



City of Naples

City Council Chambers
735 Eighth Street South
Naples, Florida 33940

-SUBJECT-	Page
Discussion of amendment to <u>occupational license ordinance</u> to remove Astrology from "Fortune Teller" Category	1
Discussion of Regulation of Seaplanes on <u>Naples Bay</u>	1
Discussion of <u>City-wide drainage study</u>	142

CITY OF NAPLES, FLORIDA

City Council Minutes

Date November 10, 1982

788
9/19/83
KE

COUNCIL MEMBERS	MOTION	SECTION	VOTE		ABSENT
			YES	NO	
<p><u>DISCUSSION OF CITY-WIDE DRAINAGE STUDY (Cont) ITEM 3 (Cont)</u></p> <p>Mr. Rothchild stated his opinion that this discussion was to have centered on the completeness of the study and/or the adjusted fee that was to be paid. Mr. Ghiotto noted his feeling that the scope of work had been met. Mr. Rothchild referred to City Manager Jones' memo of November 24, 1982 (Attachment #3). City Attorney Rynders stated his opinion that no action was necessary by Council and that the City Manager had administrative responsibility for managing contracts and could accept the report and the refund. He pointed out that payments had been made and a refund would be in order to arrive at the \$23,730 settlement figure. City Engineer John McCord stated that he had no objection to this particular action. It was the consensus of Council that the City Manager follow the recommendations in his memo. Mr. Ghiotto wanted the record to note that reporter James Moses of the Naples Daily News was not present during the presentation.</p> <p>ADJOURN: 11:25 a.m.</p> <p style="text-align: center;"><u>Stanley R. Billick, Mayor</u></p> <p>Janet Cason City Clerk</p> <p>Ellen P. Marshall Deputy Clerk</p> <p>These minutes of the Naples City Council approved on _____</p>					

178C
9/19/03KK

Supplemental Attendance List - Workshop Meeting: 11/30/82

John DeBaun
Beatrice Sentz
William Kielhorn
John Kletkiewicz
Mr. & Mrs. Peterson

Dr. Ferguson
Walter Olson
Ed Kant
Ted Smallwood
Ed Ranney

Robert Russell
Toivo Tammerck
Bob Ghiotto
David Pine
Gilbert Weil

News Media:

James Moses, Naples Daily News
Ben Garrett, WBBH-TV
Denes Husy, News Press
Gary Arnold, WEVU-TV

Lynn Levine, TV-9
Jerry Pugh, TV-9
Jeff Leen, Miami Herald

Other interested citizens and visitors



City of Naples

AIRPORT AUTHORITY

100 AVIATION DRIVE SOUTH • NAPLES, FLORIDA 33942

24 November 1982



Mr. Frank C. Jones
City Manager
City of Naples
735 Eighth Street South
Naples, Florida 33940

Dear Frank:

In answer to your question, there are no Federal Air Regulations (FARs), save one, that are applicable in restricting the taking-off and landing of aircraft on Naples Bay. The FAA generally considers usage of waterways for aircraft operations to be a matter for local jurisdiction.

The one FAR that can be applied relates to a requirement for establishing a seaplane base subject to FAA approval if an operator bases a seaplane on a particular waterway, and uses that waterway on a "frequent" basis. Control of seaplane activity on Naples Bay through enforcement of this FAR in this situation would be a waste of time. The process involves lengthy determination and review procedures and requires the cooperation, if not the participation, of the operator. The latter is something in this case you probably won't get because it's not in the interest of particular operator to do so.

I suggest that the City give serious consideration to enacting an ordinance restricting this activity. Aside from the apparent problems these operations create for seacraft on such a congested waterway, they constitute a potential hazard to air navigation. Although Bay operations are not in conflict with established airport traffic patterns, this activity takes place about a mile from the approach end to our primary runway: 4/22. As you know, we are a non-controlled field with non-standard - due to noise abatement considerations - traffic patterns. As such, we do experience from time to time and for one reason or another aircraft operating contrary to established procedures.

Seaplane operations on the Bay are an unnecessary risk to airport traffic, particularly during periods of marginal weather. Under these circumstances, a seaplane operation coincident to an imprecisely flown landing approach compromises safety.

178E
9/18/83 KLB

Mr. Frank Jones
24 November 1982
Page 2



I have requested that a representative from the FAA General Aviation District Office come to Naples to assess the situation and furnish us with a formal opinion on the matter. In the meantime, if you need additional information or want to pursue drafting an appropriate ordinance, please give me a call. I'll be able to provide you with the assistance you need.

Sincerely,

[Handwritten signature]

Toivo Tammerk
Executive Director

TT/1b

Mr. Frank C. Jones
City Manager
City of Naples
130 Eighth Street South
Naples, Florida 33940
Dear Frank:

In answer to your question, there are no Federal Air Regulations (FARs) that are applicable in restricting the taking-off and landing of aircraft on Naples Bay. The FAA generally considers usage of waterways for aircraft operations to be a matter for local jurisdiction.

The one FAR that can be applied relates to a requirement for establishing a separate FAR subject to FAA approval if an operator bases a seaplane on a particular waterway, and uses that waterway as a "frequent" base. Control of seaplane activity on Naples Bay through enforcement of this FAR in this situation would be a waste of time. The process involves lengthy determination and review procedures and requires the cooperation of the participant of the operator. The factor is something in this case you probably won't get because it's not in the interest of particular operator to do so.

I suggest that the City give serious consideration to enacting an ordinance restricting this activity. Aside from the apparent problems those operations create for seaplane on such a congested waterway, they constitute a potential hazard to air navigation. Although Bay operations are not in conflict with established airport traffic patterns, this activity takes place about a mile from the approach end to our primary runway, 455. As you know, we are a non-controlled field with non-standard - due to noise abatement considerations - traffic patterns. As such, we do experience from time to time and for one reason or another aircraft operating contrary to established procedures.

Seaplane operations on the Bay are an unnecessary risk to airport traffic particularly during periods of marginal weather. Under these circumstances, a seaplane operation constitutes an unnecessary risk to airport operations and compromises safety.

11/30/82

178F

9/19/03 KK



City of Naples

--- MEMO ---

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
 FROM: CITY MANAGER FRANKLIN C. JONES
 SUBJECT: CITY-WIDE DRAINAGE STUDY
 DATE: NOVEMBER 24, 1982

BACKGROUND: In February 1980 the City contracted with CH2M Hill for the completion of a city-wide drainage study. At the time the report was delivered in December of 1980 there was some concern as to whether all elements of the report which had been agreed to were completed, with the City contending that a substantial portion was absent. CH2M Hill has continuously stated that they feel the report is complete in accordance with the contract. Representatives of CH2M Hill and City staff have met many times in order to reach agreement on this subject.

ANALYSIS: CH2M Hill still maintains that the report is complete and meets the requirements of the contract. However, in order to resolve this issue and have the report presented to the Council for final disposition, they have offered to accept 70% of the original contract amount as final payment for the work. Part of their considerations involved the great length of time this matter has consumed and the relatively small amount of money involved.

CONCLUSIONS AND RECOMMENDATIONS: I have discussed this matter with the City Attorney and the City Engineer and I feel that it would now be in the best interests of the City to accept this report for the agreed-to amount of \$23,730 and to close this issue. The City staff will now utilize the study as well as other information to develop our own plan for drainage improvements.

Representatives of CH2M Hill will be here for the workshop meeting to answer any questions concerning the report.

Respectfully submitted,

Franklin C. Jones
 Franklin C. Jones
 City Manager

178G
9/19/03 KK
9/19/03 KK



City of Memphis

MEMO

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: CITY MANAGER FRANKLIN C. JONES
SUBJECT: CITY-WIDE DRAINAGE STUDY
DATE: NOVEMBER 24, 1982

BLANK

BACKGROUND: In February 1980 the City contracted with CH2M Hill for the completion of a city-wide drainage study. At the time the report was delivered in December of 1980 there was some concern as to whether all elements of the report which had been agreed to were completed, with the City contending that the final portion was absent. CH2M Hill has contended that they feel the report is complete in accordance with the agreement. Representatives of CH2M Hill and City staff have met many times in order to reach agreement on this subject.

ANALYSIS: CH2M Hill still maintains that the report is complete and meets the requirements of the contract. However, in order to resolve this issue and have the report presented to the Council for final disposition, they have offered to accept 70% of the original contract amount as final payment for the work. Part of their consideration involved the great length of time this matter has consumed and the relatively small amount of money involved.

CONCLUSIONS AND RECOMMENDATIONS: I have discussed this matter with the City Attorney and the City Engineer and I feel that it would now be in the best interests of the City to accept this report for the agreed-to amount of \$2,730 and to close this issue. The City will now utilize the study as well as other information to develop our own plan for drainage improvements.

Representatives of CH2M Hill will be born for the workshop meeting to answer any questions concerning the report.

Respectfully submitted,
Franklin C. Jones
Franklin C. Jones
City Manager