constructed and maintained by the City of Clearwater, Pinellas County or by any state or federal agency; or any multi-use dock with a deck area exceeding 500 square feet which shall be treated as a commercial dock. The proposed boat lift is for non-commercial use of one boat. No deviation is being requested. Commercial docks shall only be permitted as a Level Two (flexible development) use, which requires approval by the Community Development Board (CDB). All commercial docks shall be reviewed for compliance with the following criteria. a. Use and compatibility. i) The proposed dock shall be subordinate to and contribute to the comfort, convenience or necessities of the users or the occupants of the principal use of the property. The proposed lift will be professionally installed and contribute the the

comfort of the users of the property. . ii) The proposed dock shall be in harmony with the scale and character of adjacent properties and the neighborhood in general. iii) The proposed dock shall be compatible with dock patterns in the general vicinity. b. Impacts on existing water recreation activities. The proposed dock/tie poles or use thereof, shall not adversely impact the health, safety or well being of persons currently using the adjacent waterways for recreational and/or commercial uses. The proposed boat lift will be professionally installed and will not impact others using the waterway. See layout of the lift. Furthermore, the dock shall not preclude the existing uses of the adjacent waterway. Such uses include but are not limited to non-motorized boats and motorized boats. c. Impacts on navigation. The existence and use of the proposed dock shall not have a detrimental effect on the use of adjacent waters for navigation, transportation, recreational or other public conveniences. d. Impacts on marine environment. i) Docks shall be sited to ensure that boat access routes avoid injury to marine grass beds or other aquatic resources in the surrounding areas. ii) Docks shall not have an adverse impact upon natural marine habitats, grass flats suitable as nursery feeding grounds for marine life, or established marine soil suitable for producing plant growth of a type useful as nursery or feeding grounds for marine life; manatee sanctuaries; natural reefs and any such artificial reef which has developed an associated flora and fauna which have been determined to be approaching a typical natural assemblage structure in both density and diversity; oyster beds; clam beds; known sea turtle nesting site; commercial or sport fisheries or shell fisheries areas; and habitats desirable as juvenile fish habitat. e. Impacts on water quality. i) All turning basin, access channels, boat mooring areas and any other area associated with a dock shall have adequate circulation and existing water depths to ensure that a minimum of a one foot clearance is provided between the lowest member of a vessel (e.g. skegs, rudder, prop) and the bottom of the waterbody at mean or ordinary low water (-0.95 NGVD datum). ii) The dock shall not effectively cause erosion, extraordinary storm drainage, shoaling of channels, or adversely affect the water quality presently existing in the area or limit progress that is being made toward improvement of water quality in the area in which the dock is proposed to be located. f. Impacts on natural resources. i) The dock shall not have a material adverse impact upon the conservation of wildlife, marine life, and other natural resources, including beaches and shores, so as to be contrary to the public interest. ii) The dock shall not have an adverse impact on vegetated areas; vegetative, terrestrial, or aquatic habitats critical to the support of listed species providing one or more of the requirements to sustain their existence, such as range, nesting or feeding grounds; habitats which display biological or physical attributes which would serve to make them rare within the confines of the city; designated preservation areas such as those identified in the comprehensive land use plan, national wildlife refuges, Florida outstanding waters or other designated preservation areas, and bird sanctuaries. g. Impacts on wetlands habitat/uplands. The dock shall not have a material adverse effect upon the uplands surrounding. h. Dimensional standards. i) Setbacks for commercial and/or multi-use docks shall be as follows: a) If the commercial or multi-use dock is located adjacent to a waterfront property occupied by a detached dwelling or two-unit attached dwelling use and the use of said property conforms to the zoning district, the setback adjacent to the residential property line as extended into the water shall be a minimum of one-third of the applicant's waterfront property width measured from the side property lines; b) If a commercial or multi-use dock located on non-residentially zoned property is adjacent to any waterfront residentially zoned property, the setback adjacent to the residentially zoned property line as extended into the water shall be a minimum of 20 percent of the applicant's waterfront property width measured from the side property lines; c) In all other circumstances, commercial and multi-use docks shall be located so that the setback from any property line as extended into the water shall be a minimum of ten percent of the applicant's waterfront property width measured from the side property lines. ii) Length. The length of commercial and multi-use docks shall not extend from the mean high water line or seawall of the applicant's property more than 75 percent of the width of the applicant's property measured at the waterfront property line, up to a maximum of 250 feet. Tie poles may extend beyond the dock provided such poles do not project into the navigable portion of the waterway by more than an additional 50 feet or 25 percent of such waterway, whichever is less, and do not constitute a navigational hazard. iii) Width. The width of commercial and multi-use docking facilities shall not exceed 75 percent of the width of the applicant's property measured at the waterfront property line. i. Deviations. Applications for deviations to the dimensional standards set forth in Section 3-601.C.3.h. may be approved by the Community Development Board through a Level Two (flexible development) approval process based on the following: i) A dock of lesser length poses a threat to the marine environment, natural resources, wetlands habitats or water quality; and ii) The proposed dock location needs to be adjusted to minimize impacts relating to criteria set forth in Sections 3-601.C.3.b.—g.; and iii) A literal enforcement of the provisions of this section would result in extreme hardship due to the unique nature of the project and the applicant's property; and iv) The deviation sought to be granted is the minimum deviation that will make possible the reasonable use of the applicant's property. However, where an applicant demonstrates riparian or littoral rights which will affect the location of the dock, the minimum further deviation to provide for exercise of such rights shall be allowed; and v) The granting of the requested deviation will be in harmony with the general intent and purpose of this section and will not be injurious to the area involved or otherwise detrimental or of adverse effect to the public interest and welfare; and vi) No dock shall be allowed to deviate from the length requirements specified in Section 3-601.C.3.h. by more than an additional 50 percent of the allowable length or to project into the navigable portion of the waterway by more than 25 percent of such waterway, whichever length is less, except for those docks located on the east side of

Clearwater Harbor adjacent to the mainland, which shall be allowed to deviate up to a maximum length equal to 25 percent of the navigable portion of the waterway. j. Covered boatlifts. Covered boatlifts are permitted provided a permanent and solid roof deck is constructed with material such as asphalt shingles, metal, tile or wood. Canvas and canvas like roof materials are prohibited. Vertical sidewalls are prohibited on any boatlift or dock. k. Publicly owned facilities. Roof structures shall be permitted on publicly owned boardwalks, observation platforms, elevated nature trails and other such structures not intended for use as a dock facility, however, vertical walls shall be prohibited. D. Repairs of existing docks and seawalls. 1. Any repair made to an existing approved dock that does not extend, enlarge or substantially change the location of any portion of the dock does not require review and approval by the community development coordinator however, a permit may be required by the Pinellas County Water and Navigation Control Authority. If, however, such repair enlarges, extends, or substantially changes the location of any portion of the dock, such repair shall require the review and approval by the community development coordinator prior to the issuance of a permit by the Pinellas County Water and Navigation Control Authority. The review of a substantial repair shall be considered a new dock pursuant to the standards described in this section. 2. If any dock, seawall, bulkhead, private bridge, or marina falls into a state of disrepair and becomes a dangerous structure creating an unreasonable risk of bodily injury to any person who may walk thereon, such structure shall be either removed or repaired so as to conform to the requirement of this division.

(Ord. No. 6526-00, § 1, 6-15-00; Ord. No. 6573-00, § 1, 8-3-00; Ord. No. 6795-01, § 1, 7-12-01; Ord. No. 6928-02, §§ 41, 42, 5-2-02; Ord. No. 8043-09, § 24, 9-3-09; Ord. No. 8132-10, § 1, 3-4-10; Ord. No. 8211-10, §§ 8, 9, 10-5-10; Ord. No. 8349-12, § 30, 9-6-12; Ord. No. 8654-15, § 18, 2-5-15)

No deviation is being requested. The proposal includes one boat lift within existing approved docks. No cover, no commercial use. Wild life will be protected. No dredging needed since the boat slip is already over 5 feet deep and in a no wake zone.

Section 3-602. - Minimum elevation of seawalls on Clearwater Harbor.

The elevation of sea walls on the west shore of Clearwater Harbor or Clearwater Bay shall be not less than six feet above mean sea level. The elevation of sea walls on the east shore of Clearwater Harbor or Clearwater Bay and on the shore of the Gulf of Mexico shall be not less than six feet above mean sea level. No changes are being made with the existing seawall. The existing seawall has been approved for multiple boat lifts.

Section 3-603. - Marinas and marina facilities.

A. All proposed activities including, but not limited to, fueling, pumping-out, chartering, living-aboard, launching, dry storage and the servicing of boats, motors and related marine equipment shall require approval in accordance with the provisions of the zoning district in which the marina or marina facility is proposed to be located. B. For marina facilities located adjacent to residential districts, no fueling or launching facilities shall be located within 20 feet of the residential property line, and no fueling or servicing of boats shall occur at such marinas after 9:00 p.m. or before 6:00 a.m.

A marina is not being requested.

C. No fuel storage facility or sanitary pump-out station holding tank shall be located over water. D. The marina shall pose no hazard or obstruction to navigation, as determined by the city harbormaster. E. The marina shall not adversely affect the environment, including both onshore and offshore natural resources. F. Adequate sanitary facilities shall be provided landside and a sanitary pump-out station shall be provided and shall be available to marina users 24 hours a day. G. A manatee protection plan shall be provided and appropriate speed zone signs shall be posted to control boat speed for manatee protection. H. Adequate spill containment areas shall be provided on the property. I. Design of the marina shall maintain existing tidal flushing and aquatic circulation patterns. J. In the event of conflict between these standards and federal or state law or rules, the federal or state law or rules shall apply to the extent that these standards have been preempted; otherwise, the more stringent regulations shall apply.

Section 3-604. - Periodic inspections.

All marinas shall be inspected to determine their condition and compliance with the minimum standards of this development code, with such inspections to be conducted at three-year intervals by an engineer trained in the construction of such facilities. The owner of such marinas shall submit a report bearing the seal of such engineer to the building official demonstrating that such facilities comply with the minimum standards

set forth in this development code. A marina is not being requested and does not apply to my request for a boat lift for personal usage.

Section 3-605. - Minimum construction standards for marinas and docks.

Marinas and docks shall be constructed in such a manner that equals or better the construction requirements for marinas docks and the dimensional requirements of the county. Priority Marine Construction has been hired to install my boat lift once it is approved at a standard that exceeds the requirements of the county.

Sent from my iPhone

D Lewis <darwinklewis@gmail.com>

Sun, Jul 6, 2025 at 5:27 PM

To: Austen Dole <Austen.Dole@myclearwater.com>, Alba Horanlli <Alba.Horanlli@myclearwater.com>

Cc: Ann Merriman <aemerriman@gmail.com>

Austen , thanks for the heads up.

My niece Ann Merriman will drop off a hard copy in color of my responses in black to the section 3 -601, 602,603,604,605 questions.

I am on a cruise on Monday and will not be able to be there in person.

If I can help further with the application, let me know.

Thanks. Darwin

[Quoted text hidden]


Follow up on outstanding issues for record FLD 2025-06015

From D Lewis <darwinklewis@gmail.com>

Date Thu 9/11/2025 7:30 AM

To Dole, Austen <Austen.Dole@MyClearwater.com>; Horanlli, Alba <Alba.Horanlli@MyClearwater.com>

Cc kat@jfoosterconsulting.com <kat@jfoosterconsulting.com>

 2 attachments (322 KB)

570 the harbour condo flood ins 9-13-24 1581 Gulf.pdf; Plan Room.pdf;

CAUTION: This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Austen, I wanted to follow up on the remaining issues on my request for a boat lift.

After talking to Gene Henry on the Flood zone request to provide a vulnerability assessment, a CLW free board 2foot requirement update and other design updates, I have decided to hire J. Foster consulting who has experience working in this space.

Kat Massy from Foster has worked with Gene before and they plan to connect so Kat knows exactly what needs to be provided. Kat is also following up with Sarah Kessler on the Environmental - erosion control needs in order to address her requests also.

In summary, action plans are in place to address and close out the last two issues.

I wanted to provide an update on the last two issues before friday at noon inorder to keep the permit process moving forward.

I also attached a copy of the flood zone insurance policy for the Harbour condos.

If I can help further, let me know.

Thanks. Darwin

From: "Horanlli, Alba" <Alba.Horanlli@myclearwater.com>

Date: September 9, 2025 at 7:56:26 AM EDT

To: D Lewis <darwinklewis@gmail.com>, "Dole, Austen" <Austen.Dole@myclearwater.com>

Subject: Re: Harbour condo HOA approval for the permit for the boat lift for slip S1B

Good Morning Mr. Lewis,

I can upload the attachment you sent to the case; however, it is imperative that you address the open issues as well to conclude the resubmittal. I have included these issues in this email. You are welcome to respond either directly via email or within the attached document and send back. Kindly note that the resubmittal is due by **12:00 PM noon on this Friday the 12th**. This will ensure you stay on the cycle for the CDB meeting scheduled on 10/21/2025.

Please feel free to reach out if you have any further questions.

Thank you,



Alba Horanlli

Admin Assistant | Planning &
Development

2741 State Road 580
Clearwater, FL 33761
P: (727) 444 - 8538

From: D Lewis <darwinklewis@gmail.com>
Sent: Monday, September 8, 2025 5:24 PM
To: Dole, Austen <Austen.Dole@MyClearwater.com>
Cc: Horanlli, Alba <Alba.Horanlli@MyClearwater.com>
Subject: Harbour condo HOA approval for the permit for the boat lift for slip S1B

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Austen, below is approval from the President of the HOA at the Harbour Condos.

Plus the approval from the Harbour Yacht Club.

Everyone has approved my request for my boat lift.

Do you need me to drop off a hard copy?

If I can help in any way, let me know.

Thanks. Darwin

From: aschwenk@earthlink.net
Date: September 8, 2025 at 3:40:48 PM EDT
To: Darwin Lewis <darwinklewis@gmail.com>
Cc: Joe Giacona <joegiacona@gmail.com>, Teri Novy <terinovy@gmail.com>, Al Kozak <sundog555@verizon.net>, Doug Woolard <dougwoolard@gmail.com>
Subject: Follow up on permit for lift for slip S1B

Hi Darwin,

As long as the Harbour Yacht Club approves of the installation of the lift for your slip (S1B), the Harbour HOA has no issues with the City of Clearwater approving the permit for the lift.