



City of Naples

City Council Minutes
Workshop Meeting 01/14/87

City Council Chambers
735 Eighth Street South
Naples, Florida 33940

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Time 9:00 a.m.

Date 01/14/87

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

ROLL CALL:

PRESENT: Edwin J. Putzell, Jr.
 Mayor
 Kim Anderson-McDonald
 William E. Barnett
 William F. Bledsoe
 Alden R. Crawford, Jr.*
 John T. Graver
 Lyle S. Richardson
 Councilmen

*Arrived at 9:55 a.m.

ALSO PRESENT:

Franklin C. Jones, City Manager
 Mark W. Wiltsie, Assistant City Manager
 Tara A. Norman, Administrative Assistant
 Roger J. Barry, Community Development
 Director
 Jon C. Staiger, Ph.D., Natural
 Resources Manager
 Paul C. Reble, Police Chief
 James L. Chaffee, Utilities Director
 Norris C. Ijams, Fire Chief
 Wayne Martin, Fire Marshall
 Christopher L. Holley, Community
 Services Director
 Gerald L. Gronvold, City Engineer
 David W. Rynders, City Attorney

Louis G. Marcello, Camp Dresser &
 McKee, Inc., Consulting Engineers
 George Henderson, Naples Police
 Volunteer Corps
 Tony Ridgeway
 Third Street South Merchants Assoc.
 William Blaikie, Vice-chairman, City of
 Naples Airport Authority

Francis Finch
 Geraldine Finch
 Ernestina Maio
 Anthony Maio
 Gina Hamm
 Egon Hill
 John Beebe
 Herb Anderson
 Edward McMahon
 Charles Andrews
 Charles Russell
 Robert Schroer
 Walter Olson
 C. C. Holland
 John Beebe

Kevin Parks, Fort Myers News-Press
 Bill Upham, Naples Times
 Pete Scovill, Cable Channel 9
 Carolyn Gussoff, WEVU-TV
 Kurt Johnson, WEVU-TV

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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Mayor Putzell announced an upcoming Council workshop scheduled for Wednesday, January 28, and pointed out that while these workshops are informal discussions for the Council, public input is also welcome.

* * * * *

ITEM 1

DISCUSSION OF PROPOSAL TO CONDUCT HORSE DRAWN CARRIAGE RIDES IN THE THIRD STREET, SOUTH, AREA. REQUESTED BY CITY MANAGER.

City Manager Jones stated that the proposal received from the carriage ride operator had been circulated previously to the members of Council and included routes, insurance coverage, and past performance data. He said the staff had also asked the operator to contact the Third Street shopping area merchants and had apparently received no objection there. He also recommended that a franchise be executed to regulate this service; a one-year trial period had been agreed to by the operator as well as other conditions recommended by the staff, he added.

The purpose of this discussion is to receive Council input and then prepare a formal agreement for further consideration, Mr. Jones advised. He also mentioned that if the operator were in fact planning to arrive in Naples this month to begin service, the staff might be able to accommodate a franchise start date in the near future.

Mayor Putzell introduced Anthony Maio who had requested to speak. Mr. Maio said that he was at the meeting as "a friend of the City and the Council" because of his experience with a carriage operation in Indianapolis. He said he had also been a commissioner of streets and administrative assistant to the Department of Transportation. He now lives in Naples.

He offered to answer questions and introduced his daughter, Gina Hamm, who owns and operates the carriage company in Indianapolis.

Because she said she wanted to gain further input on whether this service would be a viable commercial venture in Naples, Councilman Anderson-McDonald asked Mr. Maio whether he had considered operating a carriage ride here. He said that he had not, having moved to the community less than a year ago. He did indicate, however, that the recent surge of cultural awareness and improving business environment in Indianapolis had significantly contributed to making that carriage ride service a successful venture.

Mayor Putzell asked Mr. Maio whether any traffic congestion problems had been experienced and Mr. Maio indicated that the Indianapolis service operated on both two- and four-lane roads and that the horses and carriages actually have a calming effect on motorists. It slows traffic, he further affirmed. Mayor Putzell said that this was his concern because if the horses slowed traffic, it would inhibit the already heavy, slow moving traffic in the winter season on Third Street.

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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Councilman Graver confirmed with Mr. Jones that the carriage ride operator would alter routes if Third Street was not satisfactory. Mr. Jones further explained that several alternative routes have been proposed and that the operator indicated a desire to accommodate the wishes of Council.

Mr. Bledsoe observed that the Third Street merchants seem to welcome a slowing of traffic, citing the previous traffic control modifications (since removed) at the corner of Third and Broad. Mr. Tony Ridgeway of the Third Street South Merchants Association confirmed this philosophy and also stated that because of the fact that pedestrians tend to cross at any and all locations along the street, a slowing of traffic was desirable. Mr. Ridgeway indicated that he had met with the carriage ride operators and an agreement was reached that if the merchants were not satisfied with the service, it would be discontinued.

Police Chief Reble confirmed that he felt his department could work with the carriage rides. Mayor Putzell noted a letter received regarding concerns about the humane treatment of the horses and the difficulties presented by inclement weather.

Mr. Jones indicated that stabling of the horses and storage of the carriages would be at a location east of town on Rattlesnake Hammock Road; both would be brought in daily. Mr. Graver asked whether there would be a specific location for the carriages to park; Mr. Ridgeway said he believed arrangements would be worked out with the Third street property owners involved.

Council agreed to a one season trial; Mr. Jones said he would attempt to coincide Council action with the plans of the carriage service operators.

ITEM 2
DISCUSSION OF PROPOSED ORDINANCE CONCERNING
DECAYING SEAWALLS. REQUESTED BY MAYOR PUTZELL.

Mayor Putzell said that Aqualane Shores residents were complaining about deteriorating seawalls causing canal blockage and erosion; photos were supplied. The City doesn't have an ordinance, Mayor Putzell explained, and said he had asked that one be drafted, copies of which had been distributed to the Council. Mayor Putzell further stated that the City is in need of some mechanism to make property owners responsible for seawall damage/deterioration.

It was reported that the County Attorney and City Attorney had been discussing the feasibility of including the City in the County ordinance, but City Attorney Rynders had found that this would require a considerable amendment of the County ordinance. It was also noted that the County ordinance had been originally drafted to address problems of decaying seawalls principally on Marco Island.

Councilman Richardson said that the Royal Harbor Association had conducted a very successful program to survey the condition of that area's seawalls, had contacted the owners involved and achieved total compliance with requested repairs. He also mentioned a moored boat in the Royal Harbor area which was sinking and the need to also provide a mechanism for relief of this type of situation.

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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Councilman Richardson then recommended that the proposed ordinance be redrafted with reference to the requirement that no seawalls be replaced with vertical type construction. Requiring the addition of "rip-rap" is not always correct for a narrow canal, he said. Mr. Richardson also recommended that the draft ordinance be circulated to the property owner associations and the Waterways Council as well as seeking the input from marine contractors.

Mayor Putzell said that absentee ownership is an additional problem in keeping seawalls in good repair, and Councilman Graver agreed with the need for an ordinance, particularly due to the fact that if one seawall fails, the next one is weakened.

Mr. Francis Finch, an Aqualane Shores resident, agreed that the City should regulate seawalls. He said he has lived at his residence for 12 years and has frequently found it necessary to repair his seawall. He, however, recommended that the property owner have discretion in the type of seawall with which to replace the present installation. He cited various examples of repairs which resulted in the installation of seawalls which were not appropriate for that location.

Mr. Finch also stated that boat wakes have caused him to constantly repair erosion damage; the current no-wake ordinance needs additional enforcement, he said.

Council decided to circulate the draft ordinance, seeking input from marine engineers on wording.

ITEM 3

DISCUSSION OF POSSIBLE ITEMS FOR PRESENTATION TO THE COLLIER COUNTY LEGISLATIVE PUBLIC HEARING. REQUESTED TO CITY MANAGER.

Mr. Jones explained that this hearing was for the state legislative delegation to consider local bills only and does not concern itself with general, state-wide legislation. At this point, he said, he is not aware of a needed local bill, but had put the item on the agenda for any input the Council may have. The County, he said, has indicated that it might submit a local bill to set the definition of County water and sewer service areas. The staff will follow this and advise the Council whether any particular action or response is needed, City Manager Jones concluded.

Mr. Richardson also mentioned that a bill was anticipated to enact a local option gas tax.

In further discussion of what might be the nature of the County ordinance, Utilities Director Chaffee reported that he understood that it would exclude the already agreed upon city/county districts and that according to Tom Crandall of County Utilities, it deals with other areas of County concern. Mayor Putzell observed that it would be wise to discuss this further with the County.

Councilman Bledsoe said the Council should also make its position clear on the establishment of a water/sewer authority. From the standpoint of supplies of water, it could have an impact on the City, he said. Mr. Bledsoe also said he was concerned about the water

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demand contingent with the citrus industry which is moving into Collier County because of colder weather up north.

Mayor Putzell asked the staff to inform itself on all items to go before the local legislative delegation and report to the Council at the regular meeting on the 21st.

* * * * *

Mr. Egon Hill then proposed another item for submission to the State Legislature regarding making English the official language of the State. He cited the current law which requires bilingual ballots, etc., if more than 5% of the population speaks another language. Now only Spanish is required in Collier County, but with the influx of other groups, he said, there could be additional requirements for further translations. Some areas have several languages which must be addressed, he explained, costing local jurisdictions many thousands of dollars. He said he would appreciate the Council's support.

Mayor Putzell said that he had requested an item on an upcoming agenda to reaffirm a previous action of Council supporting this proposal.

City Attorney Rynders said that this particular bill would be an amendment to the general statutes and therefore would not have to be submitted to the local delegation at this time.

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ITEM 4

DISCUSSION OF CITY COUNCIL RESPONSIBILITIES WITH REFERENCE TO THE NAPLES AIRPORT AUTHORITY. REQUESTED BY COUNCILMAN ANDERSON-McDONALD.

Councilman Anderson-McDonald explained that since there had been so much public discussion about the airport and the Airport Authority, she had asked City Attorney Rynders to address issues with reference to Council control over the Authority, etc. (City Attorney Rynders' response to this request appears as Attachment #1.) She asked for a position of the Council to be publicized with reference to this responsibility.

Mr. William Blaikie, Vice-chairman of the Airport Authority, appeared to represent that body. He reviewed various accomplishments of the Authority including a substantial savings on a recent bond issue; a taxiway improvement for increased safety; installation of a tower, paid for by the Authority; a recent review by the FAA which gave the airport a top safety rating; and although there was a loss of income from PBA (Provincetown-Boston Airline), income is back up and the authority is now in a sound financial position, evidenced by the installation of the new general aviation building. He also cited the Authority's action in preventing, because of anticipated noise complaints, the installation of the River Reach project which is proposed adjacent to the airport.

Later in the afternoon a joint meeting between the Council and the Airport Authority would take place to

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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review the latest input on the "150 Noise Study", Mr. Blaikie also pointed out, and a public hearing would be scheduled for the following evening at City Hall for additional input. Noise abatement measures are being taken and the Authority is working with airlines constantly to address complaints, he added, and stated that he hoped this matter could be settled soon. He said he also hoped for the support of Council rather than having "arrows" shot at the Authority.

Mayor Putzell clarified that this discussion was regarding the City's responsibilities with reference to the Airport Authority, not a discussion of noise problems or other issues. He said he had actually found that the Council's responsibility is in fact rather limited.

Ms. Anderson-McDonald pointed out that much sensitivity and emotionalism had been injected in this issue and apologized if her request for discussion had been misinterpreted by the Airport Authority. She said that this clarification as to the Council's responsibility is needed for both the Authority and citizens.

Mr. Graver also observed that there is a public impression that the Council has much more input in the operation of the airport than it does. He recommended that City Attorney Rynders elaborate on his memorandum (Attachment #1). Mr. Rynders said he had indicated that the City could pass ordinances with reference to conduct on the airport property but couldn't pass any laws contrary to state and federal laws which would have the effect of limiting public access to the airport. The airport authority is the body to impose those restrictions but is still governed by these federal and state regulations.

Mr. Rynders stressed that he has the greatest confidence that the Authority will take the necessary action to reduce noise in conjunction, of course, with Federal Aviation Administration (FAA) guidelines. The FAA, however, has a number of remedies available to it, which could be detrimental to the city and the airport, if it doesn't agree with those local restrictions, Mr. Rynders explained. Therefore, it is prudent to take actions which the FAA would find favorable and possibly even to be joined in by the FAA.

Mr. Rynders also pointed out that if additional steps are needed, at least the Authority would have the basis furnished by the recent study. Although the FAA can't dictate procedures, it can find that restrictions placed by the Airport Authority are not appropriate unless based on sound information, such as the study.

Ms. Anderson-McDonald also noted that every acceptance of FAA funds constitutes a contract to keep the facility open for 20 years therefrom. Moneys from fuel tax are also distributed to airport operations, said Mr. Rynders, and the "string" attached to these funds is that the airport will be kept open for public use. All uses are considered public, he said, and it cannot be restricted to certain uses only. It is not possible to ban private use, Mr. Rynders confirmed for Mayor Putzell. This does not say that it is impossible to impose curfew restrictions and other use restrictions, Mr. Rynders, however, reiterated, as long as they are compatible with the FAA goals and objectives for public access to the airport.

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Mr. Bledsoe noted that in other communities local authorities were in opposition to the FAA rules. Mr. Rynders confirmed that, in fact, a number of law suits have been filed in this jurisdictional issue and the courts have held that the FAA regulations were appropriate but that localities must have some authority to impose restrictions which are needed and which are not a significant burden on public use. The FAA took a number of airport operators to court when they felt the restrictions were too stringent, however, and some were upheld and some struck down, so it is a matter of addressing the needs for restrictions in an appropriate manner, Mr. Rynders cautioned.

Mr. John Beebe of Lakeland, a member of the Naples Aircraft Nuisance Abatement group, said that the members had no desire to close or relocate the airport but are concerned with noise and will make their position known at the Airport Authority's public meeting. He said he wished to assure those who favor an airport that this group regards the airport as a benefit and great convenience, although the change in use has greatly impacted the community.

ITEM 5
DISCUSSION OF POLICE VOLUNTEER CORPS. REQUESTED BY CITY MANAGER.

Police Chief Reble called Council's attention to a handout (Attachment #2) providing the mission statement of the Volunteer Corps as well as a list of plans for the future. He said that a new Sergeant at Arms, George Henderson, has been provided by the Volunteer Corps at the Council meetings and a volunteer is now in City Hall manning an information desk. Jack Sturgis is the new Director of Volunteers.

There is currently a need for more volunteers, Chief Reble said, however, because of the limited time which each volunteer actually devotes to various functions. He indicated that the Collier County Sheriff's Department is now looking into a similar program.

There will be a training course for volunteers soon which will result in their being able to issue parking citations and there has also been a course on fingerprinting classifications. Other classes are being designed which will be explained to volunteers at a meeting that evening, Chief Reble concluded.

Mayor Putzell asked about other assignments, and Chief Reble reviewed several areas where volunteers could serve; the department is always open to suggestions when individuals have special talents to offer, Chief Reble added.

Mayor Putzell also confirmed with Chief Reble that Council members are not precluded from service in the program. Mayor Putzell stressed how important it was to spread the word on this activity because of its ability to alleviate sworn officers to perform more vital duties.

ITEM 6
PRESENTATION OF PROGRAM BUDGETING CONCEPT FOR THE POLICE DEPARTMENT. REQUESTED BY CITY MANAGER.

Chief Reble called Council's attention to the program budget chart provided (Attachment #3). Because of the

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increased demand for marine patrols, a new boat has been included in the required rather than discretionary programs. It is now difficult to keep two marine units operational during patrol hours which are only during daylight; there is a need to develop a night patrol, Chief Reble advised.

Mayor Putzell asked further about this type of enforcement need and Chief Reble confirmed that the operation of commercial boats and other activities have been sources of residents' complaints. The Florida Marine Patrol has been very supportive, but their activities are still limited. Mr. Graver also cited a need for patrol earlier in the morning because many boats are operating then.

Mr. Bledsoe said that the City should solicit donations of marine equipment like the YMCA and suggested that this be publicized. Chief Reble explained, however, that because of the need for specialized equipment, most donations in the past have proven to be inappropriate although offers of boats are still welcome. Narcotics cases also frequently make confiscations available, he added.

Returning to discussion of the program budget concept, City Manager Jones clarified for Councilman Crawford that budget information goes to the departments in January, is returned to him in May and then is presented to Council in the summer. At this juncture the staff is showing the Council the departments' suggested activities for the coming year. Mr. Crawford recommended that instructions to the departments be to keep expenditures at the previous year's level or less.

Mayor Putzell cited the suggestion of citizen George Williams at last year's budget discussion with reference to comparison of figures and suggested that these comments be kept in mind.

ITEM 7

UPDATE FROM CAMP DRESSER & MCKEE, INC., ON WASTEWATER TREATMENT PLANT EXPANSION AND EFFLUENT REUSE SYSTEM. REQUESTED BY CITY MANAGER.

Mr. Jones introduced Louis G. Marcello of Camp Dresser & McKee, Inc. (CDM) and advised that the conclusion of the plant expansion project is approaching and contract documents on the effluent reuse projects were being signed that day. He suggested that Mr. Marcello explain where the City stands on both projects and answer Council's questions.

Mr. Marcello advised that pre-construction conferences on the effluent reuse system were held on Monday with the contractors and permits are being applied for; between the 19th and 26th notices to proceed should be issued and construction begun by the end of the month. State permitting and grant requirements have been met and only small details will be have to now be handled. The end of November will be the completion of the effluent reuse system; pipeline and golf course work should be done by the end of September. Mr. Marcello said that because the effluent reuse work will be completed in the end of November it will mean delivery of reused water to the golf courses at that time.

Mr. Crawford asked about the pipeline size. At the treatment plant it is 30 inches in diameter and north

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of the high school is reduced to 24, Mr. Marcello advised. Provision for future capacity to connect to Bear's Paw, for example, has been made.

Mr. Graver asked about Department of Environmental Regulation (DER) requirements for purity of effluent. Mr. Marcello said that additional purification equipment is being included to assure that this reused water is almost drinkable. Mr. Richardson said that it is tested daily and results submitted to the DER. Mr. Marcello also affirmed that there are minimum DER standards and, although not intended for drinking purposes, it is safe for irrigation and contact with the skin.

On the current plant expansion contract, Mr. Marcello reported that there have been changes in management of the contract because Twin Construction Company, the general contractor, is experiencing financial difficulties. The contractor's bonding company has taken over management of the company and has appointed a consultant who is in effect managing the Naples project. The electrical subcontractor is also in bankruptcy, although not caused by this project. This company has been replaced and the new contractor will also continue on the second phase of the contract.

This problem, Mr. Marcello explained, has caused a 45 to 90 day delay in completion. The last portion of the work Twin Construction Company must do is the rehabilitation of present facilities. All new structural work is complete. On a diagram, Mr. Marcello showed which facilities were existing (to be rehabilitated), which are new, and which are existing structures where no work will be done. He listed the various components of the new construction and rehabilitation areas and their current stages of completion.

Because seasonal wastewater flows are beginning to increase, there is concern about current facilities coming off line for rehabilitation. Heaviest months are March and April, Mr. Marcello said. The solution is to rehabilitate various sections individually. The contractor has submitted schedules for review, along with options, and meetings on these proposals will be held later in the day. This takes into account a two-step rather than one-step process and the Council may be asked for additional extensions. March 28 is the date for substantial completion and April 27 for final completion of the plant modification; new schedules indicate that the new facilities will be substantially complete by the end of March so that only rehabilitation of "trains" would go over the time period.

Mayor Putzell asked what effect possible exceeding of plant capacity would have on the system. The plant can treat higher than rated capacities, Mr. Marcello advised, and indicated that he was comfortable with capacity meeting peak needs.

Mr. Jones further pointed out that the new construction to be completed by the end of March will have capacity to handle peak flows. He also explained that the bonding company participation now is assisting in sustaining the contractor through the completion of the project without total interruption, which would have occurred if the contractor stopped work and then the bonding company took over. This might necessitate the

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City suing the bonding company and completing the project itself. The bad news is that there will be a delay of the actual completion, he added.

Mr. Richardson asked what could have been done to avoid these difficulties and whether this could happen with the two new contractors. City Attorney Rynders said that because of a public body's requirements to bid, even if the low bidding contractor doesn't have as much experience, it necessitates a difficult choice between additional costs and lack of experience. The Council could have made a different judgement in this case, but this would have been difficult to justify, he said, plus facing the possibility of litigation with the low bidder. It is standard for contractors to low bid jobs and then come back for more money to finish the job which has caused much difficulty and additional expenditures to public jurisdictions, Mr. Rynders explained. The result has been that the government just had to pay what was required. The bonding process is what has assisted the city in its current difficulty with Twin Construction Company, although bonding often also requires litigation.

Mr. Jones noted that, as a matter of course, the staff carefully examines the low bidder and has been prepared to tell the Council that the low bidder might not necessarily be the best choice. The staff was very sensitive to the ability of the contractors on the effluent reuse projects, therefore.

The state requirements on the grant have also caused delays, he pointed out. Without the grant, there would have been considerable time savings but the additional cost to the users would have reflected this. The inconvenience must be balanced against increased costs, Mr Jones concluded.

Mayor Putzell asked about penalties which could be imposed against the contractor. Mr. Jones said that first losses must be identified to determine possible penalties and in the case of Twin Construction Company, the City has been more interested in getting the project completed than imposing penalties which might have meant that the contractor would have abandoned the project. Mayor Putzell, however, said this is still a means of imposing discipline on the contractor. Mr. Crawford also cited a variable fee contract structure which allows profit increases for more rapid completion.

Citing the current bandshell project, Mr. Jones said that in meeting with bidders it was found that a time frame had not been a problem and therefore the contractors quoted a time schedule in their bids. This would have been a good alternative to consider on the wastewater project.

Mr. Rynders said there would be nothing in the Florida Statutes precluding the type of contract Mr. Crawford cited, but when assessing liquidated damages, penalties cannot be contractually imposed by public bodies. Actual losses only can be recovered.

Councilman Anderson-McDonald noted that it is important to also check into the issuer of the bonds, especially because of the decreased availability of bonds. Now financial statements, and completion schedules, costs, etc., are required by bonding companies. Bond

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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providers, therefore, which require these items are much more desirable, she said. She recommended, therefore, a thorough check of the bond company.

Mr. Marcello pointed out that the bond company now involved in the Naples project has allowed the work to continue with the bonding company having its "hands on the purse strings." In effect, Mr. Marcello said, the City has traded the imposition of liquidated damages for getting the project completed.

Mr. Robert Russell, chairman of the golf course committee for the effluent reuse system, said that he understood the golf clubs would be updated on when service will be extended to their properties. This meeting will occur, according to Mr. Chaffee, within the next two weeks.

* * * * *

Mayor Putzell announced the 3:00 p.m. meeting that day with the Airport Authority and the January 16 joint workshop with the County Commission.

Adjourned: 10:55 a.m.

Edwin J Putzell, Jr.
Mayor

JANET CASON
CITY CLERK

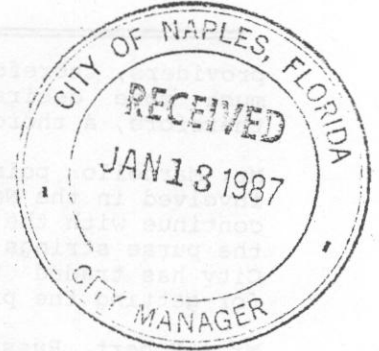
TARA A. NORMAN
ADMINISTRATIVE ASSISTANT

FEB 04 1987

These minutes were approved on _____.



City of Naples



--- MEMO ---

TO: HON. MAYOR AND MEMBERS OF CITY COUNCIL
FROM: DAVID W. RYNDERS, CITY ATTORNEY
DATE: JANUARY 8, 1987
RE: NAPLES AIRPORT AUTHORITY

In response to Kim Anderson-McDonald's memorandum dated December 22, 1986, the following information might be helpful:

1. Appointments to the Airport Authority are made by the City Council which sit as a collegial body wherein each member of the Council, including the Mayor, may cast one vote. Also, the Airport Authority's Charter provides that, for neglect, inefficiency or misconduct in office, an affirmative vote of five members of the City Council may remove an Authority member.
2. The City's scope of responsibility over the Airport Authority is somewhat limited. The Airport is operated under the express provisions of Chapter 69-1326, Laws of Florida, 1969, as amended, which vest the power to operate the airport solely in the Authority. Clearly, the Authority is the proprietor of the Airport, not the City. However, the City Council can exercise certain police powers over the airport property and may pass ordinances, rules and regulations, not in conflict with State or Federal law, which the Authority must comply with. Among these are zoning, building, electrical, plumbing and fire codes. Additionally, I was recently asked and responded affirmatively that the City may require regular or occasional reporting of Airport Authority activities in, for example, financial, safety, business or noise abatement programs.
3. There is no specific or direct provision in Chapter 69-1326 allowing the City to directly control the future of the airport. However, certain changes at the airport would require City Council approval inasmuch as they might require rezoning or might constitute developments of regional impact under Florida Statutes, Chapter 380. This category would include improvement, enlargement or extension of runways or the development of large commercial areas on the airport property. However, the

determination to construct most types of capital improvements or the promotion of general over commercial aviation are decisions within the discretion of the Authority members (who are appointed by the City Council). Moving the Airport, or changing the Airport Authority's Charter to allow greater control over the Airport by the City would require amendment of Chapter 69-1326 by the Florida Legislature. Typically, such changes can be accomplished without much difficulty so long as everyone is in agreement.

David W. Rynders (CPA)
David W. Rynders, City Attorney

DWR/plr

Enclosure



City of Naples

Please agenda the item - ask DW to present the aspects of the memo in advance -

[Handwritten initials]

MEMO

ATTACHMENT #1
1/14/87
(Page 3 of 3)

TO: Edwin J. Putzell, Jr., Mayor
FROM: Kim Anderson-McDonald, Councilman
DATE: December 22, 1986
SUBJECT: Naples Airport Authority

To follow up our conversation of today, would you be so kind as to ask Frank to schedule for one of our workshops in the very near future, a meeting on the Airport Authority. The following are ideas that I think need to be addressed:

1. Discussion of appointments, how they are made, and thought processes in making the determination
2. The City's scope of responsibility over the Authority and its subsequent operation of the Airport
3. Responsibilities of the Airport Authority in responding to us for discussion of what the City Council actually sees as the future of the airport; enlargement, moving, commercial vs general aviation, etc.

Thank you in advance for your kind attention.

Kim Anderson-McDonald

KA-M:md

copy to Dave R.



City of Naples

Department of Police
355 Goodlette Road, North, Naples, Florida 33940

January 9, 1987

NAPLES POLICE VOLUNTEER CORPS

PURPOSE

The Naples Police Volunteer Corps is an organization of multi-talented citizen volunteers, organized for the purpose of assisting the Naples Police Department and relieving police personnel from various tasks, thereby allowing the professional staff of officers to concentrate on crime prevention and public safety.

ORGANIZATION

The Naples Police Volunteer Corps shall work directly for the Naples Police Department and answer directly to the chief of police or his designee. The volunteer organization shall be similar in structure to that of the Naples Police Department.

The Corps shall be headed by a director. He will be aided by assistant directors responsible for coordinating the volunteer functions with the various department divisions.

The assistant directors will coordinate their effort with the director of volunteers and be under the direction of the senior officer of the department to which they are assigned.

The volunteers will be assigned to the assistant director's area of operations based on requests, talent and need.



VOLUNTEER POLICE

1-5-87

ACTIVE ASSIGNMENTS

- Marine Patrol
- Fingerprinting
- Photography
- Sergeant-at-Arms
- City Hall Information (starts 1-12)
- Surveys - Safety, Emergency business phones, traffic
- Senior Aid Line
- Children fingerprinting
- Beach Club I.D. Program
- Assist property officer

PURPOSE

- Public Relations
- Balloon Parade
- Swamp Buggy Parade
- Police Auction
- Other public events

ORGANIZATION

Possibilities include:

- Evidence Room
- Parking violations
- Beach patrol
- Other city areas

CITY OF NAPLES POLICE DEPARTMENT

SERVICES		ADMINISTRATION		OPERATIONS	
FUNCTION	FUNCTION	FUNCTION	FUNCTION	FUNCTION	FUNCTION
INFORMATION MANAGEMENT	REPORTS & RECORDS	TRAINING	INSPECTIONS	PATROL	CRIMINAL INVESTIGATION
(F)	(F)	(F)	(F)	(F)	(F)
Police Records & Reports	Communications/Radio	In-Service	Staff Inspections	Road Patrol	Confiscations
(RP)	(RP)	(RP)	(RP)	(RP)	(RP)
Personnel Recds. & Rpts.	Property & Evidence	Vocational	Internal Affairs	Marine Patrol	Forensic Science Unit
(RP)	(RP)	(RP)	(RP)	(RP)	(RP)
Budget Management	Preliminary Test/Ident. of Narcotics	Career Development	Recruitment	Beach Patrol	Vice/Marotics/Intelligence Unit
(RP)	(RP)	(RP)	(RP)	(RP)	(RP)
Computerization	Facilities Maintenance	Academic		K-9 Patrol	Crimes Against Property Unit
(RP)	(RP)	(RP)		(RP)	(RP)
Planning & Research	Equipment Maintenance	Safety		Traffic Enforcement	Crimes Against Persons Unit
(RP)	(RP)	(RP)		(RP)	(RP)
False Alarm Accounting	Supply Management			Patrol Vehicle Re-Placement	Active Case Records and Maintenance
(RP)	(RP)			(RP)	(RP)
Consolidate All Records Tasks Under Records Unit	Applicant Fingerprinting			Dive Rescue/Recovery Team	Inter-agency Cooperation Groups
(RP)	(RP)			(RP)	(RP)
C.A.D./M.I.S. System	School Crossing Safety			Replace boat and Engines	Surveillance Equipment Upgrading
(DP)	(RP)			(DP)	(DP)
Extend Hours Records Service	Parking Enforcement				Increased Photo Lab Capabilities
(DP)	(RP)				(CP)
	Additional Radio Console/Repair for Fire Comm./Tactical Ops.				(CP)
	(DP)				
	Curr. Operator Training and Retention Program				
	(DP)				
	*Mobile Radio/Command Post				
	(DP)				

Legend: (F) Function
 (RP) Required Program
 (DP) Discretionary Program

*A step van equipped to serve as both a mobile radio command post and as a public information/education vehicle

CITY OF NAPLES ANNEXATION POLICY**DRAFT**

The City of Naples intends to initiate an effective annexation program consistent with the provisions of Chapter 171 of the Florida Statutes and the following city-adopted goals and policies.

The City of Naples recognizes the impact that the continued high rate of growth in the surrounding County area will have on the city. In order to more effectively deal with these impacts, to protect the existing character and image of the city, to provide the highest and most cost-effective level of service to its citizens and to remain an effective political entity in the urban area, the City Council has adopted the following goals and objectives.

Long Range Goal

It is the long range goal of the City to annex only those properties within the city's sewer service area. (Please refer to the proposed "Ultimate City Limits" on the attached map.)

Short Term GoalVoluntary Annexation

It is the short term goal of the city to annex the properties of those owners who wish to voluntarily become a part of the city and whose properties are located within the "Proposed Ultimate City Limits" boundary.

Involuntary Annexation

It is also the short term goal of the city to encourage the annexation of all of the property generally bounded by U.S. 41 on the west, Pine Ridge Road on the north, Goodlette-Frank Road on the east and Creech Road on the south (Please refer to the "Priority Area" noted on the attached map.)

DRAFT

Annexation

Page 2.

Policies

It is the policy of the City of Naples to:

- Confer with all affected jurisdictions to ensure an equitable and smooth transition from county to city jurisdiction.
- Provide the same high level of service to residents and property owners in areas to be annexed that is provided to the current citizens of the city.
- Minimize the financial burden and any perceived inconvenience to those owners or residents of properties being annexed.
- Schedule annexation referendums in conjunction with already scheduled elections.
- Consider voluntary annexation requests immediately and to prepare for an involuntary annexation of all or some of the area identified in Exhibit "B", with the anticipated referendum to take place in November 1988.
- To enhance the financial integrity of the city and to provide the most cost-effective urban/service system by strengthening and broadening the tax and population base.
- To reduce inter-governmental conflict and minimize governmental duplication.
- To receive credit for the city for the entire urban population which it serves in order to improve economic development efforts.
- To enhance civic leadership by incorporating the informed, educated and active populace residing in the city's fringe area.
- To improve the city's ability to address urban area problems on a broader geographical basis.

Annexation

Page 3.

- To raise the level of political accountability by providing municipal service recipients with a voice in city affairs.
- Annex territory of sufficient size for efficient planning and provision of city services.
- Annex properties adjacent to the city in which urban development is about to occur in the near future.

Annexation provides the city with the most effective opportunity to maintain its economic and cultural viability while systematically managing urban growth and development.

It is not the intent of the city to establish a position of growth versus no-growth, but rather to focus attention on what kinds of growth, in what locations, and under what conditions shall future development occur.

- To raise the level of political account-
ability by providing municipal services

ANNEXATION MAP IS ON FILE IN THE CITY'S CLERK OFFICE

- Annex territory of sufficient size for
efficient planning and provision of city
services.

- Annex properties adjacent to the city in
which urban development is about to
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CITY OF NAPLES
FINANCE DEPARTMENT

ADMINISTRATION/ACCOUNTING(D)

Financial Management(F)

- Accounts Payable(RP)
- Accounts Receivable(RP)
- Payroll(RP)
- Parking Permits(RP)
- Parking Fines(RP)
- Cash Receipts(RP)
- Financial Statements(RP)
- Auditing(RP)
- Budgeting(RP)
- Risk Management(RP)
- Investments(RP)
- Central Stores(RP)

PURCHASING(D)

Building Maintenance(F)

- City Hall O & M(RP)
- Communications(RP)
- Reproduction(RP)
- Mail/Postage(RP)

CUSTOMER SERVICE(D)

Utility Billing/Occupational Lic(F)

- Utility Billing(RP)
- New Accounts/Meter Deposits(RP)
- Service Discontinuance(RP)
- Issuance of Occupational Licenses(RP)

Computerized Meter Reading(DP)

DATA PROCESSING(D)

Records Storage/Printing(F)

- Personnel Management(RP)
- Payroll/Vendor Payments(RP)
- Customer Billings(RP)
- Programming(RP)
- Financial Statements(RP)

Computer Enhancement(DP)

Procurement(F)

- Specifications(RP)
- Vendor Files(RP)
- Commodity Files(RP)
- Legal Bids(RP)

Fixed Assets(F)

Identify Real Property(RP)

CITY OF HAWAII
CITY MANAGER

CITY CLERK	EXECUTIVE ADMINISTRATION	PERSONNEL
RECORDS RETENTION (RP)	LIAISON WITH MAYOR & CITY COUNCIL (RP)	RECRUITMENT (RP)
RECORDS MAINTENANCE (RP)	INTERGOVERNMENTAL RELATIONS (RP)	LABOR CONTRACT ADMINISTRATION (RP)
MINUTES (RP)	DEPARTMENT ADMINISTRATION (RP)	EMPLOYEE BENEFIT ADMINISTRATION (RP)
MICROFILMING (RP)	ENFORCES LAWS, ORDINANCES, CONTRACTS (RP)	PAYROLL (RP)
CONFIGURATION (RP)	PERSONNEL APPOINTMENTS (RP)	PERSONNEL RECORDS (RP)
	PREPARES AND ADMINISTERS CAPITAL IMPROVEMENT PROGRAM AND GENERAL OPERATING BUDGET (RP)	EMPLOYEE ASSISTANCE PROGRAM (RP)
	PREPARATION OF STAFF REPORTS TO MAYOR & CITY COUNCIL (RP)	
	NATURAL RESOURCES MANAGEMENT (RP)	

(RP) = REQUIRED PROGRAM

ADMINISTRATION\ACCOUNTING(D)

CUSTOMER SERVICE(D)

FINANCE DEPARTMENT

CITY OF HAWAII

OFFICE BUILDING\OPERATIONALS\OFFICE

DATA PROCESSING(D)