

**Agenda Item 15.A
Meeting of 11/5/25****ORDINANCE 2025-15762**

AN ORDINANCE FOR THE PURPOSE OF AMENDING REGULATIONS RELATING TO PIER LOCATION AND DIMENSION REGULATIONS IN THE R1-15A RESIDENCE DISTRICT; AMENDING PARAGRAPH (c)(5) OF SECTION 56-93, PIERS AND BOAT LIFTS, SITING AND DIMENSIONS, OF ARTICLE III, STANDARDS APPLICABLE TO RESIDENTIAL DISTRICTS, OF CHAPTER 56, SUPPLEMENTAL STANDARDS, AMENDING SECTION 58-121, PIER LOCATION AND DIMENSIONS, OF CHAPTER 58, ZONING, OF THE CODE OF ORDINANCES, CITY OF NAPLES; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION; PUBLICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on October 18, 2017, at the request of the Port Royal Property Owners Association, Inc., City Council adopted Ordinance 2017-14043, adopting proposed amendments to the pier location and dimension regulations in the R1-15A, Residence District, relating to the Port Royal neighborhood; and

WHEREAS, on June 18, 2024, the Port Royal Property Owners Association provided a letter to City Council requesting its consideration of an amendment to the pier location and dimension regulations in the R1-15A Residence District; and

WHEREAS, the City Council directed Staff to draft an amendment to Section 58-121 of the Code of Ordinances to codify the proposed changes; and

WHEREAS, Section 56-93 of the Code of Ordinances provides regulations related to piers and boatlifts, siting and dimensions for all neighborhoods within the City of Naples; and

WHEREAS, Section 58-121 of the Code of Ordinances provides regulations related to pier location and dimensions in the R1-15A, Residence District; and

WHEREAS, the Planning Advisory Board, serving as the local planning agency and following an advertised public hearing on September 10, 2025, considered the public input, the recommendation of staff, and recommended by a vote of 5 to 2 that Text Amendment 24-T6 be Approved finding that changes proposed are consistent with the Comprehensive Plan; and

WHEREAS, an advertisement of the public hearing for adoption of the proposed ordinance was published in the Naples Daily News on the 26th day of October, 2025 as required by Section 166.041, Florida Statutes and the City of Naples Code of Ordinances;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA:

Section 1. That paragraph (c)(5) of Section 56-93, Piers and boat lifts, siting and dimensions, of Article III, Standards applicable to residential districts, of Chapter 56, Supplemental standards of the Code of Ordinances, City of

Naples, Florida, is hereby amended to read as follows (with underlining indicating additions and ~~strikethrough~~ indicating deletions):

Sec. 56-93. Piers and boat lifts, siting and dimensions.

...

(c) *Standards for specific subdivisions.*

...

- (5) *Port Royal.* The pier restrictions for Port Royal are contained in section 58-121, and are part of the regulations for the R1-15A zone. In summary, they establish a 20-foot side yard setback for piers, lifts, piles, vessels on lifts and an ~~2225~~-foot extension into the waterway from the toe of the revetment for all piers and lifts. If environmental conditions dictate a greater extension, the side yard setback increases two feet for every additional foot off shore the structure must extend.

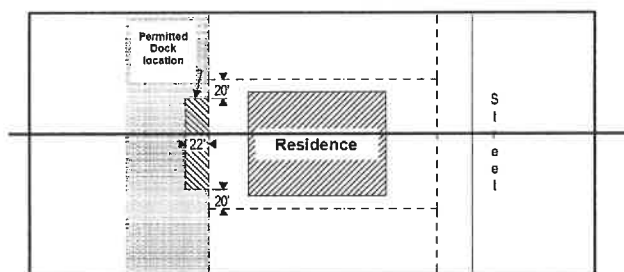
Section 2. That Section 58-121, Pier location and dimensions, of the Code of Ordinances, City of Naples, Florida, is hereby amended to read as follows (with underlining indicating additions and ~~strikethrough~~ and indicating deletions):

Sec. 58-121. Pier location and dimensions.

Within the R1-15A district, piers are permitted accessory structures at all developed, waterfront residential properties, subject to the following restrictions and standards:

- (1) Piers cannot be covered.
- (2) Pier and walkway elevation cannot exceed the elevation of the natural grade of the upland property adjacent to the pier, and no pile, pile cap, nor boat lift structure can be elevated more than plus ten and one-half 10.5 feet MHWL.
- (3) Side yard setbacks.
 - a. The side yard setback for all piers, including floating piers, pilings, vessels moored to piers, boat lifts, and vessels supported on boat lifts, constructed on or after September 15, 1999, the effective date of Ordinance No. 99-8638, is 20 feet from the side property lines and riparian lines, extended into the waterway. The setback shall be measured at a right angle to the extended property line.
 - b. The side yard setback for all piers, including floating piers, pilings, vessels moored to piers, boat lifts, and vessels supported on boat lifts, constructed prior to September 15, 1999, the effective date of Ordinance No. 99-8638, is 12 1/3 feet from the side property lines and riparian lines, extended into the waterway. The setback shall be measured at a right angle to the extended property line.

- c. This Section 58-121(3) ratifies and confirms the city's long-standing, consistently-applied code interpretation that in any and all instances, irrespective of when the pier was constructed, the applicable side yard setback applies to not only the pier, floating pier, pilings, and boat lift, but also to the vessel(s) moored to, attached to, or supported by the pier, floating pier, pilings or boat lift.
- (4) The most waterward edges of piers, including lift systems, shall not extend more than 2225 feet waterward of the toe of the riprap revetment (the largest original stones at the bottom of the existing riprap), with the following exceptions:
- Piers on Naples Bay and Gordon Pass may extend beyond 2225 feet in order to reach a maximum depth of five feet, mean low water, which is the maximum depth for maintenance dredging, as defined in F.A.C. 62-312.050(1)(e). The most waterward edge of the pier, pilings or lift cannot extend beyond this point. Depth shall be determined by an independent third party licensed surveyor using NAVD 88 and measurements shall be taken no more than every five feet starting at the toe of the riprap.
 - For every one foot beyond the 2225-foot limit that the pier extends, the side yard setback shall increase by two feet for the entire length of the pier and pilings, including anything attached to them.
 - If the increased setback results in a pier that is centered along the rear propertylot line and the length of the pier is still inadequate to provide a depth of five feet MLW, the pier can be extended the additional distance needed to provide a depth of five feet MLW. A pier is considered to be centered when the combined mass of pier and vessel moored to it are positioned opposite the midpoint of the rear propertylot line.
 - A dock that is centered must be a shore normal pier and lift system. No parallel piers or lifts are permitted beyond 2225 feet waterward of the toe of the riprap revetment.
 - The maximum shore-parallel width of the pier and lifts shall not exceed 25 percent of the shore-parallel length of the waterfront propertylot line.



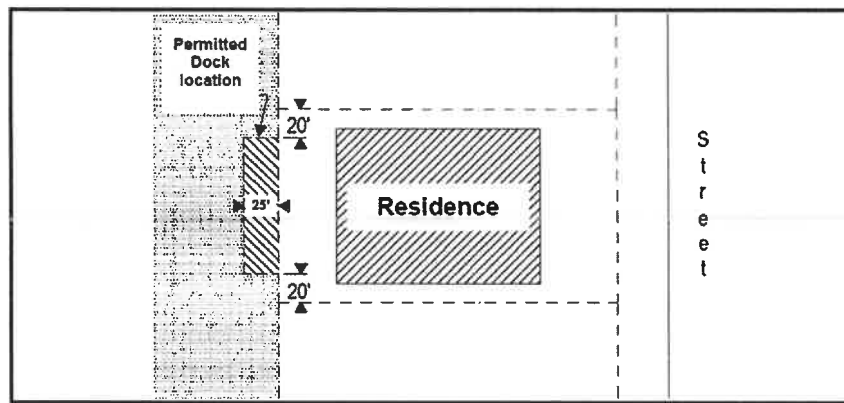


Figure 4. Permitted Dock Location

- b. Piers may extend beyond 2225 feet only if the permit applicant demonstrates to the city manager, by depth survey and bottom habitat characteristics, that such an extension is necessary to preserve productive intertidal and subtidal habitat. The distance extended off-shore shall be governed by the width of the habitat to be preserved, thus limited maintenance dredging may also be needed to achieve adequate depth waterward of the pier. For every one foot beyond the 2225-foot limit that the pier extends, the side yard setback shall increase by two feet for the entire length of the pier and pilings including anything permanently attached to them.
 - c. Off-shore mooring piles, limited to two, with widths or diameters no greater than 14 inches, located a maximum of 20 feet waterward of a pier, are permitted at all properties fronting Naples Bay and Gordon Pass, and at certain other locations, as indicated on the Port Royal Association, Inc., Map, labeled "Exhibit F, Area Map Showing Specific Properties which are Permitted to Have Mooring Pilings 30 Feet From Shoreline," incorporated herein, and on file at the city offices. Off-shore mooring anchors may be installed so long as the mooring pennants are submerged and do not create a hazard to navigation.
 - d. For lots 1 and 2 in Old Harbour Cove and lots 25, 26, 27, 28 and 29 in Cutlass Cove which are in dead-end coves where extended property lines converge, the following rules apply:
 - 1. Piers shall be positioned as close to the toe of the riprap as possible.
 - 2. Lifts may be positioned on the ends of the piers, or along the off-shore side.
 - 3. Outboard walkways accessible from the pier are prohibited.
 - 4. The side setback shall be 12.5 feet from the side property lines extended into the waterway for all portions of the pier, pilings, boatlift and vessel.
- (5) Pile and beam supported boat lifts shall be subject to the same regulations as fixed and floating piers. Lift systems are allowed only on the inshore sides of piers, or in a shore-normal alignment. Side yard setback restrictions shall apply to any vessel stored on a lift. If the city manager considers it environmentally necessary to install a lift system on the off-shore side of a

pier, in excess of the 2225-foot limit, the lift system shall be freestanding, without additional pier or catwalk structures attached to it, and for every one foot beyond the 2225-foot limit that the lift extends, the side yard setback shall increase by two feet. An offshore lift installation must comply with subsection (11) of this section.

(6) Pier dimensions shall not exceed the following:

- a. *Shore-normal or perpendicular walkway providing access to shore-parallel pier:* Six feet in width.
- b. *Shore-normal pier:* Eight feet in width.
- c. *Shore-parallel pier:* Eight feet in width. The maximum length of a shore-parallel pier cannot exceed 100 feet as measured parallel to the shore. Maximum dockage per property shall not exceed a combined 100 feet in length as measured parallel to the shore.
- d. *Catwalk providing access to side of vessel, boat lift, or mooring pile:* Four feet in width.
- e. For properties containing a single dock, a dock shall be constructed within a construction envelope that is determined based on the maximum allowable size dock on a given property lot and in compliance with the minimum setback restrictions and pier dimensions outlined in this section (see Figures 5 and 6 below).

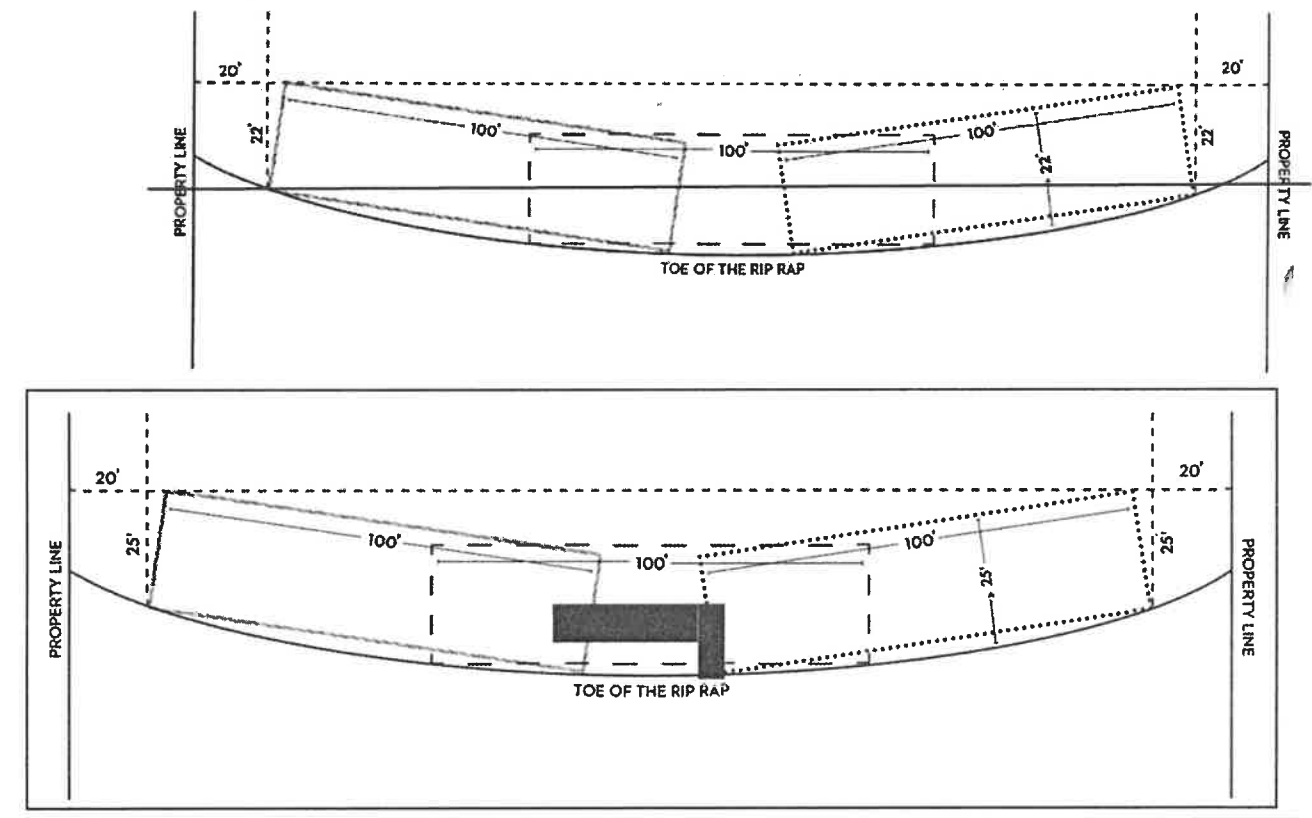


Figure 5. Three examples of placement of construction envelope on a given lot

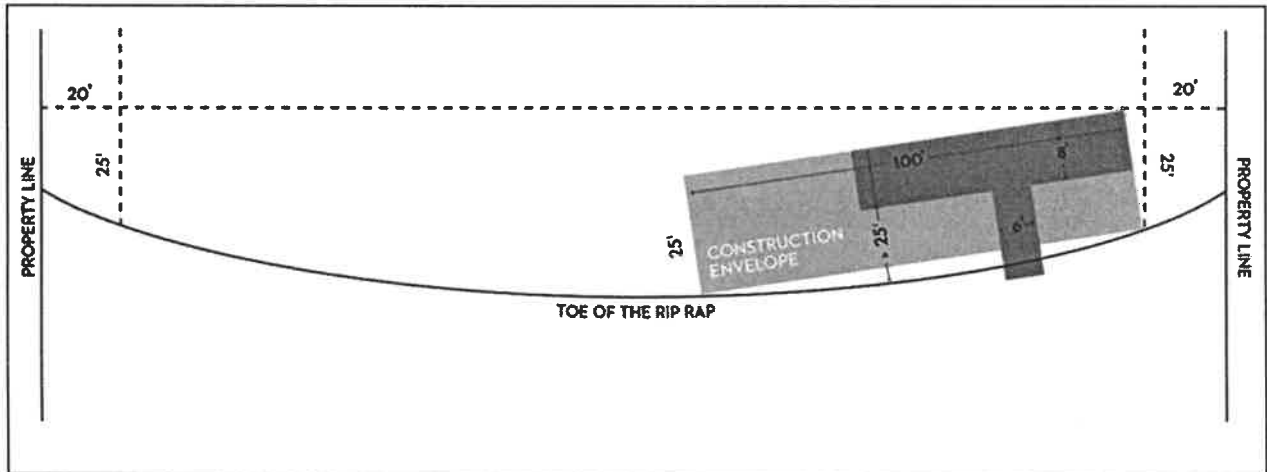
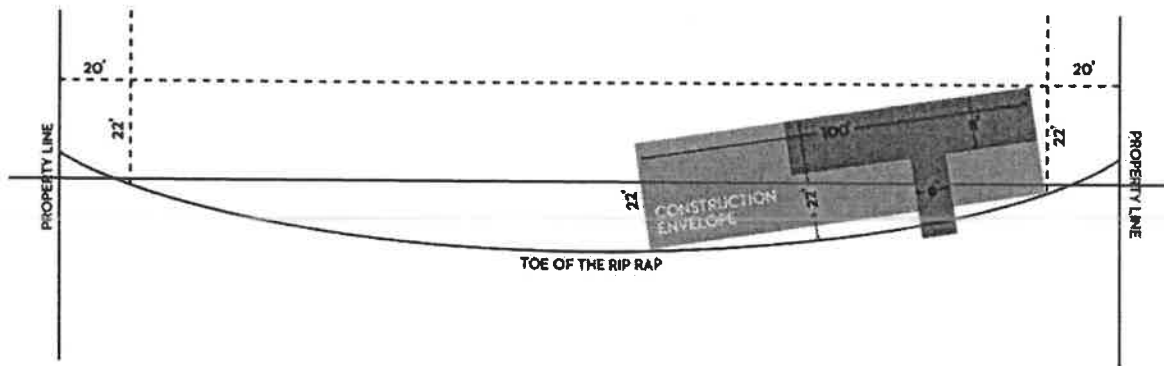
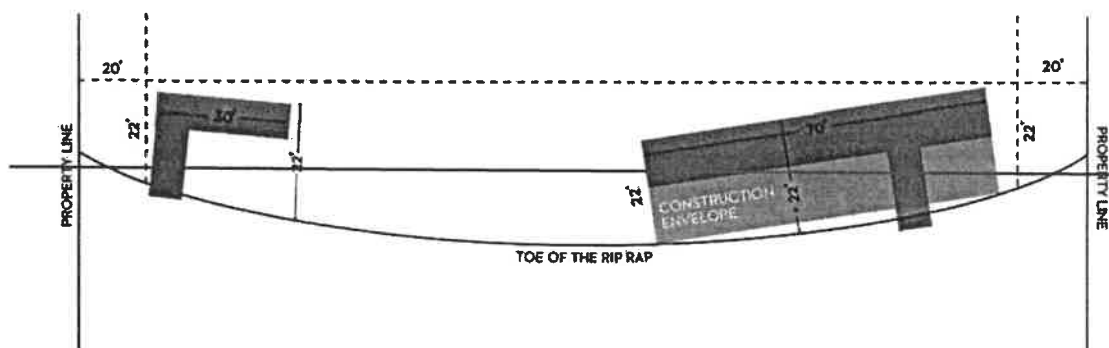


Figure 6. An example of a 60' dock built within the construction envelope on a given lot

- (7) A maximum of two docks per lot, as defined in section 44-8, are permitted.
- (8) For ~~properties~~lots containing two docks, a construction envelope determined by the maximum allowable dock per property (up to 100 feet maximum) may be applied to one dock. The secondary dock must comply with the setback requirements outlined in section 58-121 (see Figure 7).



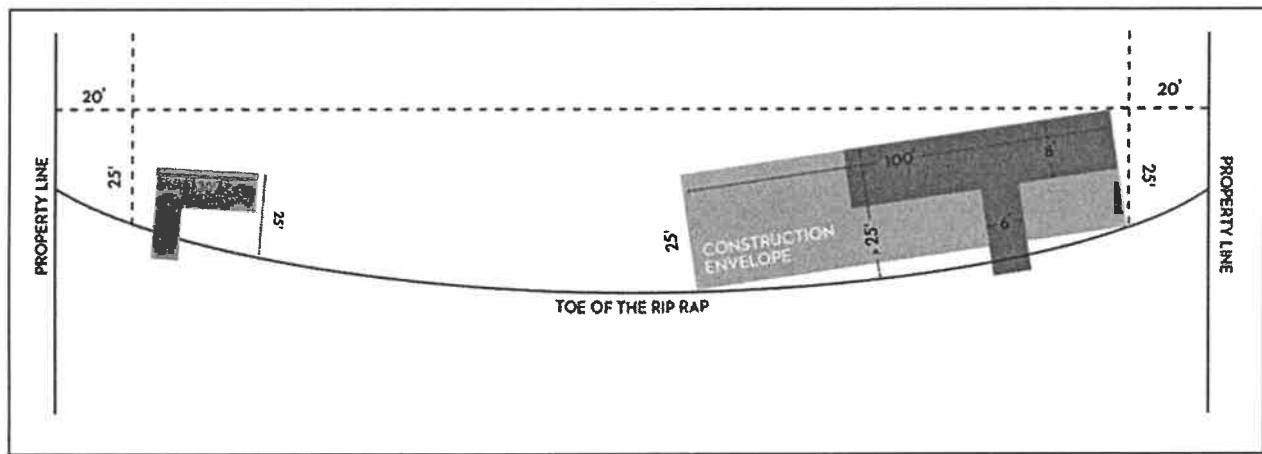


Figure 7. Example of a secondary dock

- (9) No piers or other over-water structures of any kind shall be permitted on Lantern Lake or Half Moon Lake.
- (10) All proposed piers and docks shall be reviewed by the city manager to ensure compliance with environmental regulations and habitat preservation.
- (11) Any proposed expansion of or addition (including boat lifts) to an existing nonconforming pier or dock shall require that all portions of the existing dock be brought into conformance with the requirements of this article. Total replacement of a dock requires conformity with current code. Replacement of decking material or replacement of piles within the existing footprint shall be exempt from the requirements of this article.
- (12) No combination of pier or dock, moored vessel, or boat lift shall exceed 25 percent of the width of the waterway adjacent to the subject property. If no vessel beam is specified in the permit application, a beam of 13 feet shall be assumed. In consideration of the fact that some waterways have irregular, nonparallel shorelines, the aforementioned 25 percent may have to be reduced in order to ensure that a minimum centerline channel width of 50 percent of the waterway width is maintained for the length of the subject property. Navigation in both marked and unmarked channels shall not be hindered.
- (13) Applications to modify or construct piers or docks and boat lifts shall be accompanied by a scaled, plan-view drawing superimposed on a scaled survey showing the subject shoreline and the neighboring shorelines and piers. The elevations of the proposed walkways, piers, and piles and the distance to the opposite shoreline shall also be provided. Applications requesting encroachments under subsection (4)b. of this section shall include the necessary depth profiles presented on a cross-section drawing, and the required environmental information.

Section 3. This Ordinance shall be codified in the Code of Ordinances of the City of Naples, Florida.

Section 4. All ordinances/resolutions and parts of ordinances/resolutions in conflict

herewith are hereby repealed to the extent of any conflict with the Ordinance.

Section 5. The provisions of this Ordinance are declared to be severable, and if any section of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. The City Attorney may correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

Section 7. This Ordinance is to be liberally construed to accomplish its objectives.

Section 8. This Ordinance shall be published in accordance with the requirements of law.

Section 9. That this Ordinance will take effect immediately upon adoption at second reading.

APPROVED AT FIRST READING AND PUBLIC HEARING THE 15TH DAY OF OCTOBER, 2025.

ADOPTED AT SECOND READING AND PUBLIC HEARING IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA THE 5TH DAY OF NOVEMBER, 2025.

Attest



Patricia L. Rambosk
Patricia L. Rambosk, City Clerk

Teresa Lee Heitmann
Teresa Lee Heitmann, Mayor

Approved as to form and legal sufficiency:

Matthew McConnell
Matthew McConnell, City Attorney

Date filed with City Clerk: 11/5/25