



City of Naples

SUBJECT	Page
DISCUSSION OF COMMUNITY APPEARANCE.	1
DISCUSSION OF PROPOSED ZONING ORDINANCE AMENDMENT.	2
DISCUSSION OF OPENING OF THE REGISTRY HOTEL.	2
REPORT ON COUNTY BEACH STUDY COMMITTEE MEETINGS.	3
DISCUSSION OF BIKE PATH SYSTEM.	3
REVIEW OF FISCAL YEAR 1985-86 CAPITAL IMPROVEMENT PROGRAM.	4
STATUS REPORT ON U.S. 41 RIGHT-OF-WAY BETWEEN "FOUR CORNERS" AND SANDPIPER STREET.	4



Mayor Putzell called the meeting to order and presided as Chairman:

ROLL CALL:

Present: Edwin J. Putzell, Jr.
Mayor
William E. Barnett
William F. Bledsoe
Alden R. Crawford, Jr.
John T. Graver
Lyle S. Richardson
Councilmen

Absent: Kim Anderson-McDonald
Councilwoman

Also Present:

Franklin C. Jones, City Manager	David W. Rynders, City Attorney
Roger J. Barry, Community Director	Christopher L. Holley, Community Services Dir.
Frank W. Hanley, Finance Director	Jim Fleagle, Associate Civil Engineer, Traffic
James L. Chaffee, Utilities Director	Stewart K. Unangst, Purchasing Agent
Mark W. Wiltsie, Assistant City Manager	Janet Cason, City Clerk
Shirley Mann, Office Coordinator, Engineering	Ellen P. Weigand, Deputy Clerk

See Supplemental Attendance list - Attachment #1

DISCUSSION

ITEM 1

DISCUSSION OF COMMUNITY APPEARANCE. REQUESTED BY PLANNING ADVISORY BOARD.

Community Development Director Barry advised Council that there were members of the Planning Advisory Board (PAB) present to answer questions. Mr. Barry reviewed a memo from the staff dated June 11, 1986 (Attachment #2), in which the PAB suggested that the City attempt to engage, through an application with the American Institute of Architects (AIA), a Regional/Urban Design Assistance Team (R/UDAT) (Attachment #3). He further explained that the R/UDAT does not charge a fee; however, their expenses have to be paid. He noted that the R/UDAT staff in Washington estimated that a program in Naples could cost approximately \$25,000 - \$30,000. He added that the AIA assembled a R/UDAT team of professionals based on the needs of the city involved and that they like to involve the local civic groups.

Mr. Barry stated that the PAB recommended that no action be taken in establishing a Community Appearance Board at this time until after the R/UDAT process when they will be better informed. He noted that the PAB also suggested that the Board not be expanded now either. Mr. Barry added that the process could take anywhere from 6 to 18 months.

Chairman of the PAB, Lodge McKee, told Council that he supported the recommendation and reviewed his positive assessment of the program. Citizen Al French, local architect, reviewed the R/UDAT program with Council and noted that the purpose was to provide communities with a wide scope of planning alternatives. He noted that the AIA had found the programs more successful if there was community involvement. He suggested three co-chairmen for the R/UDAT Steering Committee: 1. a local AIA representative for which he volunteered; 2. either a member of City Council or an independent civic leader; and 3. someone from the County. He concluded by distributing copies of an R/UDAT handbook to Council (Attachment #3).

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
			Y E S	N O	

COUNCIL
MEMBERS

M	S	A
O	E	B
T	C	S
I	O	E
O	N	N
N	D	O
	S	T

Mayor Putzell determined that it was the concensus of Council to proceed with this program. During the ensuing discussion of funding, Mr. French emphasized that while the AIA looks favorably upon participation from city staff, county staff and representatives from civic groups, they prefer the majority of the funding to come from the private sector. He further noted that the AIA will not make a commitment until the funding is firm.

In response to a question from Citizen Scott Foster, Mr. French explained that the study is very broad and includes transportation, landscaping, architecture, etc. Citizen Don Flock, local architect, offered his services to the Steering Committee.

---DISCUSSION

ITEM 2

DISCUSSION OF PROPOSED ZONING ORDINANCE AMENDMENT.
REQUESTED BY PLANNING ADVISORY BOARD.

Community Development Director Barry reviewed a memo dated June 9, 1986 (Attachment #4) and recommended that these amendments be approved as outlined. In response to Mayor Putzell, Mr. Barry replied that it will take at least three months to review the items in sub-section C of the memo. Robinson's store manager, Larry Mockahea, addressed the issue of signs for outside entrances of major tenants in a shopping center and noted that two stores in the Coastland Mall have three outside entrances. Mr. Barry replied that increasing the outside signs from one to two had been a big step. He added that it was the staff's opinion that the shopping center itself was identification.

---DISCUSSION

ITEM 3

OPENING OF THE REGISTRY HOTEL. REQUESTED BY
COUNCILMAN BARNETT.

City Manager Jones explained that this discussion was with regard to the potential traffic problem at Seagate Drive and Crayton Road that could be created by the new Registry Hotel and added that this is a County project with participation from the City and the local property owners. He asked County Public Works Administrator Tom Kuck to address Council. Mr. Kuck outlined the proposed traffic pattern which would force vehicles leaving the Registry to go east on Seagate Drive to U.S. 41, but would allow Seagate drivers to turn south on Crayton Road as in the past. In response to Mr. Barnett, Mr. Kuck confirmed that Westinghouse did plan to open West Boulevard north to Pelican Bay to alleviate some of the church traffic, but he did not know when. In response to other questions, Mr. Kuck stated that the height of the barrier preventing access to Crayton Road was state standard, but could be increased. He added there would be improvements in the signage to direct the traffic. Frank Gargirulo, Seagate Property Owners' Association, suggested stop signs on Crayton Road and Citizen Charles Andrews suggested extending the median to prevent trucks from going around it.

At Mr. Richardson's suggestion, Mr. Kuck reviewed a meeting held in January or February with members of the City and County staffs, Seagate Association, Park Shore Association and the Gulf Shore Association with regard to connecting Gulf Shore Boulevard to Seagate Drive. He reported that the

COUNCIL MEMBERS

M O T I O N	S		A B S E N T
	E		
	C	Y	
	O N D S	E N O	

Seagate Association favored the connection and the Park Shore Association opposed it. Citizen Scott Foster suggested a traffic detail in the area to prevent traffic making wrong turns. David Bennett, Park Shore Association, reiterated their objection to traffic from the Registry Hotel going through their area.

---DISCUSSION

ITEM 4

REPORT ON COUNTY BEACH STUDY COMMITTEE MEETINGS.
REQUESTED BY COUNCILMAN GRAVER.

Community Services Director Holley, a member of the Beach Nourishment "Ad Hoc" Committee, referred to his memo dated June 24, 1986, (Attachment #6). Mr. Graver explained that he asked for this discussion to review the City's responsibilities with regard to beach nourishment. City Manager Jones said that the City pays taxes that should entitle it to inclusion in this Committee. The Committee brings its recommendations back to the County Commission for a decision regarding funding. Mayor Putzell commented that \$97,000 was a lot of money to spend for field work and asked if any of these studies had been done in the past. Mr. Holley explained that they had reviewed some previous studies at last Monday's meeting. He added that the preliminary consultant fees are from his notes and are not a formal proposal. In response to Mr. Richardson, Mr. Graver replied that a portion of Marco Island was included. Mr. Richardson expressed doubt as to why Marco Island should be included as he thought they were doing their own study. City Manager Jones explained that the idea was to have one comprehensive study throughout the county. Mr. Richardson advised that there was no provision in the County budget for a plan like this. Mr. Holley said he was told that the State in the future was going to proceed with a Beach Nourishment Funding Program. Mr. Bledsoe asked what percentage of the beaches are being considered in this program. Mr. Holley reiterated approximately 20 - 24 miles. Mr. Graver said what the County is really looking for is a comprehensive plan of the whole Collier County area.

---DISCUSSION

ITEM 5

DISCUSSION OF BIKE PATH SYSTEM. REQUESTED BY
MAYOR PUTZELL.

Mayor Putzell explained that a number of people have requested the City finish the bike paths (Attachment #7). He asked Council to consider putting it in the Capital Improvement Program Budget. Mr. Barnett suggested considering the program and decide how much to allocate annually to it. Mr. Richardson suggested polling the neighborhoods for their opinions. Mr. Barnett said that the City Manager could contact the Property Owners' Associations. Mr. Graver was concerned about the cost of the bike path on Gordon Drive. Mr. Richardson suggested taking the money for the bike path program and spreading it over a 3 to 4 year period. Mayor Putzell said that some property owners may not want the bike paths in their yards eventhough it may be city right-of-way. Citizen Ted Anthony advised Council of a decision made 3 to 4 years ago, by a previous Council, that left the decision of bike paths up to the individual property owners. Mr. Anthony said that the people on his street, Orchid Drive, were against it and asked if it were necessary for him to start a petition to stop the bike path program. Mayor Putzell advised that that was not necessary at this time. Citizen Charles Andrews spoke in favor of the bike path program. Mr. Richardson

COUNCIL MEMBERS	M	S		A
	O	E	Y	B
	T	C		S
	I	O		E
	O	N		N
	N	D		T
	S			

advised that Gulf Shore Boulevard would cost \$92,000. Mr. Andrews suggested not letting the property owners decide, let the City make the decision. Mayor Putzell pointed out that Punta Gorda has a bike path the whole length of the island. Citizen Robert Russell was concerned with safety on Banyon Boulevard regarding the paths. He said that the bikers were negligent. Mayor Putzell advised that the City would look into the problem.

---DISCUSSION

ITEM 6

REVIEW OF FISCAL YEAR 1985-86 CAPITAL IMPROVEMENT PROGRAM. REQUESTED BY MAYOR PUTZELL.

City Manager Jones reviewed with Council his memo dated June 21, 1986 (Attachment #8). He explained that his staff was trying to establish a new policy: to try not to carry over any projects from the previous budget year to the new budget year. There were two projects, however, that the City Manager wished be deferred until next year: Public Safety Building and Transfer Station, construction and equipment. He added that they have the majority of projects finished for this year and most of the ones not complete yet, should be by September 30. In response to Mr. Richardson, Mr. Jones explained that the city applied for a commercial loan for those projects, but they did not anticipate starting construction this year. In response to Mr. Barnett's suggestion to rebuild Creech Road before its scheduled date in 1990, the City Manager explained that Creech Road is one of the roads that the city shares with the County. The County has work in advance of the City's plans for Creech Road. Mr. Richardson suggested reviewing the status of the roads planned for improvement. Mayor Putzell advised Council that the City Manager has been asked to make a survey of every road in the program. City Manager Jones briefly explained the City's procedure for picking roads that were to be rebuilt. Mayor Putzell suggested a workshop the beginning of July to discuss the Capital Improvement Program. The City Manager requested more time for his staff to get the information together. Mayor Putzell announced that Naples Garden Club had donated \$7,500 for the Greenspace Program to be used in connection with the 6th Street South median landscaping project. City Manager Jones discussed General Obligation Bonds and debt with Council. Mayor Putzell spoke briefly on the importance of greenspace and some plans for parks the City had (Attachment #9).

---DISCUSSION

ITEM 7

STATUS REPORT ON U.S. 41 RIGHT-OF-WAY BETWEEN "FOUR CORNERS" AND SANDPIPER STREET.

City Manager Jones explained that he had two updates on the traffic problems at Goodlette Road and Sandpiper. He said the City discussed with Tom Kuck, County Public Works Administrator, what process they would be going through to evaluate the intersection at Sandpiper. Mr. Jones advised Council that the County thought it would take 4-6 weeks for the preliminary study. The issue regarding the rights-of-way between Goodlette Road and Sandpiper is under Department of Transportation (DOT) regulations because it is a federal program, and the consultants were not allowed to do a study of this area because of the federal contract. They could, however, do a study on the issue at Four Corners. Rusty Severs and Jeff Davis of Hensley-Schmidt, Inc., presented to Council their alternatives to the problems at this location (Attachment #10). Mr. Barnett questioned Alternate #1, the

COUNCIL MEMBERS

M	S		A
O	E		B
T	C	Y	S
I	O	E	E
O	N	S	N
N	D	O	T

re-routing of traffic south on 8th back to the Trail. Mr. Severs explained that they were trying to come up with different concepts. Mayor Putzell questioned the flow of traffic onto 10th Street South. Mr. Davis explained that they have set up a four phase system to moderate the flow of traffic. He reminded Council that this was the 1995 design, which was only part of the Federal 30-year plan. Mayor Putzell commented that Alternate #3 would be the most difficult to sell. Mr. Graver suggested looking into the possibility of one-way streets on both 8th and 9th. Mayor Putzell asked if anyone knew how often the parking on 5th Avenue was being used. City Manager Jones explained that they were in the process of a survey with regard to that. Mayor Putzell suggested meeting with the 5th Avenue merchants and homeowners to discuss the parking garage concept at an informal workshop. Mr. Graver questioned Mr. Davis on traffic studies for the other streets. Mr. Davis said they had not performed any studies yet. Mr. Graver asked what Alternative they suggested. Mr. Davis said that all of these options were of the same merit; the City must decide.

ADJOURN: 11:35 a.m.

Edwin J. Putzell, Jr., Mayor

Janet Cason
City Clerk

Ellen P. Weigand
Deputy Clerk

These minutes of the Naples City Council approved AUG 0 6 1986

SUPPLEMENTAL ATTENDANCE LIST

Charles Andrews
 Bruce Kixmiller
 Robert Schroer
 David Bennett
 Sewell Cochran
 Bob Russell
 Don Flock
 Tom Kuck, Public Works
 Harry Cunningham
 Ted Anthony
 George Archibald
 Rusty Severs, Hensley-Schmidt

Hurbert Howard
 Lodge McKee
 Scott Foster
 Dick Jones
 Al French
 Virginia Newman
 Larry Mockahea, Robinson's
 Frank Gargirulo
 Willie Anthony
 Jim McGrath
 Jeff Davis, Hensley-Schmidt
 Anders Sandquist

NEWS MEDIA

Rachel Kearns, Naples Star
 Lori Rozsa, Miami Herald
 Bill Upham, Naples Times
 Bob Goldberger, WBBH TV-20
 Gary Arnold, WEVU TV-26

Chuck Curry,
 Naples Daily News
 Dave Fuller, WNOG
 Hilary Hutchison, TV-9
 Kathryn Hopper, News Press

6/25/86



City of Naples

--- MEMO ---

TO: Honorable Mayor and Members of the City Council
 FROM: Franklin C. Jones, City Manager
 SUBJECT: PAB Recommendation regarding Community Appearance
 DATE: June 11, 1986

Background:

The PAB held a workshop session on this subject on April 30th and another on June 9, 1986.

We have attached a copy of staff memos dated May 27, 1986 and April 10, 1986 which were sent to the PAB members prior to the workshop sessions. We have also attached a copy of the Minutes of each workshop.

We have not attached a copy of all the reference material that is referred to in the staff memos simply because of the bulk of the material involved, but we would be happy to make copies available upon request.

PAB Recommendation:

At the conclusion of the June 9th workshop, the PAB decided that the city should make an application to the American Institute of Architects for assistance under their Regional/Urban Design Assistance Team program.

The board also concluded that the city should neither establish a new design review function nor expand the board at this time.

AIA R/UDAT Program

This program is described in the attached copy of an AIA brochure. We have also attached a reprint of a magazine article which describes how such a program worked in Healdsburg, California in the early 1980's.

City Council Workshop Presentation

Mr. McKee, Chairman of the PAB, and other board members would like to discuss this recommendation and the R/UDAT program with the City Council at the 9:00 a.m. workshop on Wednesday, June 25, 1986.

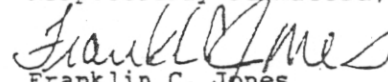
We have also invited Mr. Al French, AIA, a local architect, who is familiar with the R/UDAT process to attend the workshop session.

Please advise us if you wish any additional information before the meeting.

Prepared by:


 Roger J. Barry
 Community Development Director

Respectfully submitted,


 Franklin C. Jones
 City Manager



City of Naples

--- MEMO ---

TO: Planning Advisory Board

FROM: Roger J. Barry, Community Development Director

SUBJECT: Community Appearance/Workshop of June 9, 1986

DATE: May 27, 1986

At the conclusion of the April 30, 1986 workshop on this subject, I was asked to summarize the key ideas that were expressed at the meeting. The following comments are very brief, but hopefully will provide a basis for the PAB's recommendation to the City Council.

1. "Streetscape"/Public Spaces -

There is a great deal that the city can and should do to improve the appearance of our public spaces. We have control over such spaces and we do not need any additional ordinances or regulations to get started.

It simply requires that we obtain appropriate professional advice, allocate the necessary resources and get started. We have a series of slides that address this point, which we discussed with the City Council recently and which we would like to present to the board on June 4th.

2. AIA Urban Design Review Team

We contacted the AIA and learned that the correct title of the program is AIA's R/UDAT (Regional/Urban Design Assistance Teams). The attached information explains the program and the activities involved in one such effort in Healdsburg, California.

In my opinion, an effort such as this would be more meaningful and have greater long-term benefits for the city than the immediate establishment of a design review function. The AIA team might suggest the establishment of such a function, but it would then be in the context of a better understanding of our urban design problems and opportunities.

The attached information explains that such an undertaking requires a lot of time and effort on the part of the host city (and I think that our limited resources should be used to support an effort of this type). If our application is approved, one of the first steps is to establish an advisory group, and the PAB could function as this group.

3. Urban Design Element of the Comprehensive Plan

We should consider the preparation of such an element in conjunction with the upcoming revision of the current plan, but only after we have the benefit of a report such as the AIA team (or similar individual or group) would provide.

4. Architectural Review/Design Review Board

I don't think we should recommend establishing such a board at this time.

Attached are copies of the most relevant information that Walt Keller presented to the PAB at the last workshop regarding a 1978 review of the same matter. A question was raised at the first workshop session as to whether or not such a board could be established, given an opinion by John Fletcher, a previous City Attorney. I discussed the matter with Dave Rynders and he sees no problem with either expanding the PAB's responsibility or establishing a separate board. His response is attached.

5. Expand Planning Advisory Board

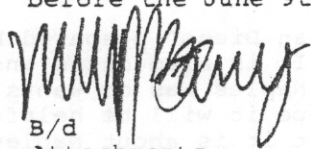
The board should be expanded by two members with experience in a "design profession" - whether or not a design review ordinance is adopted. I think at least one architect, if not two, should be appointed to the board. Such appointments would assist us if we decide to submit an application to the AIA.

Such an expansion of the board would not only be of assistance in the many other design-related functions of the board, but with a seven member board we would be in a better position to handle an occasional absence of a member.

6. Correspondence from Naples Beautification Council

See attached correspondence regarding an appearance review function, an expansion of the PAB and the AIA assistance team.

Please advise if you wish any additional information or clarification before the June 9th meeting.



B/d
Attachments



City of Naples

--- MEMO ---

TO: Planning Advisory Board

FROM: Roger J. Barry, Community Development Director

SUBJECT: Community Appearance Board/Function

DATE: April 10, 1986

General Background:

The City Council discussed this matter at a workshop session on April 9, 1986. A wide variety of comments were made and issues discussed, but the over-riding and common concern throughout the discussion was that we need to "preserve our environment"; "protect the ambiance of Naples"; and "maintain and enhance the character of Naples."

The discussion ended with the City Council requesting the PAB to study the matter and return to the Council with a specific "objective" and recommendation as to how best to "preserve" Naples.

Background Information:

In 1977, the city studied the question of whether or not to establish a Community Appearance Board and decided not to at that time. We researched our files and have made copies from two documents, which are attached for your information.

One of the reports is "DESIGN REVIEW BOARDS: A Handbook for Communities", published by the American Institute of Architects in 1977. Although somewhat dated, it is the latest publication they have available, and the comments and ideas expressed in it are still valid. One section of the report (which we did not copy) cites various legal cases and decisions involving community appearance activities.

Also attached is a copy of "Urban Design San Diego" prepared by several City of San Diego staff members. It is also dated and relates to a more urban environment than Naples has or wants, but the ideas are well expressed and we hope it will be helpful in generating ideas and thoughts as to what it is about Naples that we want to "protect and preserve" - and how we can go about doing it.

We did not think it was necessary or appropriate to provide you with specific ordinances from other communities at this time, but we have them available in our files.

Public Participation/Workshop Session

We think it is important to obtain as much public input as possible to assist the PAB in preparing an "objective" and recommendation for the City Council.

continued...

We suggest that an evening workshop be scheduled and invite the general public, representatives from property owners associations, the Chamber of Commerce, the Board of Realtors, the Contractors' Association, the design professions, the Beautification Council, the Civic Association, the Historical Society, and the like, to express their views and/or to send written comments for your consideration.

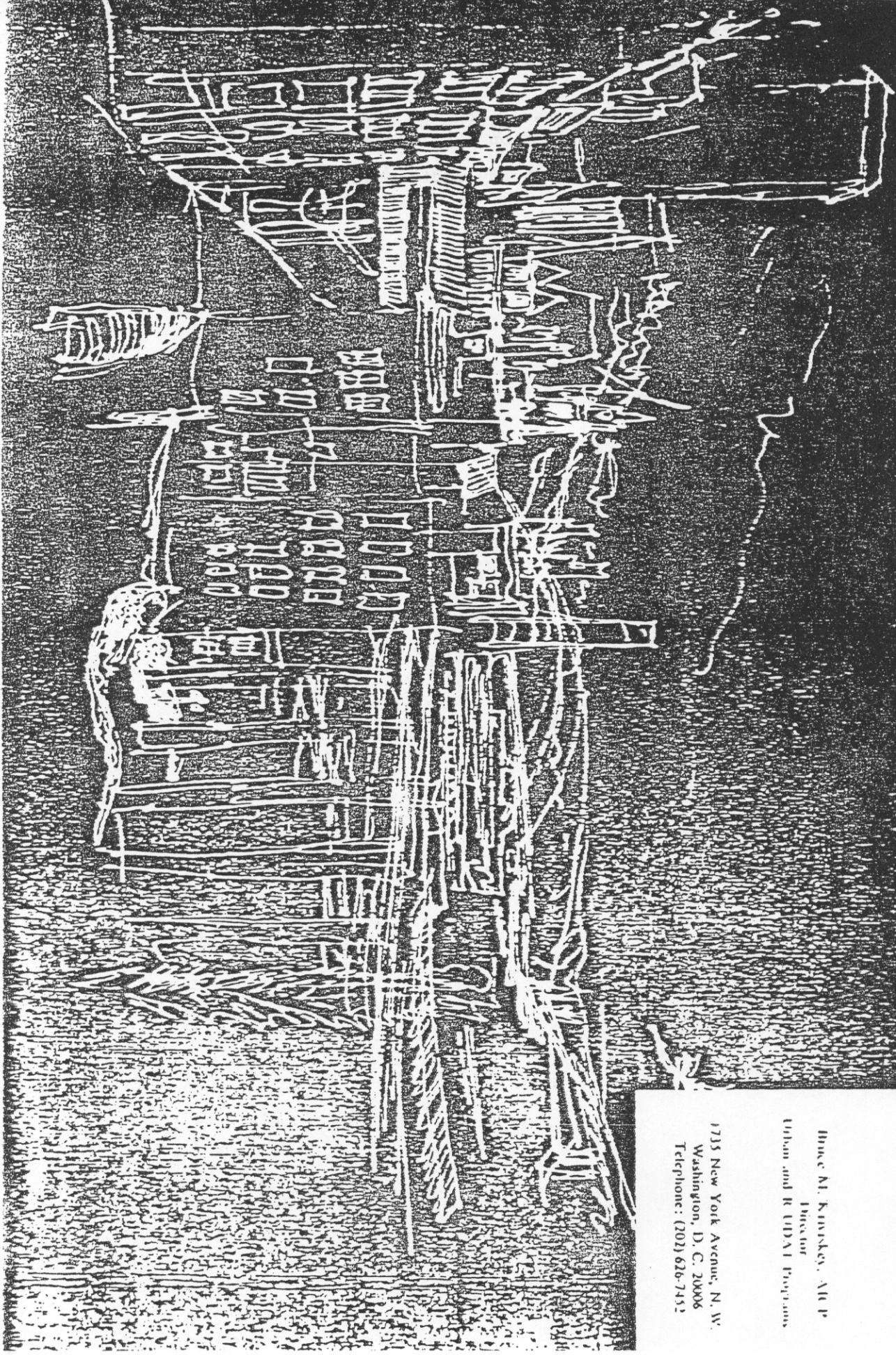
You may wish to consider setting up such a workshop date at the Zoning Ordinance workshop on April 14th.

Please advise if you wish any additional information or clarification.

RJB
RJB/d

Attachments

*Empowering Leaders of a Service of American Institute of Architects
Used to Enhance the Quality of Neighborhoods, Towns, Cities, Counties and Regions.*



THE
AMERICAN
INSTITUTE
OF
ARCHITECTS

Bruce M. Kavinsey, AIA P
Director
Urban and R UDAI Programs

1735 New York Avenue, N. W.
Washington, D. C. 20006
Telephone: (202) 626-7452

D/IT/AMM

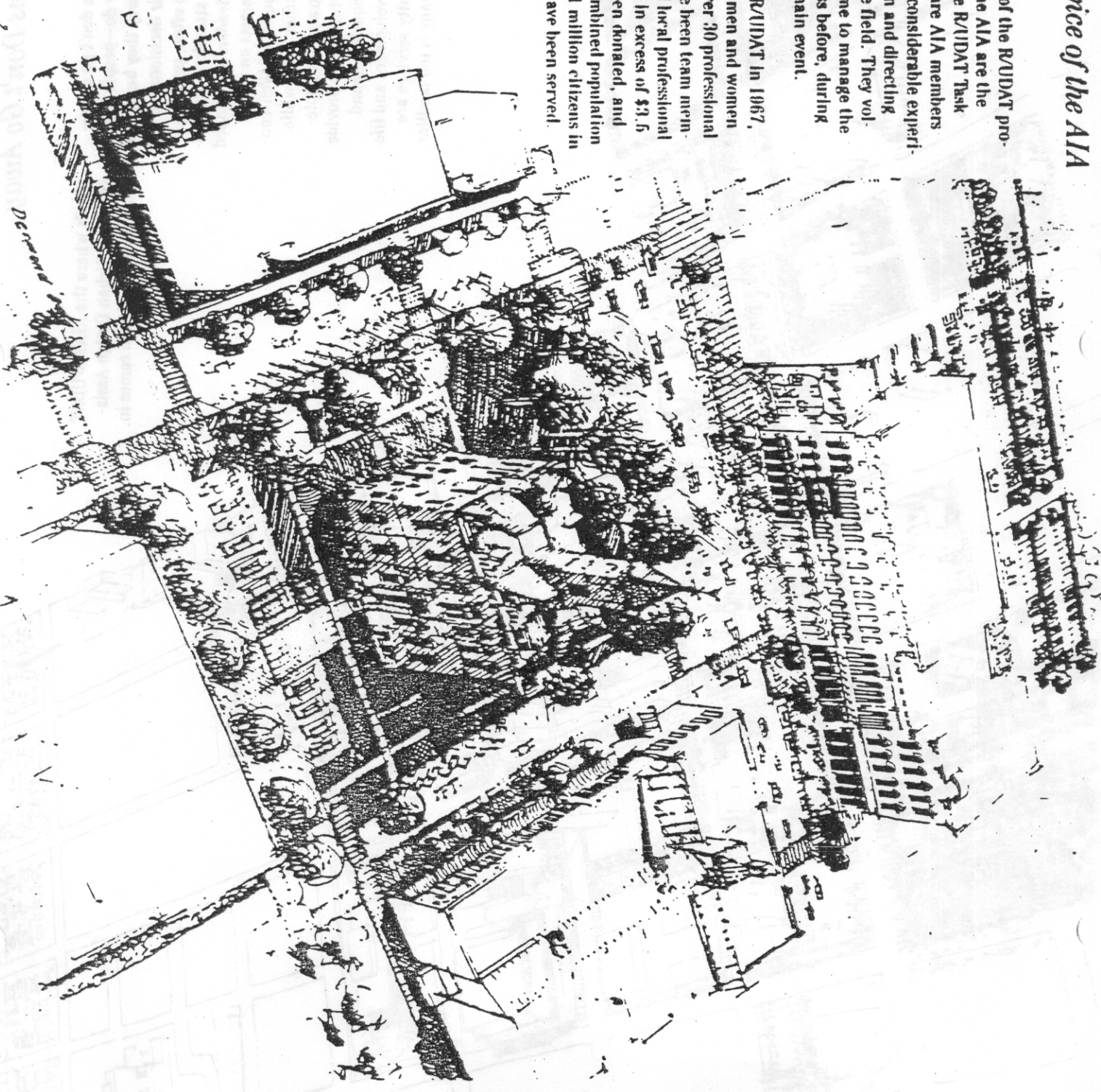
R/UDAT: A Public Service of the AIA

The R/UDAT program is a public service of the Urban Design and Planning Committee of the American Institute of Architects. The R/UDAT process begins when a local government, community organization or AIA chapter recognizes a local urban design or community planning problem and asks the national AIA for help. The AIA responds by fielding a team of experts to work with that community. An intensive four-day workshop is held and subsequent follow-up visits are made as necessary.

With the unique needs of each community in mind, team members are selected from a volunteer pool of urban designers, planners, landscape architects, economists, sociologists, growth management experts, preservationists, development specialists, political scientists, lawyers and of course, architects. They volunteer their time and energy because they believe in the purpose and effectiveness of the R/UDAT process. Only their traveling and living expenses are reimbursed by the host community and, to assure objectivity, team members agree not to accept commissions resulting from the recommendations made in the study.

The overseers of the R/UDAT program within the AIA are the members of the R/UDAT Task Group. These are AIA members who have had considerable experience serving on and directing R/UDATs in the field. They volunteer their time to manage the R/UDAT process before, during and after the main event.

Since the first R/UDAT in 1967, more than 500 men and women representing over 30 professional disciplines have been team members. Team and local professional services valued in excess of \$3.6 million have been donated, and areas with a combined population of more than 21 million citizens in over 10 states have been served.



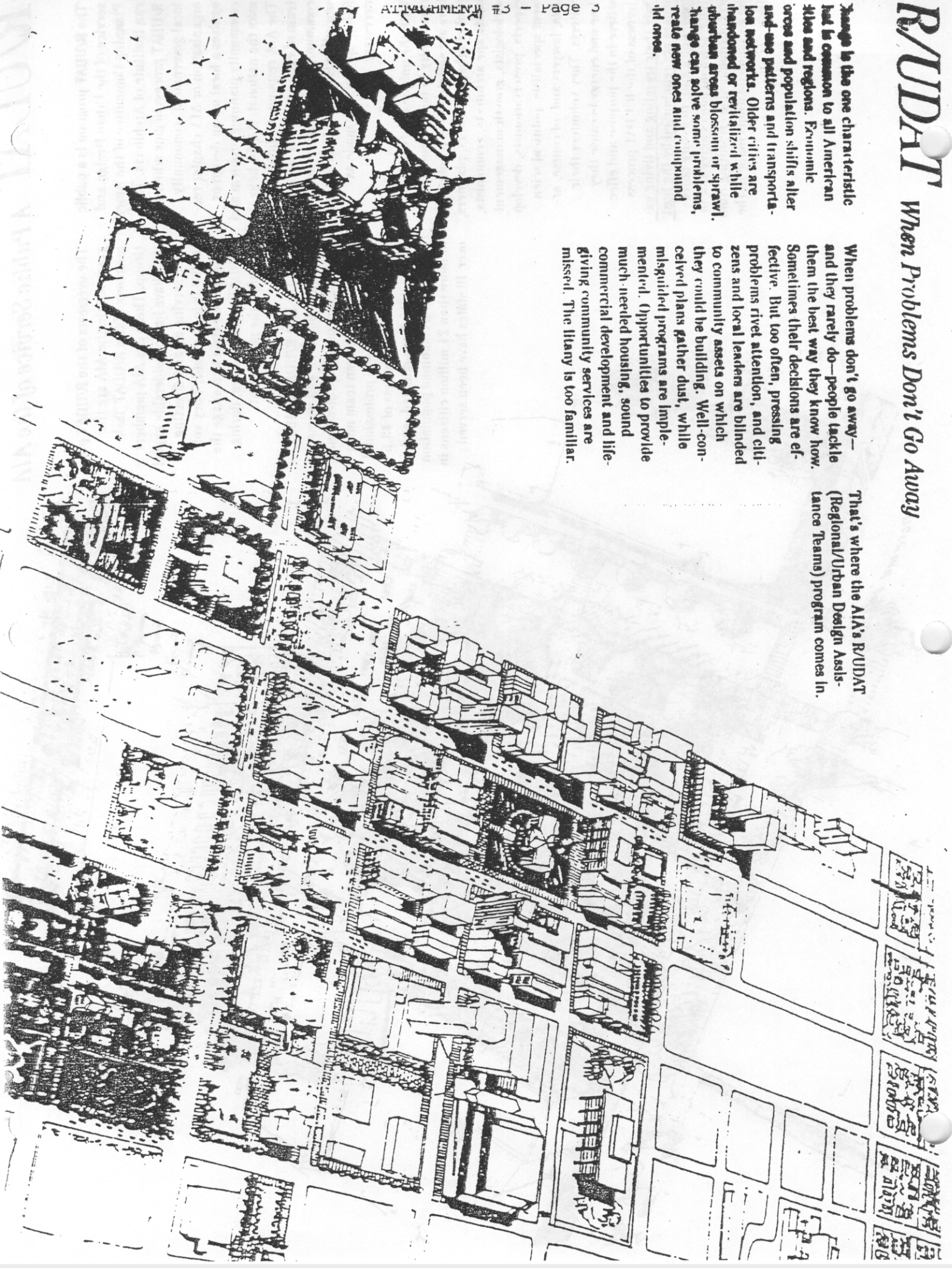
DC rendered

When Problems Don't Go Away

Change is the one characteristic that is common to all American cities and regions. Economic forces and population shifts alter land-use patterns and transportation networks. Older cities are abandoned or revitalized while suburban areas blossom or sprawl. Change can solve some problems, create new ones and compound old ones.

When problems don't go away—and they rarely do—people tackle them the best way they know how. Sometimes their decisions are effective. But too often, pressing problems rivet attention, and citizens and local leaders are blinded to community assets on which they could be building. Well-conceived plans gather dust, while misguided programs are implemented. Opportunities to provide much-needed housing, sound commercial development and life-giving community services are missed. The litany is too familiar.

That's where the AIA's R/UDAT (Regional/Urban Design Assistance Teams) program comes in.



R/UDAT

The Urban Design Process

In one way or another, the urban design process is going on in every community. In some places it is formal and vigorous. Elsewhere it is informal, even invisible. Nonetheless, it guides community change for better or for worse. A R/UDAT sets this process up for public view and scrutiny—both by the people who live there and by experts who have been invited to study and recommend. It is this mutual effort that makes a R/UDAT work.

Urban design speaks to all scales—regional, city, town, neighborhood, to all activity areas—commercial and industrial, cultural and educational, residential and recreational, and to the systems that link these—transportation, communication, utilities. It is a process for looking at local assets, analyzing community needs and proposing workable ways to get things done. As such, the urban design process provides a framework for the development of a community, not a blueprint for its completion.

R/UDATs have addressed a number of broad urban design issues—downtown revitalization, environ-

mental conservation, growth management, transportation planning, neighborhood improvement, historic preservation, park and open space development—and a host of special issues. For example:

LYNN, MASSACHUSETTS—how to revitalize an unplanned, disorganized and uneconomic city center;

BUTTE, MONTANA—how to resolve the future of a city being consumed by an expanding open-pit copper mine;

CORPUS CHRISTI, TEXAS—how to reorient a downtown severely disconnected from a major sector of the population;

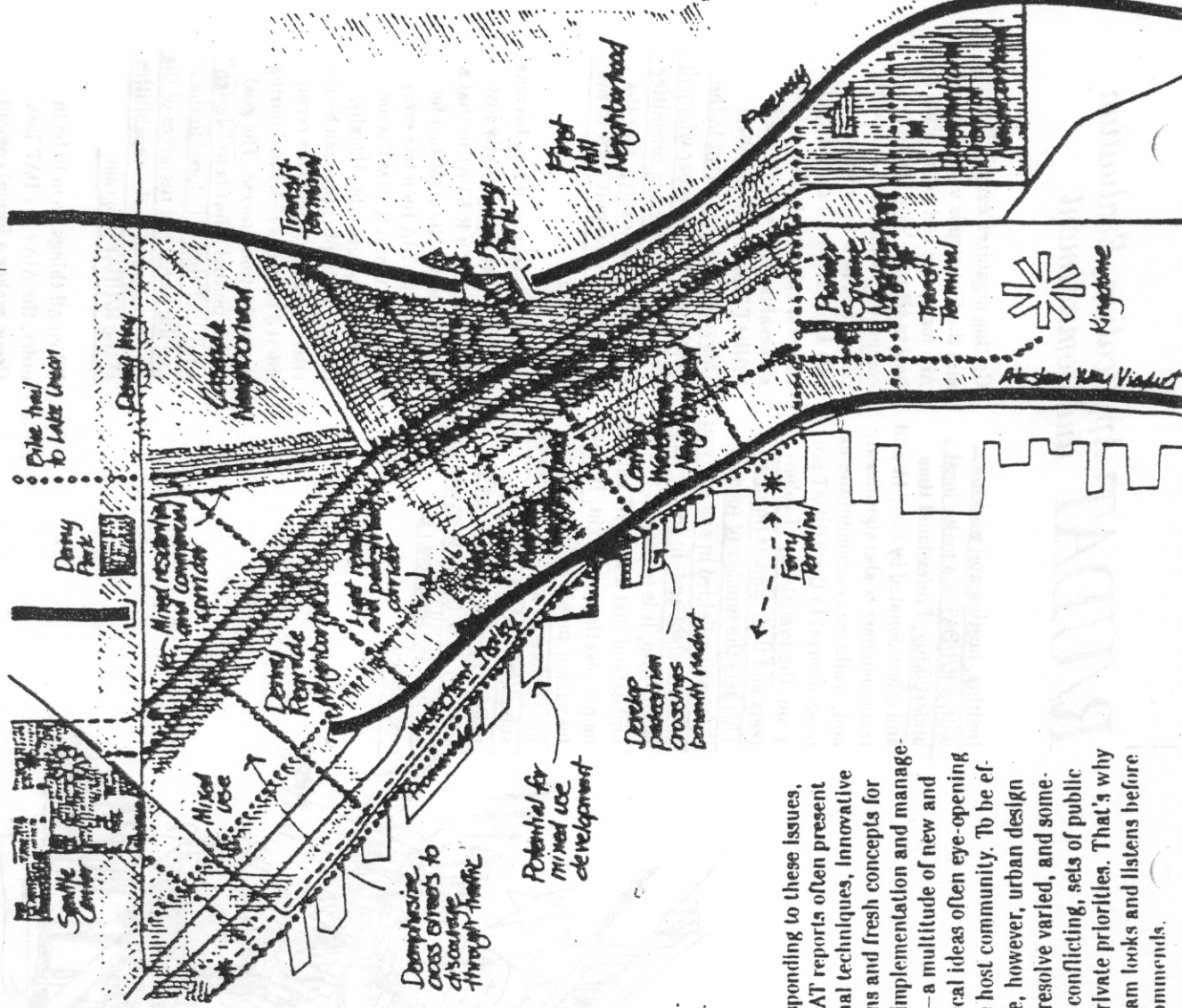
GUNNISON COUNTY, COLORADO—how to resolve conflicts among scenic preservation, recreational development and other commercial interests;

ST. LOUIS, MISSOURI—how to restore a major public park that was poorly understood, used and planned for;

SEATTLE, WASHINGTON—how to capture the opportunities and understand the constraints and implications of downtown living;

HEALDSBURG, CALIFORNIA—how to take advantage of development opportunities without sacrificing a smaller town's character and style of life;

NIAGARA FALLS, NEW YORK—how to capitalize on the economic potential of tourism and to implement planned economic and neighborhood revitalization programs.



In responding to these issues, R/UDAT reports often present original techniques, innovative designs and fresh concepts for both implementation and management—a multitude of new and practical ideas often eye-opening to the host community. To be effective, however, urban design must resolve varied, and sometimes conflicting, sets of public and private priorities. That's why the team looks and listens before it recommends.

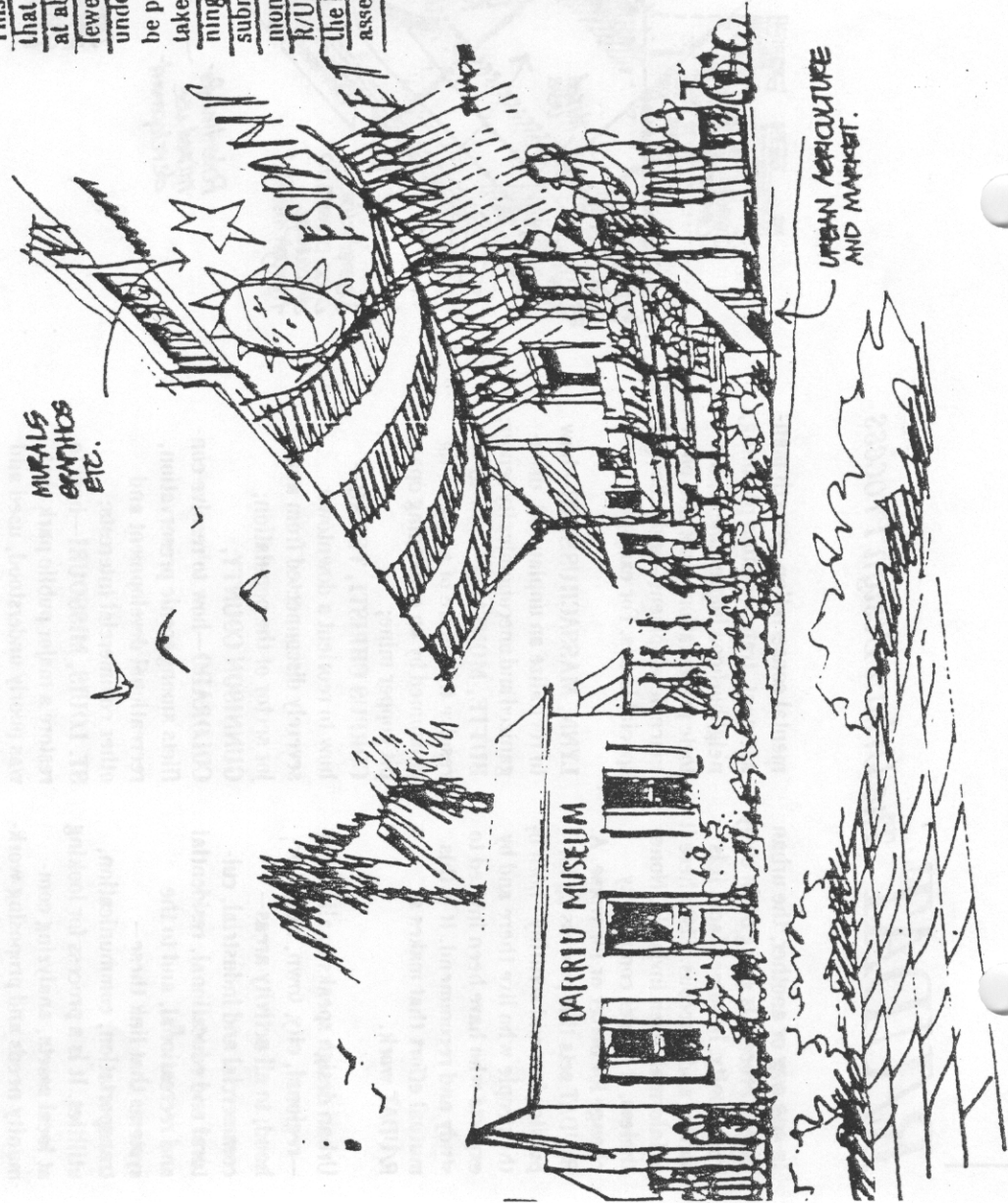
R/UDAT Application, Evaluation and Commitment

Getting organized early is the key, and the first step is to contact the AIA for advice and information on how to set up a local steering committee, what exists can be expected and how to prepare a formal application. Once this application is submitted, it is reviewed and evaluated by experienced R/UDAT Task Group members. This stage includes a visit to the community by a member who will meet with the steering committee and other local leaders. Tour the study area and report back to the task group.

During this review, it may become apparent that a community just isn't ready for a R/UDAT or that a R/UDAT is not the right tool for the job. The AIA then lets everyone know that a R/UDAT is not forthcoming and why. Usually, though, an application can be reviewed, local arrangements reconsidered or issues redefined during the evaluation process. The goal of this mutual effort is to "design" a R/UDAT that is tailored to the specific needs and resources of the community and to the capabilities of the R/UDAT program.

When all things seem to be in order, the AIA's R/UDAT Task Group makes a formal commitment to assemble and field a team. That's when they and the local steering committee shift into high gear.

Inviting, hosting and working with a R/UDAT is a major local undertaking. Professional time and effort donated by the AIA and team members is also significant; and, while many communities express interest in the R/UDAT program, the availability of volunteers and their time is limited. This sets the number of teams that can be fielded in any one year at about eight and, in some years, fewer. Also, it is important to understand that a R/UDAT cannot be put together overnight. It may take many months of local planning before an application can be submitted and several more months of effort by the AIA's R/UDAT Task Group to assure that the best possible team is assembled.



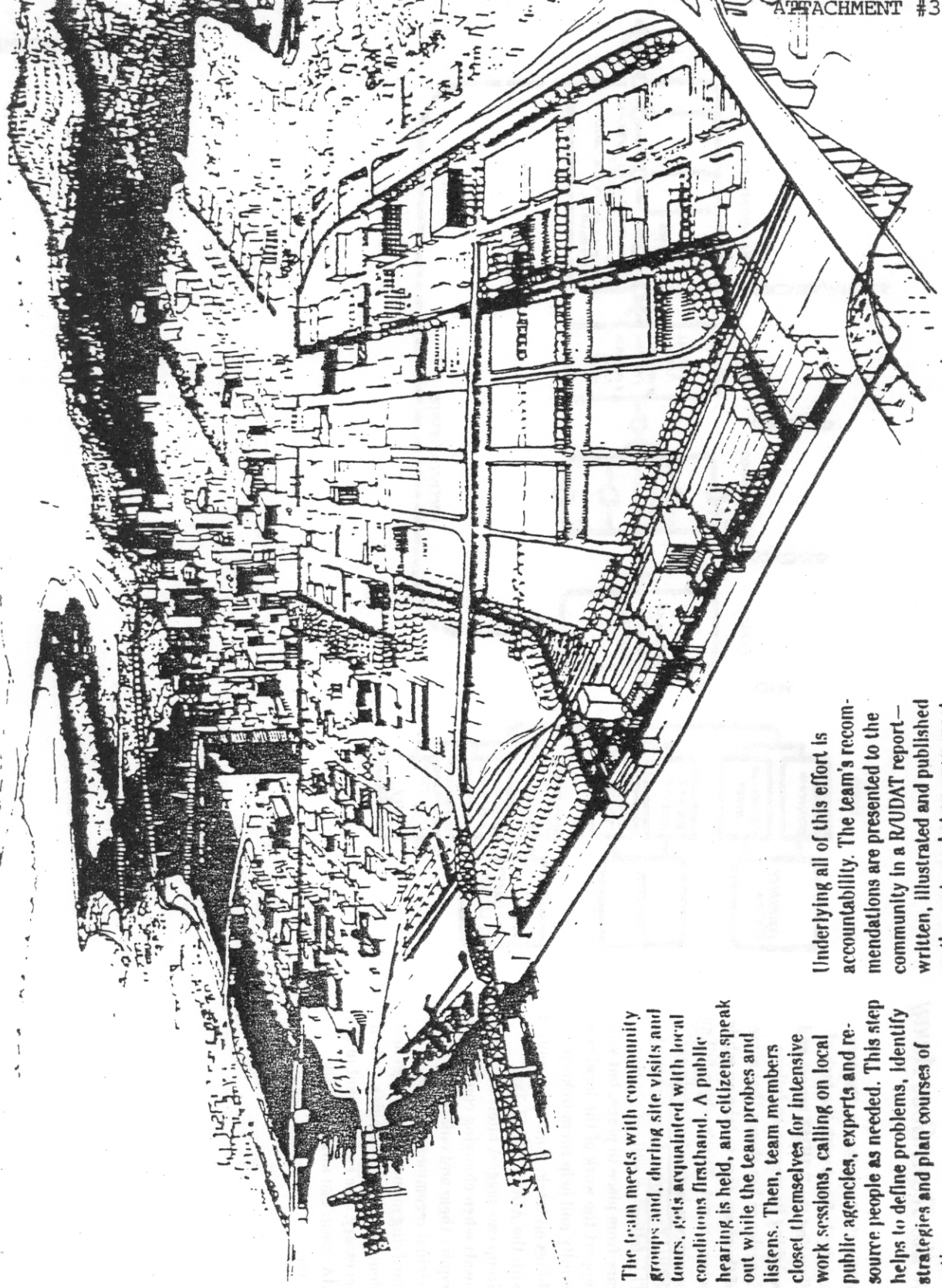
R/UDAT *When the Team Comes to Town*

After an application for a R/UDAT is evaluated and the R/UDAT Task Group has made a commitment to work with a community, a team chairperson is designated. He or she then visits the community well in advance of the R/UDAT to meet with citizens, leaders, planning officials and local AIA members. A packet of maps, statistics and other pertinent information is prepared by the steering committee, together with a statement of specific problems to be considered. Each R/UDAT member gets a copy to study prior to leaving home.

The R/UDAT event itself lasts about four days - generally an extended weekend - and is coordinated by the local steering committee, composed of community organizations, the AIA chapter and concerned individuals. Students from a nearby school of architecture or planning usually assist.

The team meets with community groups and, during site visits and tours, gets acquainted with local conditions firsthand. A public hearing is held, and citizens speak out while the team probes and listens. Then, team members closet themselves for intensive work sessions, calling on local public agencies, experts and resource people as needed. This step helps to define problems, identify strategies and plan courses of action.

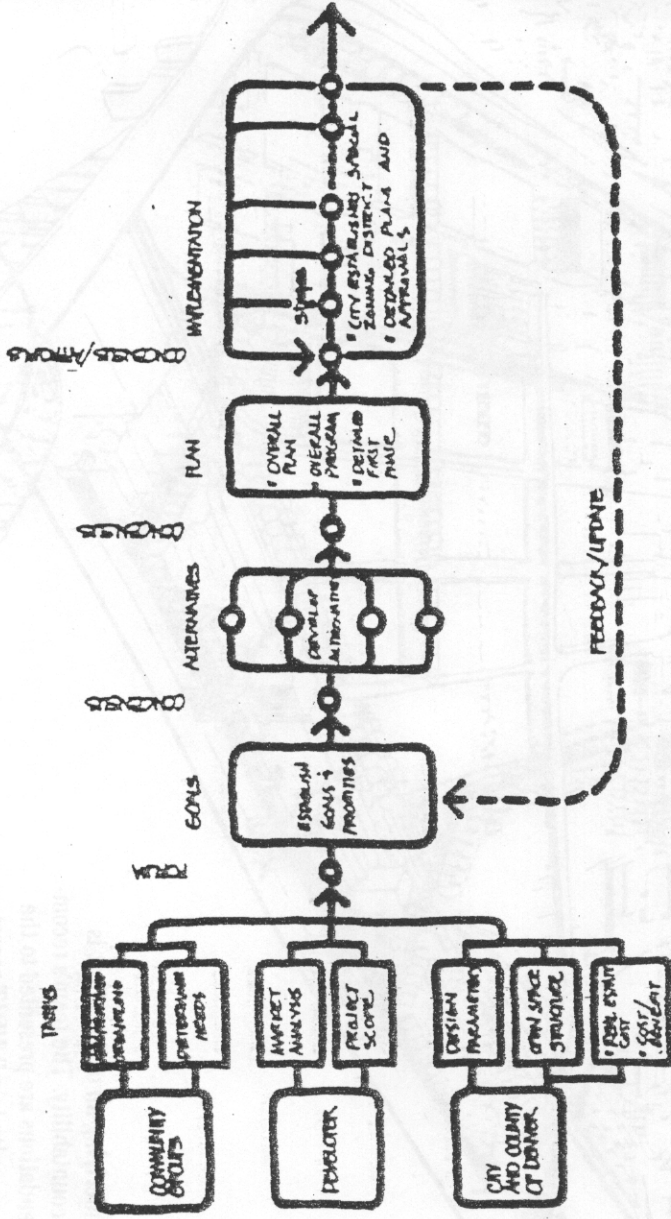
Underlying all of this effort is accountability. The team's recommendations are presented to the community in a R/UDAT report - written, illustrated and published on the spot - and at an open meeting where citizens and public officials hear and discuss the team's findings and recommendations.



R/UDAT *When the Team Goes Away*

A R/UDAT does not replace the services of local architects, other design professionals or public officials and staff. Nor is it meant to generate just a lot of visionary but inalterable ideas. A R/UDAT does provide recommendations—made by men and women who are experts in their fields that are imaginative and workable. And the involvement and commitment of local AIA members is a valuable part of the R/UDAT process. In-vitably, local officials and local design professionals are cast in responsible roles in organization, problem identification, information gathering, team liaison and—most important—in forming the public-private partnerships necessary to get things done after the team's visit.

When the team leaves, the community is faced with the task of digesting the R/UDAT report and weighing its recommendations. Experience has shown that some of these are easy to take on while some are not. That's why a follow-up process is now built into each R/UDAT program from the start. This follow-up will, of course, vary from place to place, but will support the work of the local community and help them to keep things on track. Follow-up contact with the AIA's R/UDAT Task Group can suggest alternative proposals when changing conditions require them and enlarge on the original recommendations—clarifying misunderstandings and identifying new strategies—when necessary. The commitment of the AIA doesn't go away with the team.



R/UDAT

A Continuing Community Effort

The R/UDAT process has indeed helped many cities, but it is not a panacea for all conflicts and crises. It does provide an opportunity to review regional or urban problems with a group of people who have dealt with similar issues before, and who are willing to share the benefits of their experience and skills with others. However, the printed report that the team leaves behind can only fix the starting point for a long and continuing effort by the community. While the R/UDAT program will maintain contact with the community to keep the ball roll-

ing, citizens and local leaders must organize for an effective program of implementation. The local effort, with the continuing availability of guidance from the AIA, can result in better communities and a better quality of life for their inhabitants. For example:

A R/UDAT CAN RESULT IN A COMMITMENT TO PLANNING—
After a R/UDAT visit to McMinnville, one of Oregon's smaller communities, money was appropriated in the city's budget for planning—for the first time ever. The

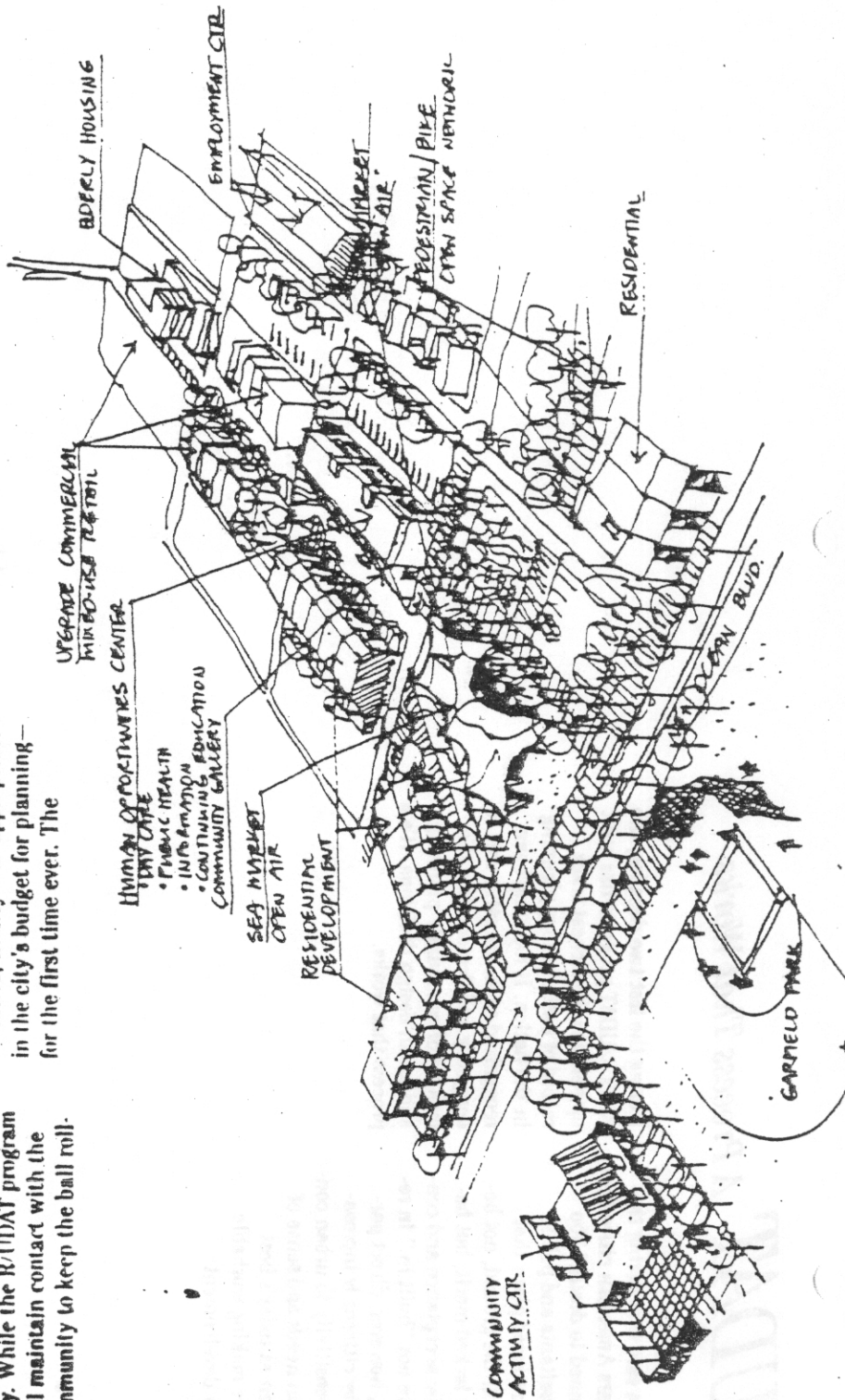
R/UDAT recommendations formed the basis for the downtown plan, which has now been officially adopted and is in the process of being implemented.

A R/UDAT CAN SPARK DRAMATIC ACTION—Following a R/UDAT in Honolulu, the Hawaii legislature passed a resolution to implement certain team recommendations immediately, among them a specific proposal to convert a city dump into a park.

A R/UDAT CAN SPEED UP THE IMPLEMENTATION OF EXISTING PLANS—The team's recommendations at Shreveport, Louisiana, supporting a dormant revitalization plan, resulted in the formation of a nonprofit downtown development corporation within a month of the team's visit.

A R/UDAT CAN LEAD TO A BALANCING OF DEVELOPMENTAL ALTERNATIVES—In Louisville, Kentucky, the R/UDAT process brought together several community organizations to participate in developing goals and objectives for downtown. Preservation, redevelopment and neighborhood alternatives were viewed in the economic and urban design context of the city, and a balanced program was endorsed and adopted.

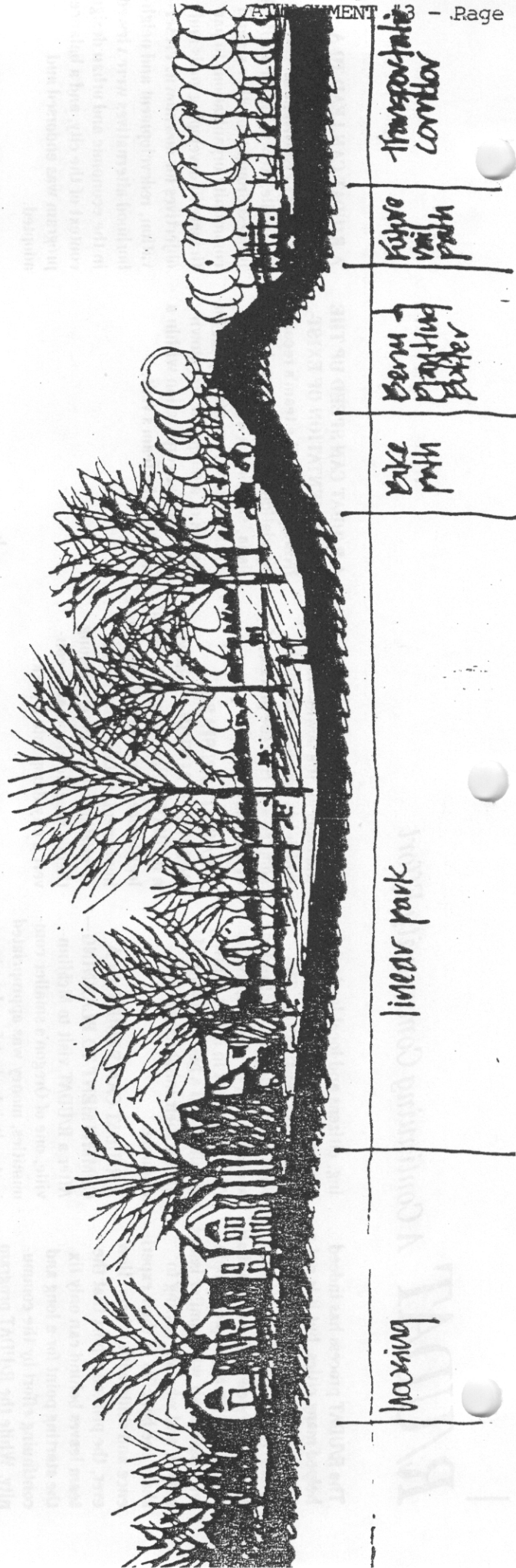
R/UDATs bring local people and groups together so that they can improve the quality of life of their communities. The public decision-making process that results is by nature, broad and long-term. This long-term decision making is essential when public and private investors commit the large sums of money that urban design actions require. For these reasons, the staying power of the local R/UDAT participants and their continuing energy year by year can become a community's most important lever for action.



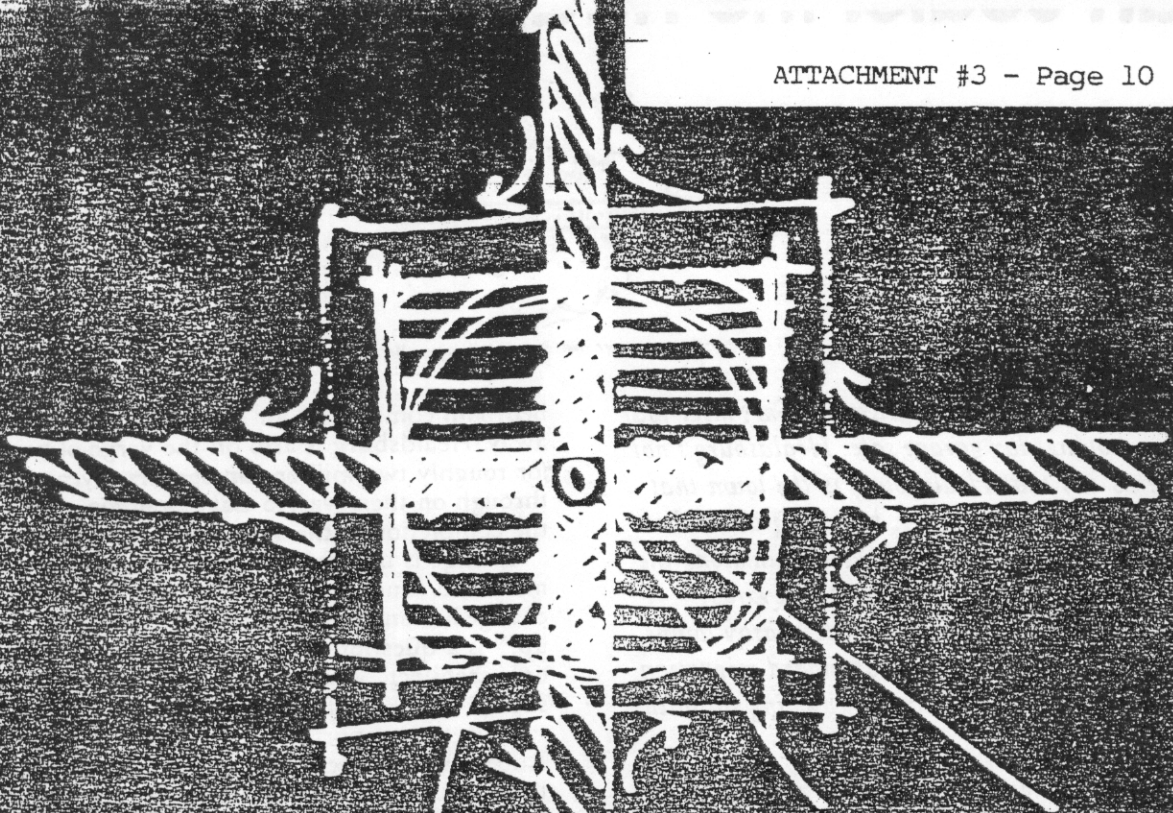
R/UDAT A Process That Works

It has been said that during the past 30 years American cities have been "planned to death." Too often, consultants and public agencies produced plans that never got off the ground, not because they lacked merit, but because public acceptance and consensus were not "built in." In recent years, however, direct participation by citizens is increasing. This sensitivity to urban context, human needs and sense of place is seen as today's best resource for making workable community development decisions.

During the last two decades, the AIA's R/UDAT program has built up perhaps the richest track record of participatory planning in the nation. It has long been recognized as an effective way to demystify and democratize the making of community planning and urban design decisions. It's a process that works.



AMERICAN INSTITUTE OF ARCHITECTS
1735 NEW YORK AVENUE, N.W.
WASHINGTON, D.C. 20004

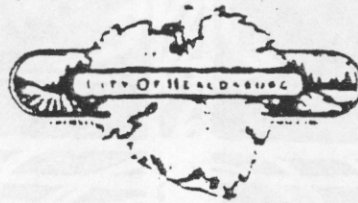


shops, restaurants,
offices

fontaine

exist street w/
re-routed traffic

park plaza
created from
closed street



Where Russian River and Redwood Highway Meet

You can live in some communities for years and only meet your neighbors at their moving-day garage sale. Healdsburg's not like that. Residents say that Healdsburg is the town that time passed by. So, for the most part, has the growth that time brings. Nestled at the foot of Fitch Mountain along the Russian River, and surrounded by acres of vineyards, Healdsburg has kept its sleepy charm while nearby towns such as Santa Rosa wrestle with the northward migration of people from the Bay Area. But time's catching up with Healdsburg.

More and more drivers are following the "gas-food-lodging" signs off Highway 101, and finding a small town atmosphere that lures them to stay. Well on its way to becoming a

bedroom community for Santa Rosa, a mere 20 minute drive away. Healdsburg is also on the verge of becoming a pit-stop for roughly two million fun-seekers a year, who will pass through on their way to Lake Sonoma, soon to be created at the completion of the White Springs Dam.

Change is inevitable in Healdsburg, and the city's government and concerned citizens want to control the impact that change has on their community. "What will I be when I grow up?" is a question Healdsburg's actively asking. The town's only architect, Michael Rubenstein, AIA, thought the question should be asked of experts.

With the support of the Redwood Empire Chapter, AIA, Rubenstein contacted The American Institute of Architects to request that a Rural/Urban Design Assistance Team (R/UDAT) be sent to help Healdsburg plan its future. Since the program was founded in 1967, R/UDAT teams have assisted over 70 American cities, towns and regions in sorting out their problems. Operated on a shoestring annual budget of \$5,000, the R/UDAT program may be the most important program the Institute sponsors. Healdsburg was selected as a R/UDAT site because National's R/UDAT Task Force thought the city had a strong commitment to follow through on recommendations, according to Ronald A. Straka, FAIA, the R/UDAT liaison.

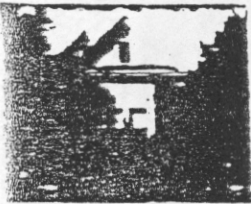
A multidisciplinary team was selected to grapple with Healdsburg's future. Team chairman R. Terry Schnadelbach, ASLA, a landscape architect and ecologist from New York City, specializes in open space, environmental and agricultural problems. William Lamont, Jr., AIP, from Boulder, Colorado, plans community development that addresses the socio-economic concerns of tourism and energy-impacted communities.

Ernie Niemi, an economist from Eugene, Oregon, specializes in cost-benefit analysis and evaluation of the impact of land use programs on manufacturing and other economic development issues. David Stea, Distinguished Professor of Architecture at the University of Wisconsin/Milwaukee, works in community design and participatory planning for urban and rural areas, and applies social and behavioral research to environmental design and planning of rural and tribal communities worldwide.

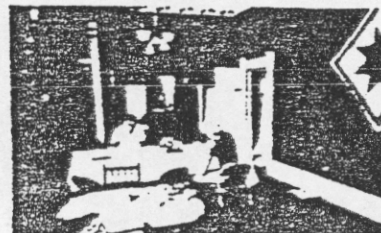
Architect/urban designer Milo Thompson, AIA, professor of Architecture and Urban Design at the University of Minnesota in Minneapolis, is a Fellow of the American Academy of Rome. Raymond Trujillo, AIA, of Albuquerque, New Mexico, is active in the design of small town development and redevelopment projects.

Synergy and Steaks

The Team relied upon the ingenuity of graduate architecture students from the Community Design Center program at the University of California, Berkeley, under the direction of Professor James E. Vann, AIA. Architects, landscape architects and planners from local public and private firms also donated their services.



The R/UDAT Team, from left: David Stea; Terry Schnadelbach, ASLA; Milo Thompson, AIA; Ernie Niemi; Bill Lamont, AIP; Ray Trujillo, AIA.



From left: Mayor Paul Dix; Terry Schnadelbach, ASLA; Councilman Bob Haviland; Milo Thompson, AIA; Vice Mayor Rita Schroeder; City Manager Mike McDonald.





Nearly 100 of Healdsburg's citizens lent a hand to the R/UDAT team. City officials were on call throughout the four day effort to dig up any information the Team might request. Even local teenagers were sent out to gather data. The Community Center was converted into a fully equipped studio. City Hall remained open and staffed around the clock. The local television station contributed video equipment to tape the entire R/UDAT process, and the Healdsburg *Tribune* published and distributed the final R/UDAT Report.

The Chief of Police cooked breakfast. City officials served coffee, and local residents dropped by with homemade snacks. On the final day of the charrette, townfolks brought their barbecues to R/UDAT headquarters and broiled steak dinners for the Team.

The town's contribution was not just culinary. For two days, residents met with the R/UDAT Team, singly and in groups, to articulate their opinions on Healdsburg's growth, and to share their dreams for the future. This active participation in community planning surprised City Manager Michael McDonald, who said that involving citizens in the urban planning process was one of the R/UDAT's most valuable contributions to Healdsburg.

The townspeople befriended the R/UDAT Team and looked to them to solve almost all problems short of naming their children. At the close of the public hearing which culminated a two-day fact-finding marathon, Schnadelbach told the crowd, "People's expectations are overwhelming. We feel very much under the gun."

Economics, the Bottom Line

The R/UDAT Report responds to the critical planning issues outlined by the community in ways that take advantage of growth opportunities, but do not sacrifice Healdsburg's small town character or quality of life. The Team insisted that the Report be free of jargon, so it could be easily understood by the community.

The Report's first message is a hard one: Healdsburg cannot be all things to all people. Very real limitations to growth exist.

Presently the town of 7,000 people is an agricultural se center and bedroom community, with random tourism some high-tech industry. Development occurs on a proje project basis, without benefit of an articulated masterp

Geographic constraints place permanent limits on He burg's physical growth. The Russian River and two fe creeks regularly overflow, creating a flood plain to the west of town. The Hayward Fault runs north/south just town, effectively blocking construction in a area that ot would provide badly needed residential space. Highway hems in the town on the west, and separates the town fr prime agricultural land. Open space advocates promised range war if development were allowed to encroach on t "land of incredible fertility."

The Report urged Healdsburg to consider placing a c on population growth and to concentrate its growth effo on improving the town's prosperity and quality of life. E stretching the town's population by 10,000 more people- maximum growth it reasonably could handle — would n Healdsburg an economic base broad enough to competi Santa Rosa as a regional shopping center.

The economics of scale are blunt. Healdsburg never have the 100,000 + people needed to support a regional ping center. Money will continue to roll down the freew Santa Rosa. The Report recommended that Healdsburg centrate on small commercial/service firms to provide res with groceries, drugs, general merchandise, and health- insurance and banking services.

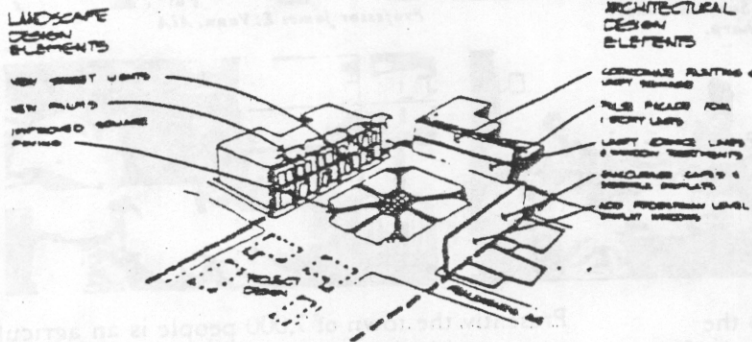
The Report recommended that Healdsburg focus its de ment efforts on stimulating the "destination tourist" inc Property taxes garnered from light industry and bedroo communities are unable adequately to fund Healdsburg public services and facilities. But the sales tax generate tourism will enrich the city's coffers, without straining r services. "Tourists make no demands on the school sy demands on recreation, water and sewer systems and, c of all, they go home someplace else. Jobs servicing touri usually are low paying, but tourists provide many oppo

R/UDAT addressed planning issues in Healdsburg.

Beer and Wine Don't Mix

Healdsburg will attract two distinct types of tourism: one group oriented toward day-use recreational facilities at Lake Sonoma, the other focused on the wine industry. Noting that "beer and wine mentalities" usually don't mix, the Team suggested a bifurcated development of tourist facilities.

Tourists heading for Lake Sonoma are just passing through Healdsburg. The Report recommends that businesses servicing this market—motels, gas stations, automobile/marine services, boat storage, fast food outlets—be concentrated east of Highway 101 along Dry Creek Road, the major access road to Lake Sonoma. A trend toward strip commercial development already exists in this area north of downtown, and a 100-room motel/restaurant complex is on the drawing boards for this location. The Report strongly advised the city to hold the line for



development at Highway 101 to protect agricultural land, perhaps the town's greatest asset.

The Team encouraged the city to promote Healdsburg's wineries—three in the city, and 85 in the surrounding area—so the city can cash in on the wine tourism boom underway in Napa and Sonoma Counties. The Report recommended that the downtown Plaza area be developed to appeal to the affluent wine tourists, while still retaining its flavor as the town's symbolic center.

Healdsburg's most critical planning issue is the hole in the middle of town—six acres of vacant land along the west side of the Plaza. Despite the billboard that promises "Commercial Development Coming Soon," a succession of schemes to develop the west side hole have fallen through. "That sign's going to be put on the National Register if it's there much longer," David Stea quipped.

The R/UDAT Report recommended that a first-class hotel and restaurant complex be sought to fill the hole and cater to the tastes of wine tourists. Healdsburg was encouraged to refuse any proposals for less than first-class facilities, and to prevent the development of similar accommodations elsewhere in the city. Healdsburg's ability to control the development of the Plaza's west side could determine its future as a viable center for destination tourism.

Architectural Bait

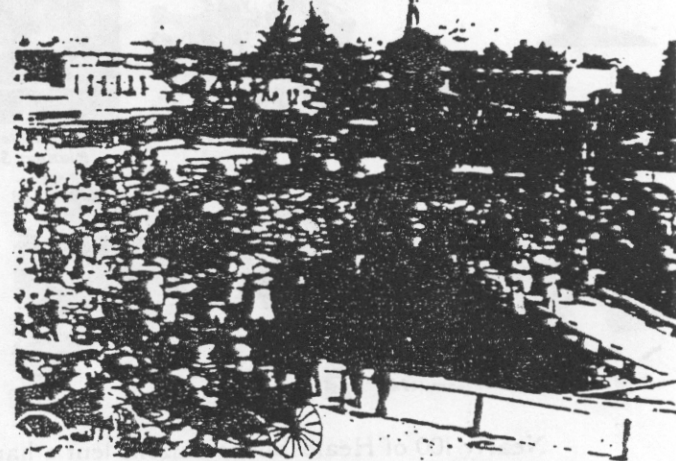
While the central commercial district is a few blocks north of the Plaza, the Plaza is Healdsburg's psychic center. The way the Plaza is developed will determine Healdsburg's self-image. Throughout the public hearings, people asked the Team to define Healdsburg's image. Some wanted an architectural "theme" for downtown. Others, notably the Redwood Chapter, AIA, advised against adopting a "made-up history or stage-set" to serve as architectural bait for tourism.

Rather than dictate an architectural theme, the R/UDAT Report recommended that the city define and implement Plaza District Design Guidelines, specifically to deal with the connection between the Plaza and other areas; continuity of

orientation of buildings to the Plaza; distinguishing the once between new buildings on the west side and the Plaza; and the overall character of the Plaza. The Report admonished the city to "exercise its power for design review to enforce the guidelines."

The R/UDAT's treatment of the proposed Mill Street Shopping Center provides the city with an example of design guidelines can be applied. The city has received \$1 million in federal funds for the Center. Safeway, the tenant, has agreed to guarantee Industrial Development

ATTACHMENT #3 - Page 1



Early Healdsburg

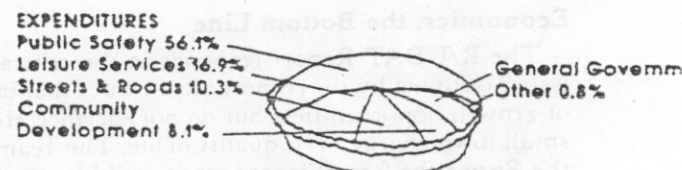
Bonds, and \$250,000 is committed to purchase refunding utility agreements. Sales tax generated by the Center should stimulate Healdsburg's economic growth and help attract further development.

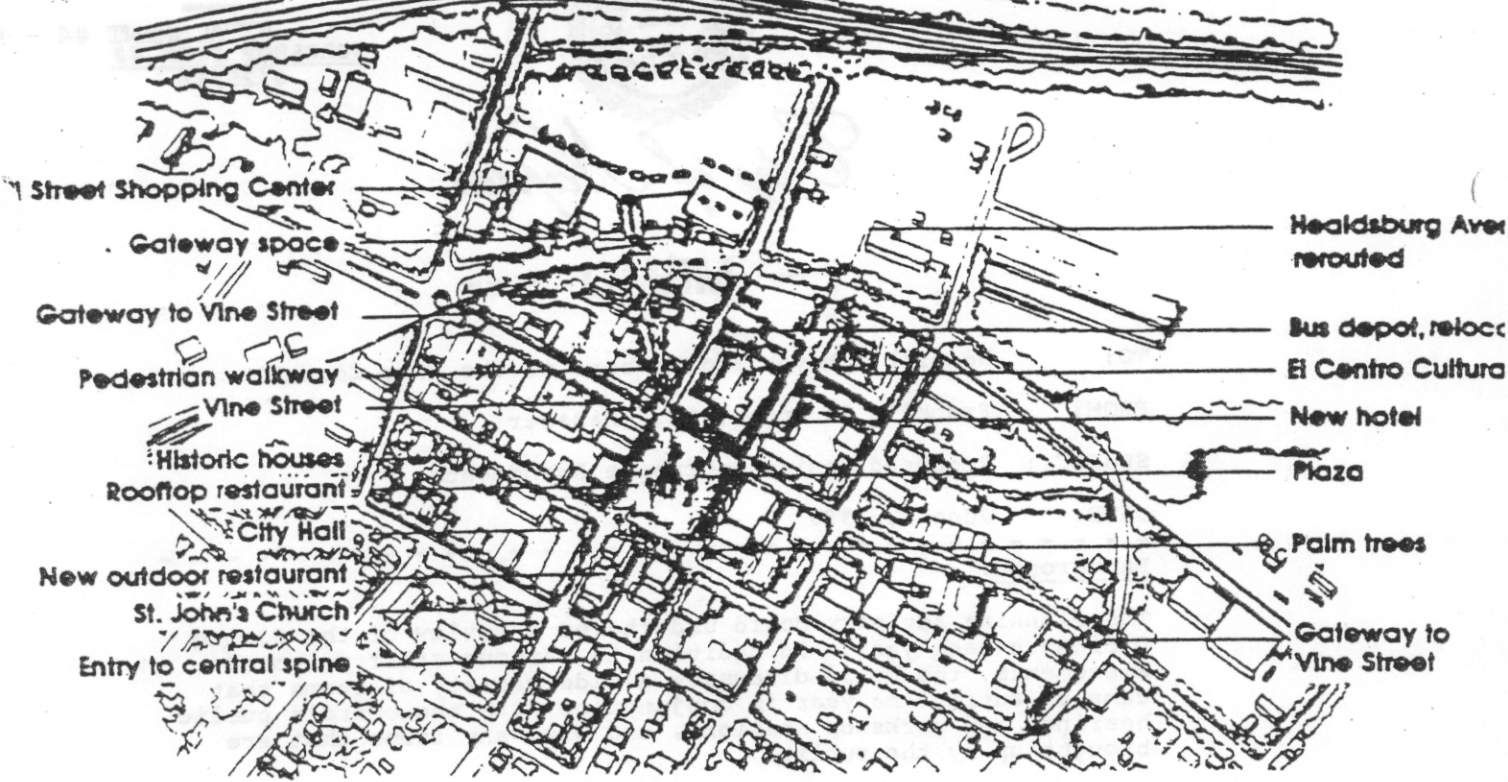
To assimilate the Center into the overall downtown, the R/UDAT Report proposed rerouting Healdsburg Avenue away from the Plaza to form a vehicular by-pass of pedestrian-oriented downtown. The developer's site plan for Safeway, Thrifty Drugs and a variety of satellite shops was reoriented to present a continuous facade along the Healdsburg Avenue. Cars were relegated to the back of site, abutting Highway 101.

The circular traffic pattern suggested provides residents with convenient access to the commercial center and reduces the congestion that currently detracts from the Plaza. Reopening traffic on the former Healdsburg Avenue—renamed "V Street" by R/UDAT edict—allows diagonal parking to serve the smaller retail shops around the Plaza, and enhances the Plaza's function as a community gathering place.

Mi Casa Es Su Casa

While the Team addressed the needs of a variety of special user groups, the most pressing recommendations focused on Mexican-American community. Mexican-Americans, many of whom work in the wine industry, comprise about 15 per-





of Healdsburg's population. Many are assimilated into the town's culture, but a sizeable "ghost" population of transient workers and illegals exists, and even permanent residents often find themselves segregated on the basis of language, if nothing else. Councilman Bob Haviland raised the question head-on: "We are redneck to a certain extent. How do we eliminate this? How do we root out our inner fears?"

Lack of communication between the Anglo and Hispanic segments of the community seems to be the chief cause of estrangement. "Prejudice starts with segregated Masses. The problem is not unique to City Hall," said Mayor Paul Dix. "It's a conscience problem, not an economic problem or a crime problem."

The R/UDAT Team brought together leaders of the Mexican-American community to address this problem. Some of the leaders never had met before. A few recounted incidents of discrimination, but most said that assimilation was possible in

Healdsburg. "The doors are open," one man said. "But at awhile, we get discouraged because the recommendations make to the city get ignored." Hispanics hold virtually no positions in Healdsburg's city government.

Healdsburg's ethnic group relations focus on the Plaza where Hispanics often gather. The non-Hispanic community spends less time using the Plaza, but seems to resent the Hispanics "hanging out" on the city's front lawn. The R/UDAT Team concluded that "relations between the non-Hispanic and Hispanic communities are no worse than in most California towns, but, as elsewhere, they are weighted with stereotypes and mutual misperceptions, and baseless fears."

To promote intercultural acceptance, the R/UDAT Report suggested that the Plaza be recognized as a gathering place for all cultures, and that a bandstand be added to serve as a focal point for entertainment events which could draw the communities closer together. It added that shops surrounding the Plaza should cater to all income levels, not just the "s and candle" crowd. Finally, the Report recommended that El Centro Cultural be developed to provide the Hispanic population with a meeting place to celebrate community events.

The Gift is to the Giver

In an exhausting, exhilarating community event, the R/UDAT participants created a blueprint for growth that will guide Healdsburg's future planning decisions. How the Report is implemented is up to the people of Healdsburg. Their enthusiasm for the R/UDAT is a solid foundation upon which to build.

The R/UDAT already has changed Healdsburg on the most important level—the human level. People were brought together as never before. For four grueling days of fun, talented people gave freely to present Healdsburg with a rare gift: knowledge that the future is not beyond their control. As Whitman wrote, "The gift is to the giver, and comes back to him—it cannot fail..."

Janice Phillip was a participant in the Healdsburg R/UDAT.



Land use



City of Naples

--- MEMO ---

TO: Honorable Mayor and Members of the City Council
FROM: Franklin C. Jones, City Manager
SUBJECT: Proposed Zoning Ordinance Amendments
DATE: June 9, 1986

Background:

The Planning Advisory Board undertakes a review of the Zoning Ordinance each year. In addition to various staff proposed amendments, the board discusses a wide variety of items that came up during the year in conjunction with the board's public hearings and workshop sessions, and also any items that are brought up by the public.

We attempt to limit amending the zoning ordinance to once a year so that it is not in a constant state of change.

PAB Workshops and Public Hearing

This year the PAB held public workshop sessions on this matter on April 3, April 14, and May 13, 1986, and a formal public hearing on June 5, 1986.

PAB Recommendation:

The PAB recommends approval of the attached draft ordinance dated June 5, 1986.

In the attached draft you will find that proposed additions to the existing ordinance are underlined and proposed deletions are "crossed through." In addition to the substantive changes listed below, the staff has reorganized the text to make it easier to locate specific provisions, and we have made certain word changes to clarify various ambiguous provisions.

The following substantive changes are noted by page number and in the order in which they appear in the attached draft.

A. PROPOSED SUBSTANTIVE AMENDMENTS:

1. Property in two zoning districts (page 3) - change the current provision that treats a zoning district boundary as a property line to a provision that provides that the most restrictive regulations shall apply.
2. Cessation of nonconformities (page 6) - add a provision that an affected owner may request two 6-month extensions of time, which may be granted for good and sufficient cause.

3. Add "group home" as a conditional use in the "R3T-12" district (page 13)
4. Delete "boat launching, docking, and fueling areas" as special exception uses in the "R3-15" district (page 14)
5. Add "group home" as a conditional use in the "R3-15" district (page 14)
6. Delete "boat launching, docking and fueling areas" as special exception uses in the "R3T-18" district (page 16)
7. Add "group home" as a conditional use in the "R3T-18" district (page 16)
8. Delete "boat launching, docking, and fueling areas" as special exception uses in the "R3-18" district (page 17)
9. Add "group home" as a conditional use in the "R3-18" district (page 17)
10. Add "group home" as a conditional use in the "HC" district (page 20)
11. Delete "gasoline service stations" and "marinas" as special exception uses in the "C1" district (3rd Street Commercial Area) (Page 23)
12. Delete "gasoline service stations" as a special exception use in the "C1-A" district (5th Avenue South) (page 25)
13. Delete "cultural facilities", "financial institutions" and "medical offices and clinics" as permitted uses in the "C2-A" district (page 31)
14. Delete "automobile rentals", "drive-up windows", "motion picture theatres" and "nursing or rest homes" as special exception uses in the "C2-A" district (page 31)
15. Add "cultural facilities" as a conditional use in the "C2-A" district (page 31)
16. Add parking lots as a permitted use in the "M" district (page 39)
17. Delete Breezeflow Requirements (page 49)
18. Increase required landscaping in the interior of a parking lot from ten (10) square feet per interior parking space to 20 square feet per space (page 62)
19. Reduce the number of required type "A" loading spaces for office uses up to 60,000 square feet in area from two to one (page 76)
20. Increase the number of permitted signs for a major tenant (65,000 square feet or more) in a shopping center from one to two
21. Add a provision to the sign regulations that would permit a salesperson's name and telephone number on a real estate sign (page 82)

22. Add "chickens" as a permitted encroachment into a rear yard setback area with conditional use permit approval (page 99)
23. Change "special exceptions" to "conditional uses" (page 103)
24. Increase the filing fee for a temporary use permit from \$15.00 to \$25.00 (page 117).

B. Proposed Change In Public Notice Procedure

It was suggested at a recent Council workshop session that the PAB consider increasing the public notice distance from a subject property from 500 feet to 1000 feet.

The board discussed this idea at some length and decided that, in its opinion, it would be more effective to place a large (1/4 page) legal notice in the Naples Daily News containing the entire PAB agenda and to have such an ad run two or three times before a meeting. The board noted that increasing the number of mailed public notices is very time-consuming and expensive, and in many cases, people owning property 1,000 feet from the subject site may not be particularly interested.

If the Council agrees with this recommendation, we will start such a procedure as soon as possible, monitor the cost, public response, and then report back to the PAB and City Council.

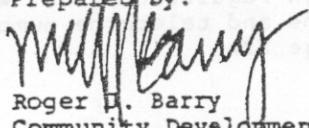
C. Proposed Amendments Requiring Additional Study

The PAB will continue to study the following matters and make a recommendation to the City Council as soon as possible.

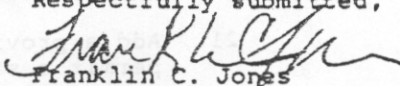
1. Increase the required front yard setback in the "C2" district from ten (10) feet to twenty (20) feet and increase the required landscaping in the front yard setback area from six (6) feet to twenty (20) feet (page 28)
2. Increase the required landscaping in the front yard setback area in the "C2-A" district from six (6) feet to twenty (20) feet (page 31)
3. Retain or delete the provision that requires the removal of nonconforming signs on U.S. 41 and adjoining streets.
4. Add a regulation relative to the location, appearance, height, etc. of "dish" antennas.

Please advise if you wish any additional information or clarification.

Prepared by:


Roger D. Barry
Community Development Director

Respectfully submitted,


Franklin C. Jones
City Manager



City of Naples

MEMO

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CHRISTOPHER L. HOLLEY, COMMUNITY SERVICES DIRECTOR

SUBJECT: BEACH NOURISHMENT "AD HOC" COMMITTEE

DATE: JUNE 24, 1986

On April 29, 1986, the Board of County Commissioners selected a consultant, Coastal Engineering Consultants, Inc., to conduct a study on beach nourishment in Collier County. On May 20th, the County Commissioners appointed an "Ad Hoc" Committee to define the scope of services and evaluate the results of the study performed by the consultant. Councilman John Graver and myself were appointed to the "Ad Hoc" Committee.

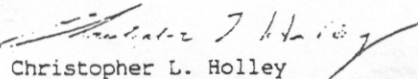
The first meeting of the "Ad Hoc" Committee was held on Monday, June 2, 1986 at the County Courthouse. During this meeting, the scope of professional services for the beach study was reviewed and it was determined that Coastal Engineering Consultants, Inc. should be invited to come before the Committee to respond to questions pertaining to the proposed contract.

The following week, Monday, June 9th, the second meeting of the Committee was held with the consultant present. At this meeting, the scope of services (Attachment No. 1) was reviewed in detail as was the specific efforts involved under each item listed. At the closing of this meeting, the consultant was asked to prepare a detailed proposal identifying all costs associated with the scope of services as well as a timetable for completion of the project. The "Ad Hoc" Committee then selected a subcommittee to review this proposal.

On Monday, June 23rd, the subcommittee met with the consultant and reviewed the proposed cost associated with the scope of services to be contained in the contract for the beach nourishment study. I am providing the estimated cost associated with the contract (Attachment No. 2) however, please keep in mind that these are preliminary in nature.

I will be available at Wednesday's workshop to respond to any questions you may have.

Sincerely,


 Christopher L. Holley
 Community Services Director

CLH/slg

Attachments (2)

cc: Franklin C. Jones
 City Manager

COLLIER COUNTY BEACH NOURISHMENT

SCOPE OF PROFESSIONAL SERVICES

The Consultant shall provide professional services consistent with the items outlined below:

- A. Gather historical data (i.e., maps, aerial photographs, profile data from DNR/ACE, public access population estimates, structures near beach, etc.).
- B. Conduct field work to produce:
 1. Off-shore profile.
 2. Current and wave patterns.
 3. Pass flow and dynamics.
 4. Erosion rates.
- C. Analyze data from A. and B. above and produce a report that:
 1. Identifies areas with problem erosion and projects future erosion patterns.
 2. Discusses sand sources for problem areas and how long a nourishment "fix" might last.
 3. Discusses types, time frame, and costs of permitting beach nourishment in problem area.
 4. Provides a cost estimate for each problem area that covers:
 - (a) in-depth feasibility studies (i.e., volume and type of sand, transport, etc.).
 - (b) actual nourishment project.
- D. From A., B., and C. above, provide a long-range beach management plan.
- E. Participate in Public Hearings held by the Board of County Commissioners.

COLLIER COUNTY BEACH NOURISHMENT

SCOPE OF PROFESSIONAL SERVICESAND COST ESTIMATE

The Consultant shall provide professional services consistent with the items outlined below:

	<u>EST. COST</u>
A. Gather historical data (i.e., maps, aerial photographs, berm update, profile data from DNR/ACE/ public access population estimates, structures near beach, etc.).	\$ 10,500
B. Conduct field work to produce:	
1. Beach and offshore profiles	\$27,000
2. Current and wave patterns	5,000
3. Pass flow and dynamics	17,000
4. Aerial work	3,000
5. Identify sand sources	45,000
	<u>\$97,000</u>
	\$ 97,000
A. and B. to be completed by January 1st.	
C. Analyze data from A. and B. above and produce a report that:	
1. Identifies areas with problem erosion and projects future erosion patterns.	
2. Discusses sand sources for problem areas and how long a nourishment "fix" might last.	\$ 21,000
D. From A., B., and C. above, provide a long-range beach management plan that:	
1. Discusses types, time frame, and costs of permitting beach nourishment in problem areas.	
2. Provides a cost estimate for each problem area that covers:	
(a) in-depth feasibility studies (i.e., volume and type of sand, transport, etc.).	
(b) actual nourishment project.	\$ 15,000
	<u>\$143,500</u>
	TOTAL

C. and D. to be completed by June 1987.



City of Naples

MEMO



ENGINEERING MEMO #86-96

TO: FRANK JONES

FROM: SHIRLEY MANN *SM*

SUBJECT: PROPOSED BIKE PATH CONSTRUCTION

DATE: JUNE 13, 1986

The cost estimates (based on previous bike path construction) are for the proposed bikeways shown in blue on the attached map. The estimates are for 4-6 foot wide asphalt paths on one side of the roadway only. They include signing and striping and any curb cuts or ramps, though few of these would be necessary.

Yellow areas on the map indicate where sidewalk is available which could serve as a bike path with appropriate signing. If existing sidewalk was not used, add 4,600 linear feet of asphalt bike path to the total.

Summary

Asphalt Bike Path	17,200 L.F.	@ \$10.00	=	\$ 172,000
Concrete Bike Path	200 L.F.	@ \$15.00	=	\$ 3,000
				<hr/>
				\$ 175,000
Asphalt Bike Path (Add for non-use of existing sidewalk)	4,600 L.F.	@ \$10.00	=	\$ 46,000
				<hr/>
				\$ 221,000

Attachments

PROPOSED BIKE PATH CONSTRUCTION

6/13/86

<u>Location</u>	<u>From</u>	<u>To</u>	<u>Type</u>	<u>Est. L'n. Ft.</u>	<u>Est. Unit Cost</u>	<u>Est. Total Cost</u>	<u>Placement/Comments</u>
2nd Street South	Broad Ave.	15th Ave.	Asphalt	800	\$10.00	\$ 8,000	Place behind valley gutter. Construct new from 13th to 15th Ave. Sidewalk (800 LF) available from Broad to 13th Ave.
8th Avenue South	3rd Str. So.	Gulfshore	Asphalt	800	\$10.00	\$ 8,000	Place adjacent to roadway.
Gulfshore Blvd.	Broad Ave. So.	So. Golf Dr.	Asphalt	9,200	\$10.00	\$ 92,000	Place behind valley gutter.
Mandarin Road	Pine Court	Banyan	Asphalt	400	\$10.00	\$ 4,000	Place adjacent to roadway.
Pine Court		U.S. 41					Connects to U.S. 41 sidewalk.
Orchid Drive	Crayton	U.S. 41	Asphalt	2,000	\$10.00	\$ 20,000	Place behind valley gutter.
Harbour Drive	Crayton	Gulfshore	Asphalt	2,000	\$10.00	\$ 20,000	Place behind valley gutter. Over Harbour Drive bridge.
Park Shore Drive	Crayton	Bridge					Sidewalk (1,000 LF) available.
Binnacle Drive	Harbour	Belair	Asphalt	800	\$10.00	\$ 8,000	Place behind valley gutter. Construct new from Harbour to Ketch. Sidewalk (2,400 LF) available from Ketch to 1/2 block south of Belair. Construct new to complete 1/2 block.
Belair Lane	Binnacle	Park Shore	Concrete	200	\$15.00	\$ 3,000	Place behind valley gutter. Construct new from Binnacle to north of Fountainhead. Sidewalk (400 LF) available from north of Fountainhead to Park Shore.
Gulfshore Blvd.	Horizon	Park Shore	Asphalt	1,200	\$10.00	\$ 12,000	Collier County - existing bike lanes. Collier County - no bike lanes.
Park Shore Drive	Gulfshore	Bridge					
EST. TOTAL COST						\$175,000	



City of Naples

--- MEMO ---

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
 FROM: CITY MANAGER FRANKLIN C. JONES
 SUBJECT: CURRENT CAPITAL IMPROVEMENT PROJECTS
 DATE: JUNE 21, 1986

Attached is a schedule which presents the most current estimates of the cost to complete the capital improvement projects that are funded through the end of the year. This includes the prior year projects which the Council re-appropriated in the amount of \$727,786.

Where the cost to complete is listed as zero, that project is suggested to be re-budgeted in subsequent years. You will notice that the public safety building and the transfer station construction and equipment are the major projects suggested to be held over. The main reason for this is that a final financing plan for them has not been developed and this year's capital improvement budget contained those projects with the condition that they would be funded from other than the current year's utility tax funds.

The total expenditure to complete all these projects is \$3,191,617. The following schedule allocates resources from either fund balances or the current year revenues for these expenditures and a debt service reserve requirement. This will result in \$20,357 in fund balances being available.

9/30/85 Fund Balance	\$1,582,949
FY 86 Revenues	2,188,000
FY 86 Expenditures	(3,191,617)
Debt Service Reserve	(558,975)

9/30/86 Estimated Fund Balance	\$ 20,357
--------------------------------	-----------

This information is presented for use during our discussion of the current year cost to complete at the workshop on Wednesday, June 25. If you have any questions prior to Wednesday, please feel free to contact me.

Sincerely,

Franklin C. Jones
 Franklin C. Jones
 City Manager

FCJ/tan

Proj #	Description	Budget	Actual	Estimated	(Over)
		or Reserved as of 9/30/86	Expend	Cost to Complete	Under Budget
808 50	79-82 Public Works Yard	11 819	4 867	4 867 C	6 952
86B 01	Replace Vehicle #21A703	8 000	10 156	10 456 C	(2 456)
829 58	Lake Water Control-Design	40 000	17 000	17 000 C	23 000
85C 06	Broad Ave So-Pump Station	40 000	-0-	40 000 N	-0-
85C 07	Beach Study Projects	23 978	23 978	23 978 O	-0-
85C 12	Neapolitan Wall-Rt Turn	9 371	17 178	17 178 C	(7 807)
86C 01	Repair/Replace Sidewalk	5 000	7 095	7 095 C	(2 095)
86C 04	Beach Study Projects	25 000	25 000	25 000 O	-0-
86C 08	Fleischman-Parking Area	25 000	25 000	25 000 N	-0-
85D 02	1st Ave South	3 513	3 382	3 382 C	131
85D 03	3rd Ave N -6th to Glfshore	80 899	59 690	59 690 C	21 209
85D 05	Galleon Drive - Resurf	11 491	38 041	38 041 C	(26 550)
85D 12	Tractor/Loader	35 000	18 850	18 850 C	16 150
85D 14	2nd Ave N - Culdesac	12 357	12 357	12 357 O	-0-
86D 01	Spyglass-Resurf/Drain	166 600	166 600	166 600 DM	-0-
86D 02	17th Ave So-Resurf/Drain	157 000	137 572	137 572 C	19 428
86D 03	Dead End - Short Ln	4 400	3 305	3 305 C	1 095
86D 04	Wedge Dr-Resurf/Drain	68 600	68 600	68 600 N	-0-
86D 05	Riviera Dr-Resurf/Drain	17 600	24 266	24 266 C	(6 666)
86D 06	32nd Ave-Roadway/Parking	39 000	39 000	39 000 N	-0-
86D 07	Binnacle Dr - Resurf	33 000	17 068	17 068 C	15 932
86D 08	Parkview Way-Resurf	19 200	9 359	9 359 C	9 841
86D 09	Rebuild BeachEnds	78 200	86 646	86 646 C	(8 446)
86D 10	6th Ave S. Resurf	8 800	8 800	8 800 C	-0-
86D 11	Bollard Place-Resurf	15 000	16 334	16 334 C	(1 334)
86D 12	11th St So - Resurf	4 400	4 400	4 400 N	-0-
86D 13	Yucca Rd - Resurf	59 000	72 000	72 000 C	(13 000)
86D 14	10th Ave So-Rebuild Rdwy	39 000	36 697	36 697 C	2 303
86D 15	12th St No-Drainage	33 000	89 123	89 123 O	(56 123)
86D 16	Intown Club - Drainage	-0-	-0-	-0-	-0-
86D 17	Replace Dump Truck	25 000	20 000	20 000 O	5 000
86D 18	Third Street/Broad Ave	10 188	10 188	10 188 C	-0-
819 54	10 St So 1st Ave S - TS	8 608	-0-	8 608 O	-0-
829 44	Goodlette - Pw Ent - TS	14 962	-0-	14 962 N	-0-
849 36	9th St S & 10 Ave S- TS	11 639	6 864	6 864 C	4 775
849 37	US 41 & River Pt	12 500	-0-	12 500 N	-0-
85E 01	Signal Management SYS	49 469	49 469	49 469 O	-0-
86E 01	Gulfshore Blvd - TS	18 700	-0-	18 700 N	-0-
TOTAL ENGINEERING		1205 475	1 113 862	1208 632	(3157)

Proj #	Description	Budget:	Actual	Estimated	(Over)
		OR Reserve	Expend As of 9/30/86	Cost to Complete	Under Budget
86J 02	City Hall Remodel	-0-	11 849	11849 C	(11 849)
849 50	Computer - Hard/Soft ware	5 500	5 500	5500 C	-0-
86J 01	City Hall Carpeting	42 500	41 790	43790 O	(1 290)
	TOTAL FINANCE	48 000	63 139	63139	(15 139)
85K 02	Station 1 & 2 Impr	4 260	6 422	6422 C	(2 162)
85D 04	Jaws of Life	5 700	-0-	-0- C	5 700
86K 01	Station Wagon	10 450	10 456	10456 C	(6)
86K 02	Replace Gremlin	12 000	11 943	11943 C	57
86K 03	Jaw of Life	9 000	8 329	8329 C	671
86K 04	Aerial Ladder Truck	80 773	80 773	80773 C	-0-
86K 05	Walkie Talkies	4 600	4 682	4682 C	(82)
86K 06	Replace Sedan	10 450	10 456	10456 C	(6)
	TOTAL FIRE	137 233	133 061	133061	4 172
86M 01	Vehicle - Replace	8 275	11 026	11026 C	(2 751)
86M 02	Band Shell	50 000	5 000	50000 N	-0-
85N 05	Walkway SYS	10 870	10 870	10870 O	-0-
85N 07	Lights-Anthony, River&Tennis	25 056	25 056	25056 O	-0-
85N 08	Misc Paving	418	2 670	2670 C	(2 252)
85N 10	Fleischman - Improve	11 924	8 500	8500 C	3 424
85N 27	Fleischman - Restrooms	6 250	6 223	6223 C	27
860 01	TOT Lot Equipmt	3 000	3 833	3833 C	(833)
860 02	Aluminum Bleachers	5 000	4 542	4542 C	458
860 03	Cambier - Restroom/Concess	50 000	-0-	-0- N	50 000
860 04	Cambier - Lighting	20 000	20 000	20000 O	-0-
860 05	Beach End Barries	15 500	15 500	15500 O	-0-
860 06	Misc Paving Projects	4 000	1 080	1080 C	2 920
860 08	Park Concession Facil	60 000	67 500	67500 O	(7 500)
860 09	Match-RiverPark Grant	50 000	10 000	50000 DN	-0-
837 55	Water Truck Reno	7 000	3 000	3000 O	4 000
85X 03	US 41 Medians	7 600	7 600	7500 O	-0-
86X 01	Gang Mowers	5 600	-0-	-0- C	5 600
86X 02	Turf Tractors	17 800	20 069	20069 C	(2 269)
86X 03	Utility Scooter	6 000	3 400	3400 C	2 600
86X 04	Water Truck Chassis	21 000	18 515	18515 O	2 485
86X 05	Aerial Bucket Truck	55 000	116 971	116971 C	(61 971)
86X 06	Root Cutter Trailer	3 180	2 058	2058 C	1 122
86X 07	Pickup Truck - Economy	8 295	6 621	6621 C	1 674
86X 08	Crane Truck & Trailer	43 680	36 991	36991 O	6 689
86X 09	Flail Side Cutting Molder	6 500	2 078	2078 C	4 422
860 10	Pal Fieldhouse	30 000	30 000	30000 O	-0-
860 11	Lowdermilk Park	12 000	23 000	23000 O	(11 000)

Proj #	Description	Budget or Reserve	Actual Expend As of	Estimated Cost to Complete	(Over) Under Budget
86X 20	Fleischman - Landscape	25 000	25 000	25 000 C	-0-
86X 21	Cambier/Anthony-Landscape	10 000	5 000	5 000 N	5 000
86X 22	7th Street So - Tree RLT	9 000	8 663	8 663 C	337
86X 23	Tarpon Rd - Tree PLT	16 000	17 429	17 429 C	(1 429)
86X 24	5-YR Landscape Plan	-0-	-0-	-0-	-0-
	TOTAL COMMUNITY SERV	60 000	51 195	60 195	753
85S 01	Public Safety Bldg	80 000	37 811	37 811 C	42 189
86S 02	Computer Expansion	3 000	3 209	3 209 C	(209)
86S 03	Public Safety Bldg	750 000	-0-	-0-	750 000
86U 01	Breathalyzer	4 865	4 995	4 995 C	(130)
86U 02	28 Hand Held Radios	40 000	32 662	32 662 C	7 338
86U 03	Six Replacement Veh	66 000	64 528	64 528 C	1 472
86U 04	Sirens & Lights	-0-	8 749	8 749 C	(8 749)
86U 05	ATC Replacement	-0-	1 995	1 995 C	(1 995)
	TOTAL POLICE	943 865	153 949	153 949	789 916
85Y 06	Transfer Station	86 000	-0-	-0- N	86 000
86Y 01	2 Front Load Garbage Trks	135 052	170 738	170 738 C	(35 686)
86Y 02	Rearload Garbage Truck	56 000	78 029	78 029 C	(22 029)
86Y 03	Two Refuse Trucksters	12 578	21 901	21 901 C	(9 323)
86Y 04	Transfer Trailers	107 000	-0-	-0- N	107 000
86Y 05	Two Semi Truck Tractors	120 000	-0-	-0- N	120 000
86Y 09	Transfer System	500 000	-0-	-0- N	500 000
86Y 10	Imprv - Sani Bldg	5 000	5 590	5 590 C	(590)
	TOTAL SANITATION	1021 630	276 258	276 258	745 372
86F 05	Vehicle Mgmt. System		13 269	13 269 C	(13 269)
85F 03	Vehicle Wash SYS	16 914	-0-	-0- N	16 914
86F 01	Brake Drum/Roro Lathe	4 750	4 624	4 624 C	126
86F 03	Shop Air Compressor	5 500	3 160	3 160 C	2 340
86F 04	Vehicle Wash SYS	58 000	-0-	-0- N	58 000
	TOTAL EQUIP MAINT	85 164	21 053	21 053	64 111
86P 01	Lot #1 Repaving	57 600	57 600	57 600 C	-0-
	Non Departmental Abatement	-0-	100 000	100 000	(100 000)
	Debt Service	559 407	559 407	559 407	-0-
	TOTAL CAPITAL IMPROVEMENT	4682 141	3011 847	3091 617	1490 524
****	C = Complete				
	O = Ordered, Not Complete				
	N = Not started, Not Complete				
	DN = Not Started, Design in Process				

CAPITAL IMPROVEMENT PROGRAM COST TO COMPLETE

	BUDGET	\$ TO COMPL.	(OVER)-UNDER
COMMUNITY DEV.	8,000	10,456	(2,456)
COMMUNITY SERV.	603,948	603,195	753
ENGINEERING	1,205,475	1,208,632	(3,157)
EQUIPMENT MGT.	85,164	21,053	64,111
FIRE	137,233	133,061	4,172
POLICE	943,865	153,949	789,916
SANITATION	1,021,630	276,258	745,372
MISCELLANEOUS	117,419	125,606	(8,187)
ABATEMENTS	0	100,000	(100,000)
DEBT SERVICE	559,407	559,407	0
	-----	-----	-----
	4,682,141	3,191,617	1,490,524

PORTION OF DISCUSSION OF AGENDA ITEM 6 - NAPLES CITY COUNCIL
WORKSHOP, JUNE 25, 1986

MAYOR PUTZELL: Okay, specifically what we are trying to do is to respond to the community's needs (inaudible) as it has been presented to us over and over again. Our two most valuable natural assets, obviously, are our beach and our green areas, green spaces, of which we don't have enough, but we certainly have some lovely ones. Lowdermilk Park has tremendous potential for a unique beach park, and we are now embarking upon a program with the help of the services of a landscape architect here in town, to develop a comprehensive plan for the improvement of the entire park, for the use of the northern part of the park which has gone almost entirely unused up to now. The same for the northern beach end. All the heavy use of the beach is, as we all know, and of the park itself, has been in the southern and central parts of it. Cambier Park has several needs, and each of them would hopefully be addressed if we go forward on such a program. One of which, of course, would be the band shell. All the other city parks would be included as the needs develop. And we also are going to consider the proposed Senior Citizens Service Center, which is near Anthony Park, and for which the plans have been designed and drawn up and approved, but as to which, funds have not yet been found. We also have the hope in connection with such a general obligation undertaking by the City, through the issuance of bonds, to acquire the Troy property, which we think would be an ideal location for a new City park or some type of City center. There are all sorts of possibilities as to what might be included in such a site as a City center. And obviously it needs much more detailed study as just how best to use that in the interest of the community. But it is a unique opportunity, as we see it, for the City to acquire a key piece of green space in the middle of the highly developed area of this City. And its appropriate acquisition and use would, as we see it, be something of great, great value to this City through the years.

Clisk

Alternate #1

- 5th Avenue S. - 2 lanes westbound, 1 lane eastbound with parking on north side between 9th Street S. and 8th Street S.
- 2 westbound thru lanes provided at 9th Street S. intersection.
 - Right turn only for eastbound traffic at 9th Street S. intersection.
 - Eastbound left turn lane provided at 8th Street S. intersection.

8th Street S. - Provide center turn lane between 5th Avenue S. and 6th Avenue S.

- Parking
- 8 parking spaces on south side of 5th Avenue S. between 9th Street S. and 8th Street S. to be removed.
 - Approximately 9 parking spaces on south side of 5th Avenue S. between 8th Street S. and Park Street to be removed.

- Signalization
- Modify 5th Avenue S. and 9th Street S. intersection to provide 3 phase operation and to accommodate lane use changes.
 - Modify 5th Avenue S. and 8th Street S. intersection to provide 3 phase operation and to accommodate lane use changes.

- Re-Routing
- Northbound Tamiami Trail traffic from eastbound 5th Avenue S. will be re-routed north on 8th Street S. and east on 3rd Avenue S. to the intersection with US 41.
 - Eastbound Tamiami Trail traffic from eastbound 5th Avenue S. will be re-routed south on 8th Street S., east on 6th Avenue S. and then north on 10th Street S. to the intersection with US 41.

Alternate #2

- 5th Avenue S. - 2 lanes westbound with parking on both sides between 9th Street S. and 8th Street S.
- 2 westbound thru lanes provided at 9th Street S. intersection.

DESCRIPTION OF ALTERNATE

Page 2

8th Street S. - Same as Alternate 1.

Parking - No parking spaces eliminated.

Signalization - Same as Alternate 1.

Re-Routing - Same as Alternate 1.

Alternate #2 - Variation 1

5th Avenue S. - 2 lanes westbound with parking on both sides between 9th Street S. and Park Street.

- 2 westbound thru lanes provided at 9th Street S. intersection.

- Eastbound left turn lane provided at 6th Street S. intersection.

Parking - Approximately 11 parking spaces on south side of 5th Avenue S. between East Lake Drive and Park Street to be removed.

Signalization - Modify 5th Avenue S. and 9th Street S. intersection to provide 3 phase operation and to accommodate lane use changes.

- Modify 5th Avenue S. and 8th Street S. intersection to provide operation for 1 way traffic movement on 5th Avenue S.

Re-Routing - Northbound Tamiami Trail traffic from eastbound 5th Avenue S. will be re-routed north on 6th Street S. and east on 3rd Avenue S. to the intersection with US 41.

- Eastbound Tamiami Trail traffic from eastbound 5th Avenue S. will be re-routed south on Park Street, east on 8th Avenue S. and north on 10th Street S. to the intersection with US 41. It may be necessary to change some of the stop sign controlled intersections along 8th Avenue S. but this will have to be determined after traffic patterns have stabilized.

DESCRIPTION OF ALTERNATE

Page 3

- 8th Avenue S. can also serve as a re-route for residential and commercial traffic originating south of the business district. Eastbound Tamiami Trail traffic from northbound Gordon Drive can re-route east on 8th Avenue S. and north on 10th Street S. to the intersection with US 41.

Alternate #2 - Variation 2

5th Avenue S. - Same as Alternate 2 Variation 1.

3rd Avenue S. - 2 lanes eastbound between 6th Street S. and 10th Street S.

Parking - Same as Alternate 2 Variation 2.

Signalization - Same as Alternate 2 Variation 1 and in addition the 3rd Avenue S. and 9th Street S. intersection will need to be modified to provide operation for 1 way traffic movement on 3rd Avenue S.

Re-Routing - Same as Alternate 2 Variation 1.

Alternate #3

5th Avenue S. - Close street between 9th Street S. and 8th Street S. creating a pedestrian mall.

- A driveway turnout would be provided on the north side of 5th Avenue S. at the 9th Street S. intersection for a drive-thru bank location.

- 2 westbound left turn lanes provided at the 9th Street S. intersection.

9th Street S. - 2 lanes southbound and 2 lanes northbound with a center turn lane and parking on the west side between 5th Avenue S. and 6th Avenue S.

8th Street S. - Provide center turn lane between 5th Avenue S. and 6th Avenue S.

DESCRIPTION OF ALTERNATE

Page 4

Parking - 16 parking spaces on 5th Avenue S. between 9th Street S. and 8th Street S. will be eliminated.

Signalization - Modify 5th Avenue S. and 9th Street S. intersection to provide 3 phase operation and to accommodate lane use changes.

- Modify 5th Avenue S. and 8th Street S. intersection to accommodate lane use changes.

Re-Routing - Same as Alternate 1

Alternate #3 - Variation 1

5th Avenue S. - Close street between 9th Street S. and Park Street creating a pedestrian mall.

- A driveway turnout would be provided on the north side of 5th Avenue S. at the 9th Street S. intersection for a drive-thru bank location.

- 2 westbound left turn lanes provided at the 9th Street S. intersection.

- Eastbound left turn lane provided at 6th Street S. intersection.

9th Street S. - Same as Alternate 3.

7th Street S. - Close street between 5th Avenue S. and mid block towards 4th Avenue S. creating a pedestrian mall.

Parking - Approximately 38 parking spaces on 5th Avenue S. between 9th Street S. and Park Street will be eliminated.

Signalization - Same as Alternate 3.

Re-Routing - Same as Alternate 2 Variation 1

Alternate #4

5th Avenue S. - 1 lane eastbound with 60 degree diagonal parking on the north side between 9th Street S. and 8th Street S.

- 2 westbound left turn lanes provided at 9th Street S. intersection.