City Council Minutes

Workshop Meeting 3/09/87

City Council Chambers 735 Eighth Street South Naples, Florida 33940



	-SUBJECT-		P	ag:
NAPLES AIRPORT SITE CHARACTER BY THE NAPLES CITY COUNCIL, C	RISTICS AND IMPACTS STUDY -	- JOINT WORKSHOP DISC RS AND NAPLES AIRPORT	CUSSION AUTHORITY.	1-5
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CITY COUNCIL MINUTES
Workshop Minutes

Time 10:30 a.m.
Date 3/9/87

Mayor Putzell called the meeting to order and presided as Chairman: VOTE Present: City Council A Edwin J. Putzell, Jr. 0 E B Mayor T 5 I 0 E Kim Anderson-McDonald COUNCIL 0 NE N N William F. Bledsoe MEMBERS N D Alden R. Crawford, Jr. John T. Graver Lyle S. Richardson Councilmen Absent: William E. Barnett Councilman County Commission Max A. Hasse, Jr. Chairman Arnold L. Glass John A. Pistor Burt L. Saunders Commissioners Anne Goodnight Absent: Commissioner Airport Authority William R. Blaikie Chairman John B. Bean Edward J. Kant Robert N. Tiffany Toivo Tammerk Authority Members See Supplemental Attendance List - Attachment #1. Mayor Putzell called the meeting to order at 10:35 a.m. Mayor Putzell related a brief history of events leading up to this workshop and explained that the members of the City Council, County Commission and Airport Authority had agreed to hire a consultant to study the safety and noise impacts of the Naples Airport. Mr. William Blaikie, Chairman of the Naples Airport Authority, explained that each group's representatives agreed that their groups would share in the expense. Mr. Blaikie further explained that the consulting firm would present its findings in two phases: the current location and impacts upon the community; and the possible construction of a new airport. Mr. Drew Daniluk, of the consulting firm, Aviation Planning Associates, Inc., summarized his -1-

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3940 Date 3/9/87	COUNCIL MEMBERS	I O N	O N D	Y E S	N	ENT										
recommendations (Attachment #2). He stressed that the current airport facility contributes \$152.9-million in revenues and supplies approximately 1,500 jobs to the Collier County area. In addition, the airport benefits the community by providing emergency evacuation, disaster relief supplies, aid to law enforcement, etc.	elfen ifes Cource Cource Edwin J. P.	ja	ti a	92	1											
Ar. Daniluk contrasted relocation of the current airport with maintaining the existing airport and advised that relocation would be costly: approximately \$50 to 60-million dollars for construction. Another factor in determining the relocation, he continued, would be accessibility by the consumer. Most people prefer to travel to the airport in the direction they will be flying, a psychological aspect, he said.	Kim Anders II Willen R. C John T. Gr Lyle S. Ri Counc William R.		tine	sd.												
Mr. Crawford questioned why the report showed revenues coming from jet fuel sales and Mr. Daniluk explained that this is part of total fuel sales which account for 45% of airport revenues. Mr. Daniluk explained further that the Naples Airport is a self-sustaining facility which would be greatly impacted by reduced commuter use or fuel sales caused by relocation from the center of demand. If this happens, he said, the airport may seek additional monies from the community to maintain operations.	Max A. Hase Chaile Chaile John A. P. Buitt E. S. Buitt E. S. Comm. Anne Goods Comm.		TL9	QA												
Mr. Daniluk noted a new airport now under construction in Palm Beach County due largely to the increased demand for air travel at an approximate cost of \$50 to \$60-million dollars. If the Naples Airport were relocated to the east, four times the land would be needed to satisfy environmental concerns that the wetlands would be preserved.	A Strongarta Finalitie Chair Strangarta															
Referring to the airport's current commitments to the Federal Aviation Administration (FAA), Mr. Daniluk observed that the present airport would have to operate until the new one was functioning to avoid reneging on its present 20-year grants. Mr. Daniluk observed that it would take approximately seven to eight years to relocate the airport. By the same token, he said, as aviation technology advances there would be a significant reduction in jet noise level by the time the new facility was complete.	Robert M. Rent M. College Tollege Toll	din	s s	S 2 2 2												
Mr. Daniluk suggested that Collier and Lee Counties might combine efforts and build a basic transport airport if Lee County decides to relocate Page Field.	to this to the view of the vie	100 100 100 100 100														
Mr. John Bean (Naples Airport Authority) asked whether the FAA could require that Naples Airport remain open if Page Field were closed. Mr. Daniluk said this was possible and further that the FAA could also require both airports to remain open with less activity. In response to another question from Mr. Bean, Mr. Daniluk advised that due to the extensive growth of Southwest Florida, commuter air travel will definitely increase.	e dan Blanke oxpanie capture capture milionia we the capture capture capture															
County Commissioner Pistor asked if it was possible to utilize the Marco Island Airport to reduce air traffic into Naples and Mr. Daniluk explained that due to Marco Island Airport's size and limited expansion capabilities, he did not believe that any relief could come from there. Airport Authority Member Toivo Tammerk asked how long the Marco Island	o Daniluk, o Ribosza g	e rd														

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irport lease was for and Mr. Daniluk advised that he State now owns the airport and the lease for arco field was permanent.	ma unocedi no puse'ali		(8		:8		
ayor Putzell asked Mr. Daniluk to comment on safety the Naples Airport. Mr. Daniluk said that this acility met all the safety requirements. He urther explained that, statistically, accidents appen in the approach area of the airports and roblems regarding hotels, condos and the like are sually caused by height.	and a grant of a series of a s						
ouncilman Graver asked what rights the City has to he airport property and Mr. Daniluk advised that he City owns the property; however, the FAA ompliance Manual is very strict regarding the losure of airports and the FAA tries very hard to eep airports from closing.	de exesta a de Bastilla 12 marto 1 por collina dente vocan		100 100 130				
ouncilman Bledsoe expressed concern over the nticipated growth in the Airport-Pulling/Radio Road rea and the effect that this growth may have on the irport safety. Mr. Daniluk reiterated his tatement that the Naples Airport met all safety equirements and is operated in a safe manner. Mr. ledsoe suggested that because of noise complaints, he noise level be reduced to the level which xisted before Piedmont Airlines came to Naples.	edamer el eden intra eden intra eden el eden e						
ouncilman Crawford asked how much money would be eeded to repay the FAA should the airport close. r. Ed Kant, of the Naples Airport Authority, dvised that to date the airport has received pproximately \$10-million from the FAA. Mr. ammerk, however, disagreed and said that the figure as \$5- or \$6-million. Mr. Kant further advised that after the 20 year grant period, the airport ould owe the FAA nothing, however, the airport must emain open all 20 years. The funds from the FAA, e continued, are being utilized to maintain perations as they are today, not for expansion.	Richard Communication of the c						
r. Bean expressed concern regarding Mr. Daniluk's stimate to build a new airport, citing overruns at outhwest Regional. Mr. Daniluk explained that outhwest Regional was originally estimated at 30-million, however, due to poor management and nderestimating, the cost of the airport has allooned to \$91-million. The \$50-million estimate o build a new airport in Naples should be ufficient, Mr. Daniluk concluded.	Henry Deligation of the control of t						
n response to Mr. Blaikie, Mr. Daniluk explained hat in the site selection process, engineers study oil borings and other factors. If the site has not een adequately studied, local government and irlines would be financially responsible to remedy he situation.	eseppia Li Litynoide fin 2007 1989 2008 2008 2009 2008		9 7 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2				
r. Robert Tiffany, Naples Airport Authority, asked r. Daniluk for his thoughts on Phase II of the tudy. To implement Phase II, Mr. Daniluk said, everal sites must first be selected and studied as o the environmental impact on neighbors and whether he airport design is feasible in that location.		A COLUMN STREET, CO.					
ounty Commissioner Glass said he believed that a eferendum should decide whether the airport should e closed or not.		Design of the special party of					
County Commission Chairman Hasse noted that when this airport was built, the area surrounding it was -3-	- 4						
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entirely different and said that should the airport be moved, the same thing would occur as the County grew. Mr. Hasse then asked what the FAA's position was regarding the height of surrounding buildings and developments close to the airport. Mr. Daniluk advised that the 150 Noise Study just completed recommends that the airport buy up surrounding properties to alleviate the problem. Mr. Kant disagreed and said that he believed a comprehensive plan by the City and the County must be utilized to stop incompatible developments surrounding the airport. Mr. Hasse concurred.	e was for a was permane was permane a Airport. all the sa sined that aired that arding note e approach arding note ed by help	e el	A STATE OF THE PARTY OF THE PAR		AND	
Mr. Bean clarified that the FAA does have safety criteria and that if a developer meets those criteria, a building of several stories could be built and impact the airport.	property and a vertical is vertical is vertical and a language.					
In response to Commissioner Saunders, Mr. Daniluk advised that the noise impact has decreased over the past year due to aviation technology. The FAA is also in the process of setting limitations on the jets to make them quieter, Mr. Daniluk added. Mr. Daniluk said that should this group decide to continue with Phase II, it would give a definitive answer as to the whether or not there is another site.	ledace exical property of the control of the contro	A GA CTE CTE CA CA CA CA CA CA CA CA CA CA	11 t 10 t 10 t 10 t 10 t 10 t 10 t			
Councilman Graver commented that he did not believe that moving the airport was the answer because it would impact another area creating a similar situation.	rewford ask pay the F A of the N p to date in	an canada	112		200 200 200 200 200 200 200 200 200 200	
Councilman Bledsoe reiterated his opinion that the reduced noise level would be one answer to this problem and further stated that he believed the airport property could be developed into a nice "oasis" with even building a road to help alleviate traffic congestion in the City.	y S10-mil i gver, dis g 8-millon ne 20 yez el 20 yez all 20 yez	Leds work to the fire mag	X3 +3 12 12 13 13 13 13 13 13	71		The state of the s
Commissioner Pistor supported the airport and expressed his desire to see night flights once again operational. He said he knew of several private jet owners who would be willing to park their jets at other facilities to help alleviate the problem.	s they are research to the build as a second to the build as a second to the build with the build with the build as a second to the build as a sec	98 J			N S S S S	and on the same of the same of the same of
Councilman Crawford said he supported the present location. Councilman Richardson suggested that the group look into Phase II and also a twenty-year plan for the airport.	however, d ing, the co ing, the co ing airport Mr. Danillid	10 0.5 10				-
Mayor Putzell suggested that the three groups (County Commission, City Council and Naples Airport Authority) meet independently and discuss the study which was presented to them and reconvene to discuss their decisions.	to Mr. 83st site select and other sely studied		TOO S		H 0 9 70 6	
Airport Authority Chairman Blaikie read a statement into the record (Attachment #3) regarding Councilman Richardson's memo dated March 3, 1987, regarding an Airport master plan (Attachment #4). Mr. Daniluk, in response to Mr. Tammerk, advised that updating the current airport master plan would be futile as		S DE STATE			N N N N N N N N N N N N N N N N N N N	
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the existing plan was comple and a new study would invari conclusions.	eted onl iably dr	y two	years a	go					4.0		
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SUPPLEMENTAL ATTENDANCE LIST

Franklin C. Jones,
City Manager
Mark W. Wiltsie,
Asst. City Manager
George Henderson,
Sergeant-at-arms
Rance Fort, DOT
Scottie Ullring
C.C. Holland

Donald Lusk,
County Manager
Roger J. Barry,
Comm. Dev. Director
Avis Gardner,
Town Clerk E. Greenwich, RI
Brian Milk
Diane McKay

David W. Rynders, City Attorney Jodie M. O'Driscoll Deputy Clerk Charles Andrews Jack Miller Roger Laphel John Beebe

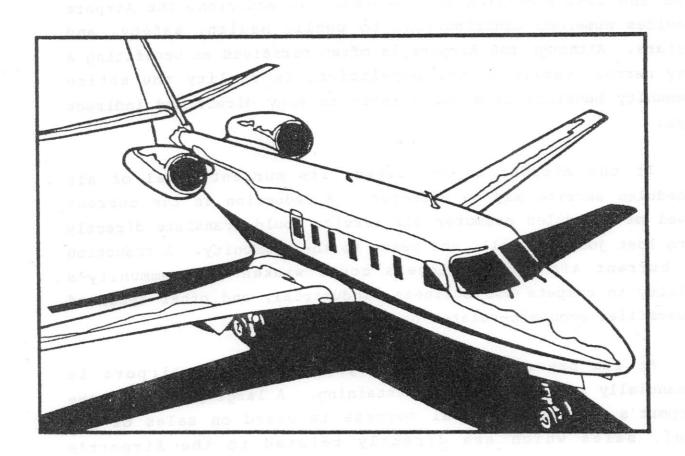
NEWS MEDIA

William Upham,
Naples Times
Pete Scovill,
Palmer Cablevision

Kevin Parks, News-Press Carl Loveday WNOG Marty Bonvechio, Naples Daily News Gary Arnold, WEVU-TV

Other interested citizens and visitors.

Naples Municipal Airport Site Characteristics and Impacts



Prepared for:

NAPLES AIRPORT AUTHORITY, CITY OF NAPLES, AND COLLIER COUNTY

Prepared by:

· Aviation Planning Associates, Inc.

Cincinnati/Miami

March 1987

SUMMARY

The previous sections have summarized the impacts and characteristics of Naples Municipal Airport at its existing site. The Airport has a significant positive economic impact on the City of Naples and Collier County; total impact equates to 1,537 jobs and \$152.9 million in revenues. In addition, the Airport provides numerous contributions to public health, safety, and welfare. Although the Airport is often perceived as benefiting a very narrow segment of the population, in reality the entire community benefits from the Airport in many direct and indirect ways.

If the Airport is relocated, its current level of air scheduled service may be affected. A reduction in the current level of scheduled commuter air service could translate directly into lost jobs, payroll, and taxes to the community. A reduction in current air service levels could weaken the community's ability to compete for business, industrial, and other types of diversified economic-related development.

At its present location, Naples Municipal Airport is financially solvent and self-sustaining. A large portion of the Airport's current financial success is based on sales of jet fuel, sales which are directly related to the Airport's convenient location. Should the Airport be relocated, the delicate balance between the Airport's convenience and its financial success could be upset.

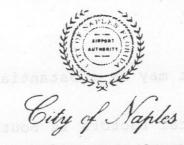
In some instances when a replacement airport is developed, the FAA has required that the existing site also be maintained as an airport. Given the difficulty in securing new airport sites in Florida, and in light of Florida's growing aviation demand, it is possible that the Naples community could be subject to this philosophy. Under any scenario, public debt resulting from

development of a new airport may be substantial.

Engineering/environmental factors in Southwest Florida could make the development of a new airport costly. Until a candidate replacement site is actually identified, it is not possible to determine the feasibility of securing the required environmental approvals. The planning, approval, design, and construction process will take several years. During that time, the existing site must remain open to aviation; consequently, the money for sale of the existing site could not be secured until such time as a new airport became operational. This could result in financial indebtedness to the sponsor or sponsors of the replacement facility.

There are many factors to be considered in determining the feasibility and desirability of relocating the Airport. The existing Airport site, in terms of future development and current operation, is constrained. It would be at best difficult to build a new airport in Southwest Florida, and the ability to secure required environmental approvals is questionable. However, with rapid growth and development in Southwest Florida, potential airport sites dwindle almost daily. If it is desirable to relocate the Airport, the likelihood of identifying a feasible and acceptable site will decrease with time. Therefore, if a comprehensive site selection is to be conducted, it is vital that it be undertaken now.

Based on this information, the study sponsors must now determine whether or not to undertake Phase II, which would identify the required characteristics of a replacement airport site and would analyze the environmental and financial feasibility of a replacement facility for the Naples Municipal Airport.



AIRPORT AUTHORITY

160 AVIATION DRIVE NORTH • NAPLES, FLORIDA 33942 (813) 643-0733

MEMORANDUM

9 March 1987

To: Naples Airport Authority Board Members

From: William R. Blaikie, Chairman

Subject: Vice Mayor Lyle Richardson's Memo dated 3 March 1987

I have a statement to make regarding Vice Mayor Lyle Richardson's letter of 3 March 1987 to Mayor Putzell (copy to me) recommending that the current 5 year Naples Airport Master Plan be updated at once and funded by Collier County, the Naples City Council and the Naples Airport Authority.

The Naples Airport Five Year Master Plan is dated February 1984 from data within the last 5 years. The Naples Airport Authority is planing to update the current 5 year plan and will budget for it in the fiscal year beginning 1 October 1987. However, each year a work plan is filed with the FAA and serves as an update.

A revision of 5 to 10 years, based on previous costs to update master plans, will cost approximately \$75,000, less FAA and FDT grants. This cost is not in our present budget.

Mr. Richardson's letter of 3 March 1987 recommends that the Master Plan be updated through the year 2015 - 28 years. Not only do I feel that a projection for 28 years has little meaning, but first the County Commission, City Council and Airport Authority must act on the Site Review that is before the joint bodies today. I do not see any sense in starting a 28 year study until we decide on the key point of what happens to the present Naples Airport.

Our Executive Director, Mr. Sealy, has resigned effective 19 March 1987 to accept a position in Tallahassee. I do not think that we should proceed with a Master Plan update until the next Executive Director is on board, particularly since our current 5 year plan is only 3 years old.