

From: [Alex Stancioff](#)
To: [Redila, Arceli](#)
Subject: Re: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing
Date: Thursday, June 4, 2026 12:55:21 PM
Attachments: [image001.png](#)

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Thank you so much for the follow-up. Would you mind directing me to the meeting minutes or notes from last night's Waterway Advisory Board meeting?

From: Redila, Arceli <aredila@coralgables.com>
Date: Thursday, June 4, 2026 at 12:51 PM
To: Alex Stancioff <alexcon1@gmail.com>
Subject: RE: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing

Good morning,

Comments have been received and will be distributed to the Board of Adjustment.

The meeting scheduled for Monday, June 1, was canceled. The next meeting will be held on July 6 at the same time and using the same Zoom link. Zoom meeting ID 837 8384 3261.

This item was presented to the Waterway Advisory Board last night, June 3 and will return to their agenda on July 1.

Thank you.



Arceli Redila, AICP, LEED AP

Zoning Administrator

Development Services

427 Biltmore Way, Coral Gables, FL 33134 / 305-460-5212

www.coralgables.com

From: Alex Stancioff <alexcon1@gmail.com>

Sent: Sunday, May 31, 2026 6:44 PM

To: Redila, Arceli <aredila@coralgables.com>

Subject: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing

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Subject: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing

Dear Ms. Redila and Members of the Board of Adjustment,

I write regarding Case No. VARI-26-02-0029 at 240 Edgewater Drive, set for hearing on Monday, June 1, 2026. My wife and I own the home at 727 South Alhambra Circle on the Mahi waterway, where we have lived and boated since 2012. We both served on the City of Coral Gables Waterways Advisory Board, so we know this canal system well.

Let me be clear about where I stand. I do not oppose the property owner building a dock. I oppose this dock, because the application asks to extend it 11 feet 3 inches into the waterway where Section 3-702(A) allows 5 feet. That more than doubles the permitted projection at one of the worst possible spots on the canal.

The location cannot absorb it. The waterway runs roughly 90 feet from the applicant's seawall to the opposite bank, but a shoal on the far side removes about 10 feet of usable water, leaving roughly 80 feet. A compliant 5-foot dock leaves about 75 feet, which barely meets the City's 75-foot navigational clearance standard. The proposed dock cuts the practical envelope to about 68 feet 9 inches, below the City's own minimum, and that figure counts no moored boat, lift, fenders, or guide poles. Add those, and the usable channel shrinks further.

The 75-foot standard exists for reasons that show up here. This stretch sits at a dangerous choke point near the LeJeune Bridge, and several conditions already make it hard to run.

First, the current runs strong at this bend. Boaters fight it to hold a line through the turn.

Second, the bend and the bridge cut sightlines. A dock pushing into the channel blocks the view further, so two vessels that cannot see each other meet in the narrowest water. That invites a collision.

Third, the shoal already pins traffic toward the applicant's side. Narrowing that side is exactly where the canal can least afford it.

Two practical questions deserve the Board's attention, because they reach beyond recreational boating.

Will maintenance barges navigate this bend once the channel narrows? Seawall and dock contractors such as Dock and Marine move material on barges that need real beam and turning room. Every seawall and dock on this stretch depends on that access. A sub-standard channel at the bend could strand those crews or force unsafe maneuvers against the current.

Will fire and police vessels get through? Marine response units need clearance to reach homes and boats along this waterway in an emergency. A channel pinched below the City's own standard threatens the response time the City promises every resident on the canal. Safety vehicles cannot wait for a tight passage to clear.

The waterway is a shared navigational resource, and the 5-foot limit and 75-foot standard exist to protect it. This variance would push an already tight, shoal-constrained, blind bend below the City's minimum. I ask the Board to deny the variance.

Thank you for your service and for considering this comment.

Respectfully,

Lisette and Alex Stancioff

727 South Alhambra Circle,

Coral Gables, FL 33146

On the Mahi Canal

Please Note: Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

From: [Alexander Palencia](#)
To: [Redila, Arceji](#)
Subject: Opposition to Variance Application VARI-26-02-0029 Property: 240 Edgewater Drive
Date: Sunday, May 31, 2026 3:54:35 PM

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City of Coral Gables

Board of Adjustment
427 Biltmore Way
Coral Gables, Florida 33134

Re: Opposition to Variance Application VARI-26-02-0029
Property: 240 Edgewater Drive

Dear Members of the Board:

My name is Alexander Palencia, and I am the owner of the property located at 905 South Alhambra Circle, Coral Gables, Florida. I respectfully submit this letter in opposition to Variance Application VARI-26-02-0029, which seeks approval to extend a proposed dock 11 feet 3 inches into the Gables Waterway, substantially exceeding the maximum 5-foot projection permitted under the Coral Gables Zoning Code.

As a neighboring waterfront property owner and frequent user of the Gables Waterway, I am concerned that the requested variance would adversely affect navigation, safety, and the public's ability to safely access and use this section of the waterway.

The purpose of the existing 5-foot limitation is to preserve adequate navigational clearance for vessels operating within the Gables Waterway. Based on available information, the waterway at this location measures approximately 90 feet from seawall to seawall. However, a shoal located along the opposite bank reportedly reduces the practical navigable width by approximately 10 feet, leaving only about 80 feet of usable navigational area before any dock encroachment is considered.

A code-compliant dock extending 5 feet would already reduce the practical

navigable envelope to approximately 75 feet, which appears to be the minimum navigational clearance contemplated by the City. The requested dock extension of 11 feet 3 inches would further reduce that envelope to approximately 68 feet 9 inches, below the City's standard and before accounting for any vessel moored at the dock, boat lift, fenders, guide poles, pilings, davits, or other structures that would further encroach into the waterway.

In addition, this section of the Gables Waterway presents unique navigational challenges, including:

- The presence of an existing shoal that limits usable depth and width;
- The alignment of the channel, which includes bends and angled approaches requiring careful maneuvering;
- Nearby bridge crossings that create additional navigational constraints;
- Limited passing room for vessels traveling in opposite directions;
- Existing difficulty for larger vessels maneuvering through this section of the waterway; and
- Increased risk of collision, grounding, property damage, and personal injury if navigational clearances are further reduced.

Granting a variance that exceeds the permitted dock projection by more than double would establish an undesirable precedent for future encroachments into an already constrained section of the waterway. Such approval could adversely affect neighboring property owners and boaters who rely upon safe and unobstructed navigation.

I am also concerned that the application materials do not appear to include an independent professional navigational analysis demonstrating that the proposed encroachment would not adversely affect vessel access, maneuverability, or safety. Given the existing constraints at this location, I respectfully request that the Board require a qualified marine engineer or navigation consultant to prepare a comprehensive navigational clearance study before considering any approval.

Furthermore, I respectfully submit that the applicant has not demonstrated a hardship sufficient to justify a variance from the clear requirements of the Coral Gables Zoning Code. Variances should be granted only where unique circumstances create a hardship not shared by other properties and where the variance will not adversely affect neighboring properties, public safety,

or the public interest.

I am currently traveling and will not return to Coral Gables until late June 2026. As a result, I may be unable to attend the June 1, 2026 hearing in person. Nevertheless, because this application may directly affect navigation and the use and enjoyment of my waterfront property, I wanted to ensure that my objections were submitted and made part of the official record prior to the hearing. I respectfully request that the Board consider this letter as my formal opposition to Variance Application VARI-26-02-0029.

For the foregoing reasons, I respectfully request that the Board of Adjustment deny Variance Application VARI-26-02-0029. The requested encroachment substantially exceeds the limitations established by the Coral Gables Zoning Code and appears likely to adversely affect navigational safety within an already constrained portion of the Gables Waterway. At a minimum, I respectfully request that the Board defer consideration of the application until an independent professional navigational clearance study has been completed and made available for public review.

Thank you for your consideration of my comments and for including this letter in the official record of these proceedings.

Respectfully submitted,

Alex Palencia
905 South Alhambra Circle
Coral Gables, Florida

From: [Alex Stancioff](#)
To: [Redila, Arceli](#)
Subject: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing
Date: Sunday, May 31, 2026 6:44:46 PM

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Subject: Resident Comment Opposing Case No. VARI-26-02-0029 (240 Edgewater Drive) — June 1 Hearing

Dear Ms. Redila and Members of the Board of Adjustment,

I write regarding Case No. VARI-26-02-0029 at 240 Edgewater Drive, set for hearing on Monday, June 1, 2026. My wife and I own the home at 727 South Alhambra Circle on the Mahi waterway, where we have lived and boated since 2012. We both served on the City of Coral Gables Waterways Advisory Board, so we know this canal system well.

Let me be clear about where I stand. I do not oppose the property owner building a dock. I oppose this dock, because the application asks to extend it 11 feet 3 inches into the waterway where Section 3-702(A) allows 5 feet. That more than doubles the permitted projection at one of the worst possible spots on the canal.

The location cannot absorb it. The waterway runs roughly 90 feet from the applicant's seawall to the opposite bank, but a shoal on the far side removes about 10 feet of usable water, leaving roughly 80 feet. A compliant 5-foot dock leaves about 75 feet, which barely meets the City's 75-foot navigational clearance standard. The proposed dock cuts the practical envelope to about 68 feet 9 inches, below the City's own minimum, and that figure counts no moored boat, lift, fenders, or guide poles. Add those, and the usable channel shrinks further.

The 75-foot standard exists for reasons that show up here. This stretch sits at a dangerous choke point near the LeJeune Bridge, and several conditions already make it hard to run.

First, the current runs strong at this bend. Boaters fight it to hold a line through the turn.

Second, the bend and the bridge cut sightlines. A dock pushing into the channel blocks the view further, so two vessels that cannot see each other meet in the narrowest water. That invites a collision.

Third, the shoal already pins traffic toward the applicant's side. Narrowing that side is exactly where the canal can least afford it.

Two practical questions deserve the Board's attention, because they reach beyond recreational

boating.

Will maintenance barges navigate this bend once the channel narrows? Seawall and dock contractors such as Dock and Marine move material on barges that need real beam and turning room. Every seawall and dock on this stretch depends on that access. A sub-standard channel at the bend could strand those crews or force unsafe maneuvers against the current.

Will fire and police vessels get through? Marine response units need clearance to reach homes and boats along this waterway in an emergency. A channel pinched below the City's own standard threatens the response time the City promises every resident on the canal. Safety vehicles cannot wait for a tight passage to clear.

The waterway is a shared navigational resource, and the 5-foot limit and 75-foot standard exist to protect it. This variance would push an already tight, shoal-constrained, blind bend below the City's minimum. I ask the Board to deny the variance.

Thank you for your service and for considering this comment.

Respectfully,
Lissette and Alex Stancioff
727 South Alhambra Circle,
Coral Gables, FL 33146
On the Mahi Canal

From: [Charles Hyams, M.D.](#)
To: [Redila, Arceli](#)
Subject: I OPPOSE Variance Application VARI-26-02-0029
Date: Monday, June 1, 2026 4:42:54 AM

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Dear Ms Redila:

I am writing to you in opposition to the Variance Application being proposed at a public hearing today, June 1, 2026, by the Board of Adjustment. I received a notice of this hearing on my front gate only yesterday. I cannot attend the hearing.

The variance, if it were allowed, would create a chokepoint at a location on the waterway where navigating a boat is already constrained by a shoal and tight turns needed to line up to pass under the Cocoplum and Pedestrian Bridges.

I have experience boating on the Gables Waterway for over forty years. A dock extending 11 feet 3 inches from the seawall into the waterway at the applicant's location would be a hazard to navigation. It would seriously complicate maneuvering and would jeopardize safety.

Please register my opposition to this Variance at today's hearing.

Charles Hyams, M.D.
5500 Riviera Drive
Coral Gables, FL 33146-2747

From: [Colin Potter](#)
To: [Redila, Arceli](#)
Cc: wlazzarin@gmail.com
Subject: Application Variance-VAR-26-02-0029. 240 Edgewater Drive
Date: Sunday, May 31, 2026 11:16:32 PM

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Dear Sir/Madam,

We write to strongly object to the above variance. We echo the objections articulately raised by Mr. William Lazzarin. As boat owners, this section of the Coral Gables Waterway is already a navigational challenge especially when people are fishing from the bank with the risk of propellers being snagged. The proposed dock would make an already constrained channel even narrower and a navigational hazard.

We would ask that you decline the variance and apply the current code restrictions.

Sincerely,

Clare Woodman & Colin Potter

5530 Riviera Drive
Coral Gables FL 33146
Sent from my iPad

From: [Dianne Gottlieb](#)
To: [Redila, Arceli](#)
Cc: [Stuart Gottlieb](#)
Subject: Variance VAR-26-02-0029
Date: Wednesday, June 3, 2026 11:26:49 AM

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Dear Ms. Redila,

We tried to listen to the zoom meeting held on Monday, June 1st but we had technical difficulties with the sound. We think we heard at the end that the decision about 240 Edgewater Drive was deferred until July.

We would like to have notice of this second hearing so that we can attend by zoom as we will be out of town. We tried your office at least three times since Monday but there is only an answering machine and it cuts off after just a few seconds so we cannot leave a full message.

We would approach hearing from you regarding this matter.

Thank you.

Stuart Gottlieb MD
Dianne Gottlieb
180 Edgewater Drive
Coral Gables, FL
305 323 1164

Sent from my iPhone

NOTICE: This email and any attachments hereto, is intended for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this email, you are hereby notified that any dissemination, distribution or copying of this email, and any attachments hereto, is strictly prohibited. If you have received this email in error, please immediately notify me and permanently delete the original and any copy of this email and any printout hereof.

From: [Dubya](#)
To: [Redila, Arceli](#)
Subject: Opposition to Variance Application VARI-26-02-0029, 240 Edgewater Drive
Date: Sunday, May 31, 2026 11:12:58 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Chair and Members of the Board of Adjustment:

I respectfully urge the Board to **deny Variance Application VARI-26-02-0029** for 240 Edgewater Drive.

This request is not a minor dock variance. The applicant seeks permission to extend a dock **11 feet 3 inches** into the waterway where the Coral Gables Zoning Code allows only **5 feet**. That is an extra **6 feet 3 inches** beyond the code limit, and a total projection equal to **225% of the maximum permitted dock projection**.

The location makes this especially dangerous. The distance from the applicant's seawall to the opposite bank is approximately **90 feet**, but there is a shoal on the opposite side of the waterway that removes approximately **10 feet** from the practical navigable envelope. As a result, the usable navigable envelope is already only about **80 feet** before any dock is added.

A code-compliant 5-foot dock would reduce that practical navigable envelope to about:

80 feet – 5 feet = 75 feet

That just only meets the City's 75-foot open navigable water standard.

The proposed 11-foot-3-inch dock would reduce the practical navigable envelope to about:

80 feet – 11.25 feet = 68.75 feet

That is approximately **68 feet 9 inches**, which is **7 feet 3 inches below** the City's 75-foot standard — before accounting for any boat, lift, guide poles, fenders, mooring hardware, or safety clearance.

This is the central point: **the code works here**. A compliant dock appears to preserve approximately 78 feet of practical clearance, barely above the City's minimum. The proposed variance is what causes the location to fall below the navigational clearance standard. The applicant is not being deprived of reasonable waterfront use; the applicant is asking to convert a barely compliant, already challenging passage into a below-standard obstruction.

Coral Gables' dock rules exist for exactly this situation. Section 3-702 provides that no dock, wharf, or similar structure may extend more than **5 feet** outward from the bank or seawall in a canal, waterway, lake, or bay, except in limited specified circumstances. The same section requires **75 feet** of open unobstructed navigable water south of US-1, and separately provides that mooring watercraft is forbidden unless the mooring leaves an unobstructed passageway of [at least 75 feet](#).

This proposed variance would defeat that standard. The request would reduce the practical navigable envelope to less than 72 feet before any moored vessel is even considered. If the owner intends to place a boat at or alongside the dock, the obstruction could become worse. A dock variance should not be analyzed in isolation from the real-world vessel, lift, fenders, piles, or mooring arrangement that will follow.

The Board should also consider the bend, the bridge, and the angle of the waterway. Navigation in this area is already difficult when two boats meet. The shoal prevents vessels from using the full apparent width of the waterway. The bridge and angled approach reduce sightlines and maneuvering options. Federal narrow-channel navigation rules require vessels to keep as near to the starboard side as safe and practicable, and require particular alertness and caution when nearing a bend or area where other vessels may be [obscured by an obstruction](#). A permanent dock projection that pushes the usable channel below the City's own minimum standard at this particular location is inconsistent with safe navigation.

This is among the worst possible locations for an exception. A variance might appear less harmful in a wide, straight, deep, open basin. This is not that situation. Here, the waterway is already constrained by a shoal, a bridge, a bend, and difficult two-way navigation. The requested variance would remove the narrow safety margin that remains.

The application also appears to fail the City's variance standards.

First, there is no apparent unnecessary or undue hardship. The applicant can have a code-compliant dock. Based on the approximate measurements above, a 5-foot dock would leave roughly 78 feet of practical navigable clearance. The owner is not being denied waterfront access; the owner is seeking a larger private encroachment into a shared navigable waterway.

Second, the requested variance is not the minimum variance necessary for reasonable use. The request would more than double the permitted dock projection and would reduce practical clearance below the 75-foot standard. The minimum necessary variance cannot be one that transforms a barely compliant waterway condition into a noncompliant one.

Third, granting the variance would confer a special privilege. Other waterfront owners must comply with the five-foot limitation to preserve the shared navigability of the waterway. Allowing one owner to extend 11 feet 3 inches into this already constrained passage would

give that owner private use of waterway space the code protects for everyone.

Fourth, granting the variance would be detrimental to the area and public welfare. The waterway is used by residents and boaters for transit. Safe navigation requires more than a theoretical line on an aerial photograph. Boats require clearance for beam, turning movement, stern swing, current, wind, reaction time, avoidance of oncoming traffic, and avoidance of the shoal. Reducing the practical navigable envelope to approximately 71 feet 9 inches would create a below-standard condition at a location where navigation is already challenging.

For these reasons, I respectfully request that the Board **deny VARI-26-02-0029**.

At minimum, the Board should not approve this variance without requiring the applicant to provide a signed-and-sealed survey and navigational clearance analysis showing:

1.
the true bank-to-bank/seawall-to-bank waterway width;
2.
the location, depth, and lateral extent of the shoal at ordinary low water;
3.
the existing practical navigable envelope;
4.
the remaining navigable envelope with a 5-foot code-compliant dock;
5.
the remaining navigable envelope with the proposed 11-foot-3-inch dock;
6.
the location and projection of any proposed boat, lift, davits, guide poles, fenders, mooring piles, or related structures;
7.
whether a moored vessel would further reduce the clearance below 75 feet;
8.
swept-path analysis for ordinary residential vessels and emergency/service vessels navigating the bend and bridge area; and
9.
confirmation that the proposal complies with all Coral Gables, Miami-Dade DERM, state, and federal navigational and environmental requirements.

The waterway is a shared navigational resource. The City's five-foot dock limit and 75-foot

clearance standard are designed to protect that resource. This variance would reduce an already tight, shoal-constrained passage below the City's minimum navigational clearance standard and should be denied.

Respectfully submitted,

William Lazzarin

6700 Riviera Drive

wlazzarin@gmail.com

I regularly navigate this waterway in a vessel with length 34 feet and beam 9'4 feet.

From: [Ilaria Pezzatini](#)
To: [Redila, Arceli](#); [Anderson, Rhonda](#); [Castro, Randy](#); [Fernandez, Ariel](#); [Richard Lara for Commissioner](#); chris@publicheritagetrust.com; republicrecords@miamidade.gov
Subject: Variance Var 26 02 0029
Date: Tuesday, June 9, 2026 7:01:35 AM

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Dear Mayor, Commissioners and Ms. Araceli,

I am writing to formally express my **strong opposition** to the proposed variance that would reduce the width of the Coral Gables Waterway by approximately 11 feet at the narrow section adjacent to the Lejeune Bridge, near 240 Edgewater Drive.

As a resident and frequent user of this historic Coral Gables waterway system, I am deeply concerned that this change would create a significant navigational hazard in an already tight and challenging section of the canal. These waterways are not only functional infrastructure but also part of the city's historic character and original vision, deserving careful preservation.

This location is known for strong tidal currents that move through the area multiple times per day, making safe passage dependent on adequate navigable width. A further reduction in clearance would increase the risk of accidents, particularly for less experienced boaters or during periods of strong current flow.

This section of the waterway is already a natural choke point, and any additional encroachment would compound existing safety concerns. It is especially troubling that the variance appears tied to a property under construction at 240 Edgewater Drive, where the scale of the development and associated dock infrastructure suggests increased vessel size and usage. Accommodating private development at the expense of safe public navigation sets a concerning precedent for all residents who rely on these waterways.

The Coral Gables waterways are a defining and historic feature of our community and should be preserved in a manner that ensures safe and equitable access for all residents, not narrowed to accommodate individual private benefit.

I have spoken with several long-term residents in my immediate area, all of whom share similar concerns and are surprised that such a variance is under consideration.

For these reasons, I respectfully urge the Commission and Zoning Administrator to deny the requested variance and preserve the existing navigable width of the waterway.

Thank you for your time and thoughtful consideration.

Respectfully,

Ilaria Pezzatini
5400 Riviera Drive
Coral Gables, FL 33146

786-247-5311

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Inigo Domenech](#)
To: [Redila, Arceli](#)
Cc: [Stacey Domenech](#)
Subject: 240 Edgewater Variance VAR-26-02-0029
Date: Monday, June 1, 2026 9:31:19 PM

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Good afternoon,

Could you please provide me with the outcome of the public hearing for variance VARI-26-02-0029?

We reside at 6500 Riviera Dr. and received a courtesy notice about this matter today, June 1st, in our mailbox. Unfortunately, we missed the meeting due to the late receipt of the notice, which prevented us from expressing our thoughts on the variance request.

We kindly request your attention to this matter.

Best regards,
Inigo Domenech

From: [Irene Fraga](#)
To: [Redila, Arceli](#)
Subject: VARI-26-02-0029
Date: Monday, June 1, 2026 8:12:42 AM

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Dear Ms. Redila:

I am a property owner and resident of 6340 Riviera Drive, Coral Gables, and have been since 1996. I am vehemently opposed to the waterway encroachment being proposed as I am certain it will present a navigational hazard and likely cause more than one boating accident. The location proposed, besides being in violation or a variance would not be sought, is at the worst possible chokepoint in the waterway, right after the bridge. There is no vantage point where you could anticipate this encroachment from either outbound or inbound traffic. More than once I have seen near misses at that exact location when boats coming under the bridge outbound are unaware of an inbound boat and veer sharply to avoid collision. Add to this the danger to the kayakers, the manatees, the fishing which goes on at the bank with lines coming out into the waterway (yes, the bridge says no fishing but not once have I seen a policeman enforce this) and the bridge jumping (that, although also posted and not allowed, at least very occasionally gets enforced.) It is just the absolute possible worst place for this encroachment. I remember that the homeowner just to the west of the bridge on the south side of the waterway (who has a deep indentation which might have rendered an encroachment safe) was denied any such encroachment around 1995. Why would this even be considered? It would be a guaranteed accident site, if not even a guaranteed fatality site.

Please do not consider granting this under any condition.

Thank you,

Irene F. Fraga (Silva), PE LEED AP
Fraga Engineers
135 San Lorenzo Avenue
Suite 890
Coral Gables, FL 33146
305-444-8210 ph
305-444-5920 fax

From: [Jason Hanft](#)
To: [Redila, Arceli](#)
Cc: [Dr. Maria Surprenant](#)
Subject: Opposition to Variance Application VARI-26-02-0029 Property: 240 Edgewater Drive
Date: Sunday, May 31, 2026 4:46:22 PM

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City of Coral Gables

Board of Adjustment
427 Biltmore Way
Coral Gables, Florida 33134

Re: Opposition to Variance Application VARI-26-02-0029
Property: 240 Edgewater Drive

May 30, 2026

Board of Adjustment
City of Coral Gables
405 Biltmore Way
Coral Gables, Florida 33134

Re: Opposition to Variance Application VARI-26-02-0029

Dear Members of the Board:

My name is Jason R. Hanft, and I am the owner of the property located at 875 South Alhambra Circle, Coral Gables, Florida 33146. I respectfully submit this letter in opposition to Variance Application VARI-26-02-0029, which seeks approval to allow a dock extension approximately 11 feet 3 inches into the Gables Waterway, substantially exceeding the maximum projection permitted under the Coral Gables Zoning Code.

As a neighboring waterfront property owner and frequent user of the Gables Waterway, I am concerned that the requested variance would adversely affect navigation, safety, and the reasonable use and enjoyment of the waterway by neighboring property owners and the boating public.

The City's limitation on dock projections serves an important public purpose by preserving navigational clearance within the Gables Waterway. Based upon available information, the waterway in this area measures approximately 90 feet from seawall to seawall. However, portions of the waterway are constrained by existing shoaling conditions and other navigational limitations that reduce the practical width available for vessel traffic.

Even assuming a nominal width of approximately 90 feet, a code-compliant dock projection already occupies a portion of the available navigational corridor. The requested variance would extend

significantly beyond the standard permitted by the Code and would further reduce the navigable area available to vessels operating in this section of the waterway. Any vessel moored at the proposed dock, together with associated structures such as pilings, guide poles, lifts, fenders, davits, or similar appurtenances, would further reduce the effective navigational clearance.

This portion of the Gables Waterway presents unique navigational considerations, including:

- Existing shoaling conditions that reduce usable depth and width;
- Curved channel alignments requiring careful vessel maneuvering;
- Nearby bridge crossings and other navigational constraints;
- Limited room for vessels to safely pass one another;
- Existing challenges for larger vessels navigating the waterway; and
- Increased potential for vessel conflicts, grounding incidents, property damage, and safety hazards if additional encroachments are permitted.

I am particularly concerned that approval of a dock extension exceeding the Code limitation by more than double could establish an undesirable precedent for future requests, resulting in cumulative encroachments that diminish the navigability and character of the Gables Waterway over time.

In addition, I respectfully note that the application materials do not appear to include an independent professional navigational analysis demonstrating that the proposed encroachment will not adversely affect vessel access, maneuverability, navigational safety, or neighboring waterfront properties. Given the physical constraints of this section of the waterway, I respectfully request that the Board require an independent navigational impact study prepared by a qualified marine engineer or navigation consultant before considering approval of the requested variance.

Most importantly, I respectfully submit that the applicant has not demonstrated the type of unique hardship required to justify a variance under applicable zoning standards. Variances are intended to address exceptional circumstances affecting a specific property and should not be granted merely for convenience or preference. Any variance must be consistent with the public interest and must not adversely affect neighboring properties, public safety, or the intended purposes of the Zoning Code.

I am currently traveling and may be unable to attend the scheduled hearing in person. Nevertheless, because this application may directly affect navigation, public safety, and the use and enjoyment of my waterfront property, I respectfully request that this letter be entered into the official record and considered as my formal opposition to Variance Application VARI-26-02-0029.

For these reasons, I respectfully request that the Board deny the requested variance. In the alternative, I respectfully request that the Board defer consideration of the application until a comprehensive independent navigational impact study has been completed and made available for public review.

Thank you for your consideration of my comments and for including this correspondence in the official record of these proceedings.

Respectfully submitted,

Jason R. Hanft & Maria Surprenant
875 South Alhambra Circle

Coral Gables, Florida 33146

From: [Jb Diederich](#)
To: [Redila, Arceli](#)
Cc: [Lago, Vince](#); [Anderson, Rhonda](#); [Castro, Melissa](#); [Fernandez, Ariel](#); [Lara, Richard](#); chris@dadeheritagetrust.org; RERPublicRecords@miamidade.gov
Subject: Variance - VARI - 26 - 02 - 0029
Date: Tuesday, June 2, 2026 5:26:16 PM

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Coral Gables Commissioners
Coral Gables Zoning Administrator, Ms. Redila Araceli

Dear Mayor, Commissioners and Ms. Araceli,

I am writing to formally express my **strong opposition** to the proposed variance that would reduce the width of the Coral Gables Waterway by approximately 11 feet at the narrow section adjacent to the Lejeune Bridge, near 240 Edgewater Drive.

As a resident and frequent user of this historic Coral Gables waterway system, I am deeply concerned that this change would create a significant navigational hazard in an already tight and challenging section of the canal. These waterways are not only functional infrastructure but also part of the city's historic character and original vision, deserving careful preservation.

This location is known for strong tidal currents that move through the area multiple times per day, making safe passage dependent on adequate navigable width. A further reduction in clearance would increase the risk of accidents, particularly for less experienced boaters or during periods of strong current flow.

This section of the waterway is already a natural choke point, and any additional encroachment would compound existing safety concerns. It is

especially troubling that the variance appears tied to a property under construction at 240 Edgewater Drive, where the scale of the development and associated dock infrastructure suggests increased vessel size and usage. Accommodating private development at the expense of safe public navigation sets a concerning precedent for all residents who rely on these waterways.

The Coral Gables waterways are a defining and historic feature of our community and should be preserved in a manner that ensures safe and equitable access for all residents, not narrowed to accommodate individual private benefit.

I have spoken with several long-term residents in my immediate area, all of whom share similar concerns and are surprised that such a variance is under consideration.

For these reasons, I respectfully urge the Commission and Zoning Administrator to deny the requested variance and preserve the existing navigable width of the waterway.

Thank you for your time and thoughtful consideration.

Respectfully,

JB Diederich
5410 Riviera Drive
Coral Gables, FL 33146
305-798-9088

From: [Jeff Hicks](#)
To: [Redila, Arceli](#)
Subject: 240 Edgewater - Please Deny Variance
Date: Sunday, May 31, 2026 7:45:36 PM

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I just learned that the people building on our canal at 240 Edgewater are asking to extend their dock into the canal. This is one we have to reject. Please ! I've lived on the canal my whole life. Rules exist for a reason. The canal is way too tight for navigation at the bridge. Please protect our canal.

We live on Alfonso and there is little enforcement of waterside zoning. Navigation is a problem. Please help. Vote no!!

Jeff Hicks (1040 Alfonso)

Get [Outlook for iOS](#)

From: [Jeff Roberts](#)
To: [Redila, Arceli](#)
Subject: Hearing on waterway variance
Date: Sunday, May 31, 2026 7:40:20 PM

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To the Coral Gables Board of Adjustment -

It has just come to my attention that a variance is being requested to extend a dock 11 feet into the Coral Gables Waterway. Unfortunately I cannot attend the hearing. But, as a resident on the Waterway, I wanted to express my opinion.

I travel down the waterway weekly and it is already narrow. 11 feet reduces the navigable water and this is before a boat is tied to the dock. With a boat, this number would more than double. Visibility is already limited because of the curvy nature of the waterway in this area.

I am also concerned about the precedent this sets for other home owners along the waterway. If others also do this, the waterway could end up being like a one lane road.

Thank you,

Jeff Roberts
6105 Granada Blvd
Coral Gables, Fl 33146
Sent from my iPhone

From: [Joan Burton Jensen](#)
To: [Redila, Arceli](#)
Subject: Variance Request - 240 Edgewater Drive VAR-26-02-0029
Date: Tuesday, June 2, 2026 8:45:04 AM

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Dear Ms. Redila:

I am a long-term owner (Riviera Drive) on the Gables Waterway and write this to register opposition to the above-referenced variance request at this time. Definitely, request a professional navigational clearance study before further consideration of this matter.

Thank you for your attention to this matter.

Sincerely,

Joan Burton Jensen

From: [Joseph Mensch](#)
To: [Redila, Arceli](#); [William Lazzarin, Son Of Ed Lazzarin](#)
Subject: Zoning Variation, board of adjustment, vari 26-02-0029
Date: Saturday, May 30, 2026 6:37:20 PM

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I would like to state my opposition to the request of property owner Jon Paul Perez/ trust regarding the request to extend his dock 11 feet 3 inches into the Coral Gables waterway. The maximum allowed is 5 feet.

Mr . Perez's property is adjacent to the Lejeune Rd. bridge. The waterway at that location is subject to 2 way traffic and a significant turn to traverse it . In addition, depending on the tides, quite a current. If one installs an 11 foot dock and moors a 45 foot boat with a usual 16 foot beam there would be over a 27 foot encroachment into the waterway. This obviously would be a detriment to passing vessels. Please deny the request.

My address is 6209 Granada Blvd.

Joseph Mensch MD

From: [Edie LeJeune](#)
To: [Bodie Bond](#)
Subject: Opposition to Variance Application VARI-26-02-0029
Date: Monday, June 1, 2026 11:53:13 PM
Attachments: [Photo.jpg](#)

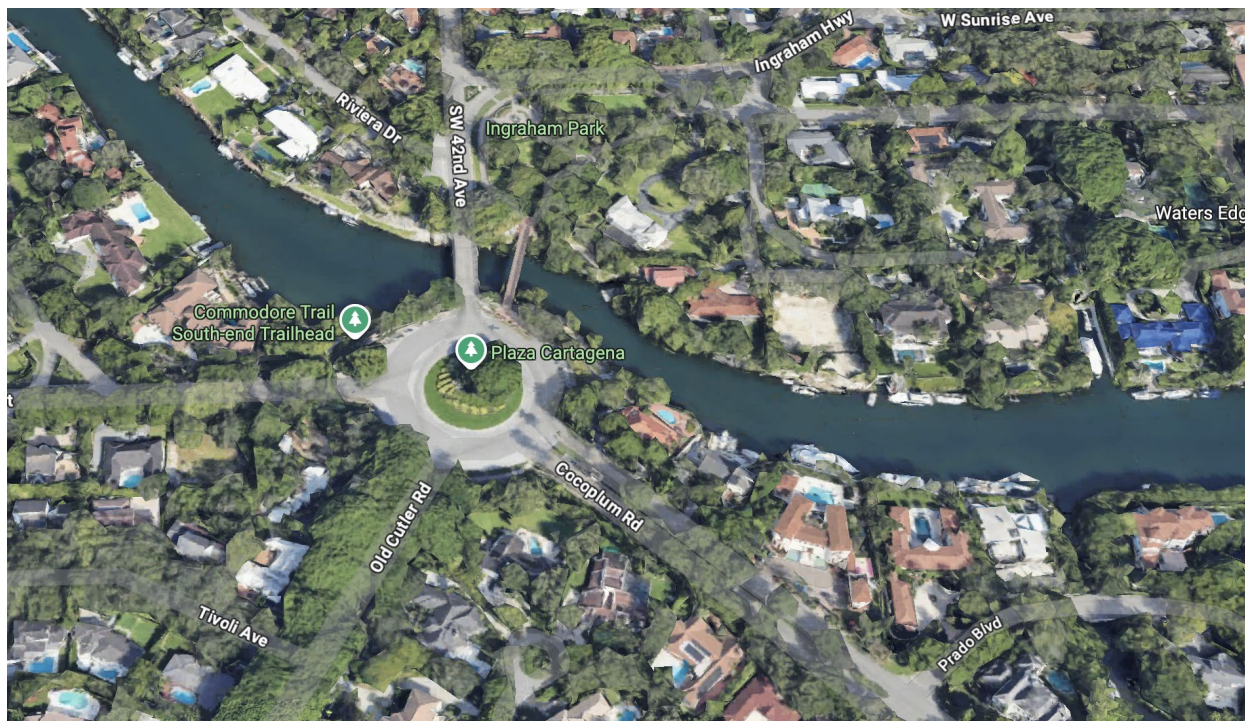
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I heard about the variance requested, and it is not good. For many years I have navigated this waterway and it is not easy to traverse specifically this area. The area immediately east of the LeJeune bridge is a natural chokepoint. See for yourself in the image below. The idea that we'd add a variance here, of all places, is completely unacceptable.

Try navigating two boats, one heading in and one heading out, through this chokepoint (which happens often due to the bridge). It is not easy. Adding a dock extending 11.25 feet into the channel – not even counting the boat that could be placed alongside it – would make it impossible to use the waterway for hundreds of people at least.

If I'm being honest, it would be a disaster and a complete failure of governance. This is what the rules are for.

Please oppose this variance!



From: [Lily G](#)
To: [Dubya](#)
Cc: [Redila, Arceli](#)
Subject: Opposition to Vriance Application VARI-26-02-0029 - 240 Edgewater Drive
Date: Sunday, May 31, 2026 9:01:20 PM

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Dear Board of Adjustment,

My husband previously sought approval to install a larger four-post boat lift to accommodate a larger vessel. At that time, the City of Coral Gables Public Works Department denied the request, citing concerns that the lift and vessel would significantly constrict the canal.

The canal in this area, between Riviera Drive and Orduna Drive, is approximately 100 feet wide from water's edge to water's edge. Our proposed lift, including the vessel, would have occupied approximately 15 feet of that width, leaving roughly 85 feet of unobstructed navigable water for boat traffic. Despite this substantial remaining clearance, our request was denied.

If the proposed variance for Mr. Perez is approved, it could establish a precedent for other property owners along the Coral Gables Waterway to seek similar approvals for larger vessels and lifts, including us. Over time, this could lead to increased encroachment into the canal and a corresponding reduction in navigable waterway width.

Additionally, our property frontage is wider than Mr. Perez's. If our proposal was considered unacceptable due to navigational concerns, it is difficult to understand why a similar or greater encroachment would be appropriate at a narrower location.

It is also important to note that the south side of the canal, directly opposite Mr. Perez's property, is extremely shallow. A shoal extending approximately 10 feet into the canal already restricts navigation in this area, particularly during low tide. Any additional obstruction would further reduce the safe and practical navigable channel available to boaters.

For these reasons, we emphatically oppose the requested variance. Approving this application would undermine the rationale used to deny similar requests, create an undesirable precedent for future encroachments along the Coral Gables Waterway, and further impair navigation in an area that is already constrained by shallow water conditions. We respectfully urge the City to deny this variance and maintain consistent standards that protect the safety, navigability, and character of the waterway for all residents.

Lillian S. Gonzalez

5300 Riviera Drive

Coral Gables, FL 33146

From: [Robert Rose](#)
To: [Redila, Arceli](#)
Subject: Variance- Vari-26-02-0029- Oppose!
Date: Monday, June 1, 2026 8:05:33 AM

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Good morning!

I am writing today to strongly **oppose** Variance- Vari-26-02-0029.

1. I never received a notice, nor did the over half a dozen of my friends who live on the waterway with whom I spoke to. This came to my attention Saturday night (5/30) and I forwarded it to my friends on Sunday. Proper notice on issues of this matter needs to be presented to the public in a timely fashion. Can the City explain why I nor any of the half dozen of my neighbors that I spoke to did not receive a notice?

2. As an owner of a large vessel, navigating the 2 bridges and turns at the location in question is already challenging. I do not know the length of the dock nor the boat that the resident plans on mooring there, however, without the variance we could be looking at a 25' intrusion to the waterway (5' dock & 20' boat beam). By allowing the variance, that could be 31' or more! Although 6'+ may not seem like much, it could be the difference between safely navigating this stretch of the water way or the ability for some to navigate at all.

As a resident of Coral Gables for over 30 years, I strongly **oppose** Variance- Vari-26-02-0029!

Sincerely,

Robert Rose

Please Note: Florida has a very broad Public Records Law. Most written communications to or from State and Local Officials regarding State or Local business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

From: [Susan Huff](#)
To: [Redila, Arceli](#)
Subject: Variance - VARI-26-02-0029 for 240 Edgewater Drive
Date: Tuesday, June 2, 2026 6:45:05 PM

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Hello,

I recently received a copy of the City of Coral Gables Courtesy Notice of Public Hearing regarding the above variance in my mailbox by a neighbor, Mr. William Lazzarin. It was kind of him to let us know about this public hearing that took place on June 1st without our knowledge.

Please let this email serve as notice to the City of Coral Gables and the Board of Adjustment that I oppose this variance as it could severely impact myself and the residents along the waterway. I understand that this public hearing was postponed and will be rescheduled at a later date. I would appreciate you letting me know when that will be.

Additionally, please forward a copy to all those involved in this variance at the City of Coral Gables. Kindly acknowledge that you have received this email.

Thanking you in advance,

Caroline Susan Huff
6218 Riviera Drive
Coral Gables, FL 33146
(305)773-3263

From: [William Keunen](#)
To: [Redila, Arceli](#)
Subject: 240 Edgewater Drive Adjustment
Date: Wednesday, June 3, 2026 12:17:58 PM

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Dear Ms Redila,

I am a Coral Gables resident at Alfonso Ave and I would like to let you know that I vehemently oppose the variance to allow an extended dock at 240 Edgewater Drive. This would be completely impractical in that particular location given the nature of the waterway in that area and the dangerous impact it would have on navigation. I hope the Board will see what residents see and deny the application.

Best regards, William Keunen
1036 Alfonso Ave, Coral Gables, FL 33146.