



City of Naples

City Council Minutes

Workshop Meeting 3/11/87

City Council Chambers
735 Eighth Street South
Naples, Florida 33940

-SUBJECT-	Page
AIRPORT DISCUSSION.	1-2
DISCUSSION OF COMMERCIAL OPERATION OF THE CITY DOCK.	2-4
DISCUSSION OF WATERWAY MAINTENANCE PLAN.	4-5
DISCUSSION OF REQUEST BY MERCHANT ON FIFTH AVENUE SOUTH FOR A TEMPORARY USE PERMIT TO CONDUCT A SIDEWALK SALE DURING "SPRINGFEST'87" ON MARCH 14.	5-7
DISCUSSION OF A PROPOSAL TO CONDUCT A SECOND HORSE DRAWN CARRIAGE RIDE IN THE CITY OF NAPLES.	7-8
DISCUSSION OF ANNEXATION POLICY.	8-9
DISCUSSION WITH REFERENCE TO AMENDING AN ORDINANCE TO PRESERVE PEDESTRIAN ACCESS ACROSS BEACH CONSTRUCTION.	9-10

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	

not to hinder any future contact with the Federal Aviation Administration (FAA). Mrs. Anderson-McDonald concurred.

Mr. Richardson noted that the State requires City and County governments to do future growth studies and suggested that such a master plan be developed for the airport covering the next 20 years. Mayor Putzell, however, noted Airport Authority Chairman Blaikie's objections when Mr. Richardson made that suggestion at the March 9 workshop (Mr. Blaikie's statement is attached to the March 9, 1987, Workshop minutes). In response to Mayor Putzell, City Attorney Rynders advised that under State law, an independent government agency such as the airport was not required to comply with the state's growth management legislation.

Mayor Putzell then asked Mr. Bledsoe to review the activities of the Southwest Florida Regional Steering Committee of Continuing Florida Aviation System Planning Process (CFASPP) of which he serves. Mr. Bledsoe advised that the Federal Government is distributing monies among states for development of aviation and, further, that the State of Florida has hired a team of consultants to present findings to the area regarding the financial condition of airports in the State. Mayor Putzell pointed out that those consultants were researching growth in the State's air traffic industry and reporting this data to the FAA.

Mr. Bledsoe said he did not believe Aviation Planning Associates, Inc., gave a clear picture as to whether or not the airport should be moved. Mr. Graver disagreed and said he believed the report did advise that it was not practical to move the airport.

Citizen Charles Andrews asked how much Phase II of the plan to move the airport would cost and Mayor Putzell responded that the consultants had estimated between \$50- and \$60-million. Mr. Bledsoe called this estimate inflated and not indicative of the actual cost.

Mayor Putzell noted that should Phase II be implemented, half of the money required to build the airport would come not only from the City's pockets, but also the taxpayers.

He then reiterated his impression that the portrayal of facts and conclusions by the consultants were so compelling that it did not seem logical to spend an exorbitant amount of money to relocate the existing, profitable airport.

ITEM 1

DISCUSSION OF COMMERCIAL OPERATION OF THE CITY DOCK. REQUESTED BY CITY MANAGER.

City Manager Jones advised that several weeks ago Council had directed staff to look into the feasibility of privatizing the City Dock. The staff has studied the current operation and also has investigated other cities which have publicly owned docks. They have found that although it may be to

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	

the City's advantage to privatize, the public feels more comfortable with keeping City officials accountable for the facilities such as marinas.

If the City, Mr. Jones said, wished to take an aggressive management attitude, privatization could be achieved, although all pros and cons would have to be weighed. Mr. Jones explained that should Council desire to further explore privatization, several steps would need to be taken by the staff: determining objectives; requesting qualifications and prequalify individuals who would submit proposals; and, finally, negotiating the contract with the most qualified bidder. Mr. Jones conceded that staff was cautious about progressing with privatization and would look to the Council for guidance should Council members want to implement such a program.

City Manager Jones presented Council with a Statement of Revenues and Expenses for the City Dock (Attachment #2). He explained that usually government entities privatize those operations which are not profitable; however, the City Dock is a viable entity which is self-sustaining. The City is actually able to put some of the monies generated by the Dock's operation in a reserve fund for future renovation and maintenance. Currently, the City has applied to the State for a permit to expand the Dock slips to approximately 100.

Mayor Putzell referred to the Dock's financial statement and asked about the maturities on the interest expense shown. Mr. Jones explained that the expense was for a note which was originally executed for ten years; the remaining balance is approximately \$500,000. The rates, however, were recently renegotiated, Mr. Jones said, which allows the City to pay off the debt within the next five years by maintaining the existing payment amount.

In response to Mr. Richardson, Community Services Director Holley advised that currently there was a waiting list for slip rentals at the dock and, further, that the present facility operates with two full-time and one seasonal employee.

Mayor Putzell cited the fundamental premise for seeking privatization as being increasing income. City Manager Jones indicated that there had been a proposal to sell other items such as beer, soda, etc.; presently, only bait and ice are available at the Dock.

Mr. Crawford took the position of not being in favor of privatizing the Dock because it is making a profit and said he believed the City could provide better service to the public than private enterprise.

Mr. Richardson asked if the City is required to provide a dock for public use and City Attorney Rynders explained that the City was obligated to assure that the dock was open to the public for recreational use. Mr. Richardson said he believed the dock should remain under the status quo. Mrs. Anderson-McDonald concurred and said there would be no benefit from privatization.

Mr. Graver also expressed his belief that the Dock should be operated by the City to assure the

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	

public's needs are met. Mr. Jones also reiterated for Mr. Graver that a reserve fund has been established for dock renewal and replacement.

Community Services Director Holley advised that the Dock is leased on a month-to-month renewal basis.

Mr. Bledsoe said that he, however, favored private enterprise in lieu of government operation of a facility such as the City Dock. Although he suggested that staff investigate this possibility further, it was the consensus of Council not to proceed with the study of privatization for the City Dock.

ITEM 2

DISCUSSION OF WATERWAY MAINTENANCE PLAN.
REQUESTED BY COUNCILMAN RICHARDSON.

City Manager Jones explained that staff has reviewed the advantages of establishing taxing districts to help defray the costs of waterway maintenance and to improve canal quality (Attachment #3).

In response to Mr. Graver, Mr. Jones confirmed that Port Royal would not be included in the taxing district as that area doesn't require such a program.

Mrs. Anderson-McDonald asked if these services could be extended to areas outside of the City limits for an established charge. City Manager Jones, however, explained that the City could not offer it unless the County had established the area as a separate taxing district and assigned the City Council as administrator. City Attorney Rynders clarified further that the City does not have a vehicle to go into the unincorporated areas and establish a district whereby the City could tax or charge.

Mr. Crawford asked about the extent of financial impact on residential property owners and Mr. Jones said that the cost to dredge these districts would be approximately \$1.2-million which would be spread over several years. Natural Resources Manager Staiger added an estimate of the cost from \$10 to \$65 per cubic yard to remove approximately 100,000 to 150,000 yards of material. Mayor Putzell asked staff for firm estimates while the ordinance is being drafted so that all aspects could be presented to Council at one time.

Mrs. Anderson-McDonald asked how much of the material being removed was beach renourishment quality and Dr. Staiger replied it was negligible. One use for this material, he said, could be as a top cover on the City's horticultural landfill.

Mr. Richardson noted that the County currently pays \$3.40 per ton for landfill material and may also be interested in this dredged material. He asked that the staff provide a detailed outline of the steps to be taken and implementation dates.

Mayor Putzell cited a letter from the Gulf Bay Condominiums which suggested the cost be shared by the City and the property owners. At this point, City Manager Jones stated that he was under the impression that, after several workshops on this

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	

item, Council wanted staff to proceed. Mr. Crawford said that the cost estimates should be defined before an ordinance is drafted. Mr. Graver suggested that staff also consider the possibility that certain areas may need more dredging than others.

Mayor Putzell said that the burden of cost should be shared, not cast on any one group and suggested that the City Attorney draft such an ordinance for Council's review. City Attorney Rynders advised that it would take approximately two days, excluding legal descriptions. Natural Resources Manager Staiger, however, advised that he already had the legal descriptions for these three districts.

It was the consensus of Council that the City Attorney draft an ordinance excluding detailed legal descriptions of the three areas involved and that the staff complete a time table and definitive estimates for this program.

City Manager Jones explained that the maximum tax would be approximately one mill which the City would use to accomplish the program in three to four years.

In response to Mayor Putzell, Dr. Staiger further advised that it would take approximately 30-40 days, however, to obtain the current depth data and cost breakdown for the three areas.

Mayor Putzell, in response to a question raised by Mr. Bledsoe, explained that Council had not yet discussed whether the project would be financed solely by waterfront properties and suggested that it be discussed further when the cost figures and ordinance were available. Mr. Crawford suggested that the ordinance be drafted with the assumption that the three districts would be responsible for the cost.

Mr. Richardson asked for clarification of the taxing district on the west side of Naples Bay and Dr. Staiger explained that the area included only Aqualane Shores. Mayor Putzell also asked staff to provide a map delineating the three districts.

Mr. Graver asked if this would be a referendum issue and City Attorney Rynders advised that only if the City were to finance the program through the levy of a tax would this be the case; however, if it were on a front-foot basis, the City could charge an assessment.

ITEM 3

DISCUSSION OF REQUEST BY MERCHANT ON FIFTH AVENUE SOUTH FOR A TEMPORARY USE PERMIT TO CONDUCT A SIDEWALK SALE DURING "SPRINGFEST '87" ON MARCH 14. REQUESTED BY MAYOR PUTZELL.

City Manager Jones explained that the complainant, Mrs. Joyce Thomas had questions about both policy and administration regarding the issuance of special (temporary) use permits. According to Section 6-34 of the Zoning Ordinance, a temporary use permit can be issued for activities not normally permitted in a zone and provides that certain criteria be met before such a permit is issued, Mr. Jones said. The

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	

staff circulates prospective permits to all departments to assure that adequate police, fire and traffic control are present. It has been necessary to limit the number of events in any one area to one permit so that the staff can readily identify the responsible party should a violation or accident occur, Mr. Jones added.

In response to Mr. Richardson, Mr. Jones explained that whenever an organization schedules an event, others would like to obtain a permit to participate. However, he continued, the staff feels that such requests should go to the organization which first obtained the permit and which will be liable for the event. For example, this was the case with the Taste of Collier, Christmas Walk, and similar events.

Mr. Graver asked if the Council did indeed have the right to deny other permit requests for the same event. City Attorney Rynders said that this particular permit was specific, it was not given to Fifth Avenue area but to the Fifth Avenue South Downtown Business Association. City Manager Jones further pointed out that the Association notifies the City of participating members and locations. There are additional costs incurred for these events for which the City is not responsible, he added.

Mr. Richardson said he did not believe that it was fair to force someone to join an Association just to be part of an event, and Mr. Jones suggested that the Fifth Avenue South Downtown Business Association advise Council of their requirements for participation in the Sidewalk Sale.

Mrs. Anderson-McDonald confirmed with Mayor Putzell that shops not participating could be open for business during the event. City Attorney Rynders, in response to Mr. Bledsoe, explained that the zoning code also recites conditions under which one or more temporary use permits can be granted.

Mr. Crawford said he believed it was very important the permit be issued to a particular body which will be responsible for policing the area and participants' behavior.

Mrs. Joyce Thomas, 541 Fifth Avenue S., the shop owner mentioned above, said she currently is not a member of the Association, but has in previous years supported their endeavors. She said as she was supporting the Association by placing sidewalk sale posters in her shop window, she should be able to participate. Mrs. Anderson-McDonald said, however, that she believed this was an issue to be discussed with the Association, not Council.

Mayor Putzell asked if it was mandatory for all shop owners on Fifth Avenue South to display the posters and Mrs. Thomas said it was not. Mr. Graver asked her why she would advertise an event in which she would not be able to participate and Mrs. Thomas stated that she believed the sale would benefit all of Fifth Avenue, not just the Association and, therefore, that it was for a good cause.

Mr. Jim Dziewik, President of the Fifth Avenue South Downtown Business Association, stated that the cost for an event such as the Sidewalk Sale was approximately \$10,000. The Association's position, he continued, is that they are paying for the event

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	

from funds obtained by dues and do not believe they should permit non-members to participate at will; however, Mr. Dziewik advised that the Association has offered non-members an opportunity to participate for a charge of \$50. In response to Mr. Graver, Mr. Dziewik advised that the cost per participating business, actually, amounts to \$150.

Mr. Crawford reiterated that he believed it was sound City policy to issue only one permit for each event. Mrs. Anderson-McDonald asked if a multi-permit for an event has ever been issued and Community Development Director Barry advised that, to his knowledge, there had not been.

Mrs. Anderson-McDonald said that if Council changes the policies which have been followed in the past, they are then setting a precedent which may further complicate matters in the future. She sympathized with Mrs. Thomas' situation but said she believed the City policy was sound.

Mr. Bledsoe suggested that the ordinance pertaining to the issuance of such permits be clarified to avoid future misunderstandings.

Mr. R. W. Touche, area businessman, took the position that the City should issue a permit to the other shops on Fifth Avenue as he said he believes the Association is receiving preferential treatment. Mr. Crawford disputed this and reiterated his view that the City's policies and laws governing the issuance of these permits are sound.

Mr. Graver asked what type of vendors would be participating in the sidewalk sale. City Attorney Rynders advised that if a permit is issued and the criteria met, the petitioner is able to bring in such activities as the City normally permits. Mrs. Anderson-McDonald also clarified that different activities, not necessarily different vendors, would be brought to the Sidewalk Sale.

Ms. Linda Podorski, Fifth Avenue shop owner, advised that artists and craftsmen have been invited to the sale by the Association to occupy the grassy areas between the sidewalk and curb, but non-members believe they should have the same right, she added.

Mayor Putzell reiterated his statement that the City is not siding with the Association against non-members; the Council is, however, complying with the long established policies and laws of the City.

ITEM 4

DISCUSSION OF A PROPOSAL TO CONDUCT A SECOND HORSE DRAWN CARRIAGE RIDE IN THE CITY OF NAPLES. REQUESTED BY CITY MANAGER.

City Manager Jones explained that carriage ride operators Deborah and Harry St. John have assured staff that they will comply with the City's requirements; specifically, providing a certificate of insurance and routes for Council's approval.

Mrs. Anderson-McDonald asked if there were any other vendors interested in supplying this type of service and Mr. Jones advised that he knew of none.

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	

Mr. Richardson asked about the length of the contract. Mr. Jones said it would be one-year, renewable, and non-exclusive, but Mayor Putzell noted that it actually was a seasonal franchise which would end in April.

Mr. Bledsoe said he was not in favor of this agreement and that he did not believe another franchise agreement should be issued because the first one was on a "trial basis" only. City Manager Jones advised that if there were a demand for this type of service, he believed it could support two vendors. If the demand is limited, the better service provider would be the most successful.

Mr. Graver said he believed the City is obligated to approve this agreement as the St. Johns were not afforded an opportunity to present themselves when the first franchise was discussed.

Mayor Putzell also observed that if the two vendors had presented proposals at the same time, Council would have approved only one agreement.

ITEM 5

DISCUSSION OF ANNEXATION POLICY. PURSUANT TO COUNCIL REQUEST AT WORKSHOP OF JANUARY 28, 1987.

City Manager Jones presented Council with an annexation policy draft and map delineating the City's proposed boundaries (Attachment #4). He said the staff had compiled general statements expressed by Council members regarding annexation; this information was included in the draft. He further asked for Council's endorsement of the policy and map so that staff could continue with their endeavors.

Mr. Crawford asked if the map was correct as it included the Pelican Bay area, and Mr. Jones advised that although Pelican Bay is not in the City's sewer service area, as it is an independent district which provides its own sewer service. Mr. Crawford suggested that Pelican Bay not be included among the City's annexation goals, thereby limiting the areas to only those within the City's sewer service area.

Mayor Putzell suggested that the policy statement reflect that "annexation is a tool for managing growth." City Manager Jones referred to the second paragraph and advised that the staff was open to rewording suggestions.

Mr. Richardson asked if this would be a policy established by resolution and the City Manager confirmed that it would.

Mayor Putzell suggested a change in the verbiage on page 2 from "schedule annexation referendums...." to "prefer to schedule annexation referendums in conjunction with already scheduled elections whenever possible." Mr. Richardson concurred.

Mayor Putzell also asked what was meant by "to receive credit for the City for the entire urban population which it serves in order to improve economic development efforts." In response, Mr.

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	

Jones explained that many revenue programs are based on population and this would improve the City's share of population-based gas tax collection. Mayor Putzell suggested that examples be included in the proposed policy.

Mr. Graver asked if there has been a time frame established to consider annexation of the shaded area (involuntary annexation) on the map (see Attachment #4). Mr. Jones advised that the policy calls for involuntary annexations to be included on the 1988 ballot.

City Manager Jones also suggested that the Council consider voluntary annexation as an exercise for the City's new policies and procedures. Mr. Crawford said, however, that if all the voluntary areas were annexed first, it would dilute the City's support in annexing other areas.

Mayor Putzell suggested the staff study possibly annexing vacant land on Goodlette-Frank Road (see Attachment #4) so that it could be preserved as "green space" for the City. Mr. Jones suggested designating two priority areas: one for voluntary and the other for involuntary annexation.

Mr. Crawford further suggested that areas to be annexed be prioritized and that areas more difficult to annex be determined. Mayor Putzell stressed that Council should not be inhibited from including those clubs which are interested in voluntary annexation but which are actually outside the proposed map limits (see Attachment #4).

The City Manager suggested that Council designate those properties from Goodlette-Frank Road to the airport and north to Pine Ridge Road as a second priority for annexation.

Mayor Putzell then asked the staff to prepare a resolution enacting this annexation policy.

Mr. John Portman, Pelican Bay Property Owners Association, asked for an indication from Council regarding possible annexation of Pelican Bay. Mayor Putzell informed Mr. Portman that this area was excluded and City Attorney Rynders further explained that the Florida Statutes have never addressed the possibility of annexation creating an enclave.

Mayor Putzell noted that the majority of registered voters in Pelican Bay must vote to be annexed by the City, along with the majority of the registered voters in the City, before involuntary annexation could occur.

ITEM 6

DISCUSSION WITH REFERENCE TO AMENDING AN ORDINANCE TO PRESERVE PEDESTRIAN ACCESS ACROSS BEACH CONSTRUCTION. REQUESTED BY COUNCILWOMAN ANDERSON-MCDONALD.

City Attorney Rynders advised that this proposed ordinance would amend Section 7-32 by the addition of a new paragraph.

Mrs. Anderson-McDonald advised that property owners, who have built revetments along the beach have not

CITY OF NAPLES, FLORIDA

City Council Minutes

Date 3/11/87

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	

provided adequate access for pedestrians thereby making certain areas on the beach almost impassable. She further advised that The Conservancy, The Beach Vegetation Committee and several concerned citizens have requested some action to ensure safety to beachgoers. This ordinance, she stated, would provide for better maintenance of the pedestrian accesses.

Mayor Putzell asked if the Code Enforcement Board could be responsible to assure the upkeep of these beach accesses and City Attorney Rynders advised that the Board could in fact enforce this ordinance.

ADJOURN: 11:06 A.M.

EDWIN J. PUTZELL, JR., Mayor

JANET CASON
CITY CLERK

JODIE M. O'DRISCOLL
DEPUTY CLERK

These minutes of the Naples City Council were approved on _____.

SUPPLEMENTAL ATTENDANCE LIST

Joyce Thomas
Deborah St. John,
A Classic Carriage
F. H. White,
Moorings Property Owners

Earl Hermanson
Allen Walburn
Howard Snider
Sheila Abbett
Herb Anderson

Linda Podorski
Jack Rowe
Frank White
Charles Andrews
Jim Dziewik, Pres.
Fifth Avenue Assoc.

NEWS MEDIA

Kevin Parks,
News-Press

William Upham,
Naples Times

Marty Bonvechio,
Naples Daily News

Other interested citizens and visitors.

CITY DOCK

Statement of Revenues & Expenses
for the Years Ended Sept 30, 1987, 86, 85, 84

5 Months Actual

	<u>1987</u>	<u>1986</u>	<u>1985</u>	<u>1984</u>
<u>Operating Revenues:</u>				
Dock Rent	\$ 74,834	\$151,870	\$149,364	\$ 54,530
Fuel Sales	104,876	244,982	194,392	91,327
Bait Sales	7,215	16,463	11,589	4,256
Misc Sales	10,627	18,393	12,334	1,747
Total Operating Revenues	<u>\$197,552</u>	<u>\$431,708</u>	<u>\$367,679</u>	<u>\$151,860</u>
<u>Operating Expenses:</u>				
Salaries	\$ 15,647	\$ 33,655	\$ 31,042	\$ 30,885
Employer P/R Exp	3,666	5,931	6,458	5,249
Total Personal Services	<u>\$ 19,313</u>	<u>\$ 39,586</u>	<u>\$ 37,500</u>	<u>\$36,134</u>
Contractual Services	4,176	1,856	2,153	2,035
Heat, Light, Power	2,309	7,789	6,776	4,377
Insurance, Printing, Binding, Supplies	614	6,642	1,076	1,046
Administration	-0-	19,784	-0-	-0-
Fuel	63,266	179,400	167,782	79,029
Other Resale Items	11,462	32,118	10,829	5,965
Total Operating Expenses	<u>\$101,140</u>	<u>\$287,175</u>	<u>\$226,116</u>	<u>\$128,586</u>
Operating Income	\$ 96,412	\$101,791	\$ 99,068	\$ (18,784)
<u>Non Operating Revenue & Expense</u>				
Depreciation	\$ 17,931	\$ 42,742	\$ 42,495	\$ 42,058
Interest Expense	18,350	63,278	64,102	12,684
Total Non Operating Revenue & Expense	<u>\$ 36,281</u>	<u>\$106,020</u>	<u>\$106,597</u>	<u>\$ 54,742</u>
Net Income (Loss)	<u>\$ 60,131</u>	<u>\$ 38,513</u>	<u>\$ 34,966</u>	<u>\$ (31,468)</u>



City of Naples

MEMO

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CITY MANAGER FRANKLIN C. JONES

SUBJECT: CITY OF NAPLES WATERWAYS IMPROVEMENT PROGRAM

DATE: MARCH 10, 1987

BACKGROUND: The quality of the water in Naples Bay and associated waterways has deteriorated over the years from a complex variety of causes. One reason is inherent in the design and construction of many of the man-made canals in the City. In order to restore and maintain water quality some canals must be partially dredged and/or partially back-filled. In addition, plant debris, trash, and jetsam accumulate and decay in dead-end canals, contributing to degradation of water quality, as does the discharge of stormwater from yards and streets.

Navigability of some canals and waterways has been jeopardized because of accumulation of sand, sediment and silt carried into them by tidal currents, discharge from the Gordon River, stormwater runoff, and/or erosion through deteriorated seawalls and revetments. This is true of both the Moorings Bay System and the canals off Naples Bay.

Naples Bay water quality decline has also been attributed to the discharge of partially-treated sewage effluent from the City sewage treatment plant on Goodlette Road, to the discharge of high volumes of fresh water from the Golden Gate Canal, and, to a lesser degree, from Rock and Haldeman Creeks.

The City has improved the treatment system to bring the effluent into compliance with Florida Department of Environmental Regulation (DER) discharge standards. The discharge will be eliminated completely by the end of 1987. The South Florida Water Management District is continuing to implement a program to retain more surface water in the Big Cypress Swamp, by raising weir crest elevations. As Collier County improves and expands its regional wastewater collection and treatment system, the quality of the creek discharges should improve.

PROPOSED PROGRAM: A three-part program is proposed to attack those problems that are under the immediate control of the City of Naples. The program parts are:

1. Routine cleanup and maintenance activities.
2. Dredging activities.
3. Permitting and research/engineering activities.

1. **Cleanup/Maintenance Program:** As the various geographic units of this program are established, the need for, and frequency of, routine cleanup activities will be evaluated. The task would be to periodically patrol the waterways to remove floating debris, prune vegetation for which the City is responsible, and inspect for problems such as washouts at storm drains, failing pilings, and deteriorating seawalls.

Mayor and Council
March 10, 1987
Page 2

It is anticipated that, if needed, these activities would be contracted to a private individual or firm. If no one is responsive, or the level of effort required approaches a full-time commitment, consideration will be given to establishing the task within an appropriate City department.

2. Dredging Program: For some canals, dredging program will involve suction dredging of bottom material to reconfigure canal-bottom topography, eliminating sills and deeper pockets that trap decaying organic material. Other canals, that are uniformly too shallow, will require dredging for most of their length to reestablish a reasonable navigation depth, one that does not result in a resuspension of mud with the passage of every boat.

In the Moorings Bay System, the major problem is localized near the entrance to Doctors Pass, where a large flood-tide delta has accumulated. Elsewhere in the system depths appear adequate, except for material deposited by the numerous storm drain discharges.

Once the canal dredging program has been accomplished, maintenance of existing depths should require minimal effort. The mean age of the Naples Bay canals is 33 years. Barring catastrophe, maintenance dredging should not be required more frequently than every five to ten years.

Disposal of the dredged material presents a serious problem. Most of the sediment in the canals is too fine to dispose of elsewhere in the canal systems, and it must be taken to an upland site, where runoff cannot reenter the waterways. The absence of large areas of vacant land adjacent to the canals necessitates an innovative approach to spoil disposal, such as pumping or trucking it to the horticultural landfill on Goodlette Road.

It is anticipated that the most cost-effective means of accomplishing the dredging will be to contract it to a private firm. In 1986 the Save the Bays Association obtained literature and cost information on a small suction dredge (Mud Cat) that would be adequate for the proposed canal dredging. This information will be updated for comparison with the quotations to be solicited from private firms.

The volumes of material to be dredged from each canal will be calculated from sounding data presently being acquired. The Naples Power Squadron and the member organizations of the Naples Waterway Association have embarked on a program to provide the City with up-to-date depth profiles of all canals and waterways within the City. This data should be completed by the end of April 1987.

The dredging program will be carried out over a period of years, probably five or more. The canals and waterways in need of dredging will be ranked according to depth, quantity of material to be removed and general canal water quality. The program will progress down the priority ranking according to the availability of funding.

The dredging program will be coordinated and administered by the Natural Resources Manager in close cooperation with the City Engineer.

Mayor and Council
 March 10, 1987
 Page 3

3. Permitting and Research/Engineering Program: It is anticipated that a City-wide dredge and fill permit will be obtained from the Florida Department of Environmental Regulation and the U.S. Army Corps of Engineers. This permit will be renewed annually. The permit application must address the volumes of material to be dredged, the completed depths of the canals, and the fate of the dredged material. The latter requires sampling of canal bottom material and analyses to determine the grain size distribution. In addition, detailed engineering drawings are required, showing the locations of dredging activities.

Once the depth profile data are in hand, the permit application should be ready for submission in 45 days. Permit completion will be a joint effort of the Natural Resources Manager and the City Engineer.

Once permitted and underway, the program will be monitored by the Natural Resources Manager to ensure permit and contract compliance.

An integral part of the waterways maintenance program will involve research and engineering work addressing the prevention of further degradation of water quality, particularly from storm water runoff.

PROGRAM FUNDING: A July 29, 1986 memorandum from the City Manager to the Mayor and City Council addressed three mechanisms for establishing taxing districts to support a waterways maintenance program. It was recommended that several dependent special districts be established in accordance with the provisions of Section 165.041(2), Florida Statutes.

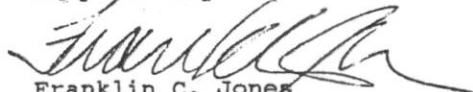
The legal description for three such districts have been compiled, as has the statement of purpose for their establishment.

The three districts are:


1. Moorings Bay System, including portions of the Park Shore, Moorings and Coquina Sands subdivisions.
2. West Side Naples Bay, including portions of the original Naples Plat, Aqualane Shores, Philip G. Rust and associated subdivisions.
3. East Side Naples Bay, including portions of the Beaumaris, Golden Shores and Oyster Bay subdivisions and all of the Royal Harbor subdivisions.

It is estimated that a draft ordinance establishing such districts could be prepared within 30 days of approval to proceed.

Respectfully submitted,


 Franklin C. Jones
 City Manager

Prepared by:


 Jon C. Staiger, Ph.D.
 Natural Resources Manager

JCS/ca



City of Naples

--- MEMO ---

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CITY MANAGER FRANKLIN C. JONES

SUBJECT: ANNEXATION POLICY DRAFT

DATE: FEBRUARY 25, 1987

In accordance with our past discussions with the City Council we are attaching for your review a draft annexation policy. We plan on discussing this at a workshop on the 11th of March. If you have any comments or suggestions between now and then, feel free to contact me.

Sincerely,

Franklin C. Jones
City Manager

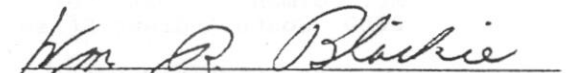
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enc.

Memorandum
10 March 1987

Mr. Richardson suggests that the cost of a firm to prepare an application to the FAA and FDOT would be \$2,000 to \$3,000. I am not sure how much would be in the application, but I think that preliminary studies for the application to the year 2015 would require greater funding.

Therefore, I am recommending to the members of the Naples Airport Authority that we proceed with our Master Plan update in the fiscal year 1 October 1987.

Mr. Richardson stated in his letter of 3 March 1987 that the Naples City Council could go it alone. That, of course, is entirely up to the City Council.


Chairman

cc: Mayor Edwin J. Putzell
Janet Cason, City Clerk



City of Naples

MEMO

TO: Edwin J. Putzell, Jr., Mayor
 FROM: Lyle S. Richardson, Vice Mayor
 DATE: March 3, 1987
 SUBJECT: Naples Airport

I had the opportunity on Friday, February 27, 1987, to talk with Rance Fort and Steve Cozman of FDOT, who work with FAA and airports in District 4. Mr. Fort does the planning work and Mr. Cozman follows the funded projects. They are located at 2800 South Andrews Street, Fort Lauderdale, FL, (305) 522-4244.

Mr. Fort had written to the MPO in February, suggesting the need to update the Naples Airport Master Plan and indicated that the City of Naples could initiate such a project if we felt it was needed. He had visited the Airport Authority office on February 25, 1987, and was very conversant and aware of the Noise and Siting studies in progress.

The first step is for City Council to decide to initiate a Master Plan update that will project through the year 2015, like the present County Road Study.

We should then engage a firm to prepare an application to FAA and FDOT for grants to do the study. The firm should prepare a "scope of work" that anticipates needs dictated by the growth in Collier County, as well as possible noise pollution remedies due to increase in airport traffic over the span until 2015.

With application and scope of work in hand, we would need a Resolution by City Council of our intent to proceed and provide the City's share of the needed funding. The Airport Authority and County Commission should also adopt similar Resolutions if we do a joint application to FAA and FDOT.

The cost of a firm to do the above was estimated by Mr. Fort to be \$2,000 to \$3,000, and one locally is Delta Associates of Sarasota, FL (Wilson Hawthorne).

Planning for the future of the area is of great interest to me and I believe it is the best answer to proper growth in the metropolitan area. Through the MPO, the Infrastructure Committee, and now the Growth Management Committee, in the County, we have started a plan. Such a plan for the Airport seems imperative and I would recommend that the City of Naples and the Naples Airport Authority embark upon a program as described. The "Scope of Work" is crucial and should be started at once to be approved by both groups and Collier County, as well, if they elect to join the effort.

I would like to suggest a joint discussion with Council and Airport Authority at a workshop-type meeting as soon as possible.

xc: Wm. Blaikie, Chairman
 Naples Airport Authority