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June 30, 2026

Mr. Jon Paul Perez

The Jon Paul Perez 2018 Trust
240 Edgewater Drive
Coral Gables, FL 33133

REFERENCE: 240 Edgewater Drive Dock – Navigation Geometric Assessment

Dear Mr. Perez:

Moffatt & Nichol (M&N) was retained by The Jon Paul Perez 2018 Trust to complete a geometric navigation assessment in the vicinity of the property located at 240 Edgewater Dr. Coral Gables, FL 33133 (Project). It is our understanding that neighbors in the Project vicinity have raised concerns about the proposed fixed timber dock at the Project site, citing potential negative impacts to local boating navigation along the Coral Gables Waterway.



Figure 1 Existing Conditions



M&N evaluated the existing local conditions (typical water depths, local boating traffic and current navigation obstructions), and the proposed conditions at the Project site. Based on this assessment M&N **does not** believe that the proposed fixed timber dock and proposed slip for mooring of an approximately 40-foot-long vessel as currently proposed (design by Ocean Consulting, LLC – permit drawings dated June 23, 2026) has the potential to negatively affect or constrain local boating navigation along the Coral Gables Waterway.

The following paragraphs provide a summary of our assessment:

1. Evaluation of existing conditions.

- a. *Description of Coral Gables Waterway:* The Coral Gables Waterway is a navigable man-made tidal canal that provides direct access between inland Coral Gables and Biscayne Bay. Originally constructed in the 1920s, the waterway supports recreational boating and serves as a navigation route for residents and visitors. Its maintained channel, waterfront infrastructure, and connection to the bay make it an important component of the area's recreational and marine transportation network.
- b. *Local navigation conditions:* The navigation conditions of the Coral Gables Waterway in the vicinity of the Project site are characterized by the following:
 - i. *Typical waterway widths:* For context, the total waterway width (distance from shoreline to shoreline) needs to be distinguished from the ‘navigable’ waterway width, which consists of the width of the waterway that can be used for navigation purposes. The ‘navigable’ waterway width is usually delimited by:
 1. Water depths - Sufficient water depths that allow for the navigation of small pleasure craft, including at least 2 ft. of underkeel clearance at Mean Low Water (MLW).
 2. Obstructions to navigation – presence of permanent in-water structures (bridge pilings, docks, boat lifts, channel markers, etc.) or ‘natural’ elements such as oyster beds, tree canopies or mangroves.Typical waterway navigable widths appear to range between 40 ft. (in the vicinity of 5418 Riviera Drive) to over 150 ft. based on calculations utilizing publicly available, rectified aerial imagery.
 - ii. *Water depths:* According to a recent bathymetric survey completed by Ocean Consulting, LLC, typical water depths in the vicinity of the Project range between -1.0 and -8.0 ft. with respect to Mean Low Water (MLW). The majority of the ‘navigable’ width (including between the pilings of the SW 42nd Ave. bridge) appears to have water depths exceeding 6.0 ft. MLW, which are considered to be ‘adequate’ for slow moving traffic of vessels with around 3.0 to 4.0 ft. of draft (assumes a 2-ft. underkeel clearance).
 - iii. *Obstructions to navigation:* The Project site is located approximately 185 ft. downstream from the existing SW 42nd Ave. bridge, and it is surrounded by a dense tree canopy that reduces the navigable waterway further, even in areas that appear to have sufficient water depths.
- c. *Existing local boating traffic:* Typical vessel owners along the Coral Gables Waterway are waterfront residents who use their boats primarily for recreational navigation,



inshore and offshore fishing, and transit to Biscayne Bay and nearby coastal waters. The predominant vessel types include center consoles, dual consoles, express cruisers, and small sportfishing boats, generally ranging from 20 to 40 ft. in Length Overall (LOA). Due to the waterway's fixed bridge clearances, limited channel width, and residential docking facilities, vessel selection is often constrained by air draft, beam, and maneuverability. Based on a review of aerial imagery, the largest vessel observed that would navigate upstream from the Project site appears to be a 60-ft. LOA (19-ft. beam) private recreational vessel docked at 6200 Riviera Dr.

2. **Proposed Conditions:** As previously discussed, the proposed conditions include the construction of a 43-foot-long fixed timber dock (including dock appurtenances such as access ramp and fender piles). This dock is intended to be used by a private pleasure craft (center console with Length Overall and beam of 41 and 12 ft., respectively). As depicted in Figure 1, the proposed fixed dock is configured in a way that the recreational craft will be side-tied (along the shoreline) and it is our understanding that no boat lift is being proposed.

3. **Navigation Geometric Assessment**

- a. *Water depths* - Figure 2 shows the -6.0 ft. MLW contour, which represents the minimum water depth needed for vessels with around 3.0 to 4.0 ft. of draft (assumes a minimum of 2-ft. underkeel clearance). Areas landward of this contour generally provide insufficient depth for routine vessel navigation and are not expected to be used for vessel transit or maneuvering. The proposed fixed dock, including a moored vessel, is located predominantly landward of the -6.0 ft MLW contour and therefore mostly lies outside the expected navigation areas. It must be noted that areas upstream and downstream from the dock location appear to have navigable widths based on local water depths narrower than directly adjacent to the project site (see 40- and 41-ft. waterway width measurements in Figure 2). As a result, the proposed structure is not expected to impede vessel navigation within the waterway.
- b. *Obstructions* - When considering the presence of potential obstructions to the local navigation (see Figure 3), the presence of the tree canopy reduces the navigable waterway, even in areas where water depths appear to be sufficient. Based on the existing bridge pier alignments and overhanging tree canopy, the effective navigable channel width within the project vicinity is estimated to range from approximately 44 to 58 feet. Accounting for the proposed fixed dock and the design vessel moored alongside, an estimated 56 feet of unobstructed horizontal navigable clearance would remain between the extremity of the moored vessel and the effective navigation corridor defined by these existing physical constraints. This residual channel width exceeds the minimum effective navigable width documented elsewhere along the adjacent reach of the waterway. Accordingly, the proposed dock is not anticipated to constitute the controlling navigation constraint or adversely affect vessel transit, maneuverability, or navigational safety within the Project area.



Figure 2 Approximate Limits of Navigable Waterway (Based on -6.0 ft. Contour)

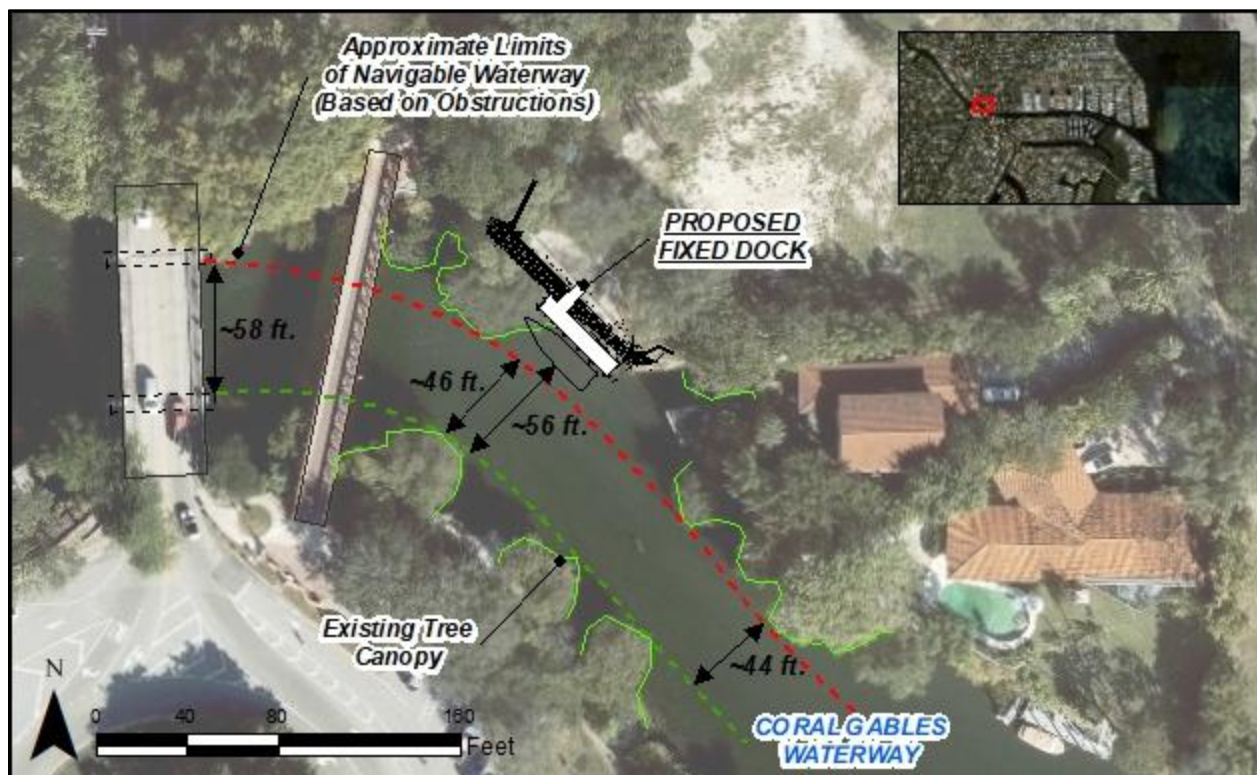


Figure 3 Approximate Limits of Navigable Waterway (Based on Obstructions)



Based on the evaluation of the permit drawings compiled by Ocean Consulting, available water depths and existing physical constraints, the proposed dock is not expected to adversely affect navigation within the Coral Gables Waterway. The proposed structure and a moored vessel (within the design vessel dimensions) would be located outside the primary navigable channel, in an area that does not provide sufficient depth for routine vessel transit. Furthermore, the minimum effective navigable width remaining adjacent to the proposed dock is equal to or greater than some of the minimum channel widths already present in the near vicinity due to existing bathymetric limitations, bridge piers, and overhanging vegetation. Based on the technical review of this available information, the proposed fixed dock would not establish a new controlling navigation constraint, reduce the functional navigable channel, or impair the safe passage and maneuverability of recreational vessels using the waterway.

Should additional information or clarification be required, we would be pleased to provide further technical assistance.

Moffatt & Nichol
T. K. Blankenship, PE
Vice President