



City of Naples

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COUNCIL MEMBERS

MOTION

SECONDED

YES

NO

ABSENT

VOTE

at one time had been submitted to DNR for funding consideration; however, he said, there were other projects which took priority. There has been little support and, in fact, some resistance to this jetty extension. He said that DNR funds had been used for such projects as beach walkovers, restoration of dunes and public areas, removal of timber groins, etc.

In response to Mr. Crawford's concern, Mr. Jones noted that each year some beach related projects are budgeted with the money spent on the most critical.

The City had offered to participate in the extension of this jetty, Mr. Jones said, but only to the extent of DNR grant monies; the balance to be funded by Mr. Donahue. Mr. Donahue had, however, not yet responded to the offer. Mr. Jones also pointed out that the nearest public access is a mile north of the proposed jetty and it is the City's responsibility to assure public funds are used for the public's benefit. He said that the U. S. Army Corps of Engineers' current position is that this structure would have no bearing on the placement of sand immediately to the north and the public beach area most in need of the spoils is actually three miles to the north where the platted Gulf Street is under water, Mr. Jones explained.

Mrs. Anderson-McDonald suggested that the City obtain a determination about the jetty in writing from the Corps' to support placement of dredged sand to the north. Mr. Crawford concurred. Mr. Barnett noted that the Corps in the past has been less than consistent with their determinations. Reiterating Mr. Jones' statement that the Corps considers the presence of the jetty irrelevant, Natural Resources Manager Staiger said that there, in fact, is not enough sand in the ebftide delta of Gordon Pass to complete a major beach renourishment effort.

Mr. Staiger also explained that the City must file its initial request for DNR funds before July 1, in anticipation of a 1989 dredging of the Pass and the City would also have to request State support for pumping of sand to the north by May of this year.

Mr. Staiger advised that upon Council approval of the Beach Restoration/Renourishment Policy, the staff begin seeking easements for the pumping equipment access. Mr. Graver cautioned, however, that the City would be responsible for the cost of pumping sand farther than the distance allowed by the Corps and Mr. Richardson asked if the staff had obtained estimates.

Mr. Staiger said that it would cost approximately \$40,000 to pump sand three miles and the City would be responsible, after grant funding, for approximately one-eighth of the total cost, or approximately \$40,000.

Mr. Graver also noted that the jetty would benefit only the nearest person's property and Mayor Putzell reminded Council that this discussion was to determine the City's position with respect to extension of the jetty, not placement of dredged sand. Mr. Crawford, however, disagreed and said, once again, that if the jetty's extension is required to insure the placement of sand to the north, then they have to be considered jointly.

COUNCIL MEMBERS

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

Mr. George Gaynor, representing the Keewaydin Club, clarified the reasons for previous placement of dredged sand on Keewaydin Island to the south. After Hurricane Donna (1960), he said, it was necessary to dredge Gordon Pass to make it navigable again and, further, that Mr. Lester Norris paid for the dredging. Although no one wanted the spoils placed on their beaches, Keewaydin agreed to allow the sand to be placed there, at its cost, to prevent dumping into the Gulf, thus creating a small island.

Mrs. Anderson-McDonald reiterated her suggestion to contact the Corps for written confirmation regarding placement of sand to the north; and said she hoped for a timely response so that the City could do what else is necessary for beach renourishment. Mayor Putzell reminded the Council that it could not now make a decision on that particular item as there has not been a public hearing nor have any professional opinions been heard. Mr. Crawford said there was a limit to the length of time the City should wait for a response from the Corps. The public hearing process should be commenced in order to have all required action taken in a timely fashion so that the Corps and City may place sand to the north. The City must start obtaining easements for dredging in the fall of 1987, Mr. Staiger confirmed.

Mr. Graver said he believed the City should continue its efforts to place sand north of the Pier where it is needed the most, but Mr. Bledsoe said more information is needed before a determination can be made.

Mr. Richardson reiterated his position that the Council should know as soon as possible the costs of moving sand three miles north.

It was the consensus of Council to contact the U. S. Army Corps of Engineers and obtain, in writing, verification that the City can place the dredged sand to the north without the necessity of a jetty extension, and to hold a public hearing by which to obtain input from citizens and professionals in the field.

ITEM 2

DISCUSSION OF POLICY FOR DUAL WATER AND WASTEWATER SYSTEMS IN NEW DEVELOPMENTS. REQUESTED BY COUNCILMAN CRAWFORD.

Mr. Crawford said he believed the Council should develop a policy regarding future placement of excess from the effluent reuse system.

City Manager Jones responded that currently the staff is working on such a policy to address the size of development, locations, extension of water lines, etc. Consulting engineers Camp, Dresser & McKee, Inc., will assist. The policy should be ready for Council by the end of May, Mr. Jones advised.

Mr. Richardson asked if consumption is entailed in the current golf course effluent reuse agreements and City Manager Jones explained that it is a seasonal matter, which relates to the time of year, rain fall and number of users on a daily flow basis.

COUNCIL
MEMBERS

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VOTE

The weather also plays a major role, as the excess supplies would have to be stored for future use in the rainy season.

Mr. Crawford suggested that the excess be diverted to other developments for irrigation.

City Manager Jones said that the policy would address any sewer system user and any development of a significant size as a possible outlet for excess effluent.

Also, in response to Mr. Graver, City Manager Jones explained that staff is studying the possibility of using effluent on the landscaped medians which presently have no water.

Mr. Richardson suggested that the City maintain contact with the County as the project progresses.

ITEM 3

DISCUSSION/UPDATE WITH REFERENCE TO
COMPUTERIZED TRAFFIC CONTROL SYSTEM.
REQUESTED BY ENGINEERING DEPARTMENT.

City Engineer Gronvold introduced Jim Reynolds, PRC Engineering, who is working on the City's computerized traffic control system. This current report from PRC deals only with the engineering stage, Mr. Gronvold said, and explained that the engineering plans are budgeted at \$50,000 with the total project at \$250,000. The State has budgeted approximately \$190,000 for actual construction and the City will have to pay the balance, approximately \$20,000. Mr. Gronvold assured Councilman Bledsoe that the County would also be paying their fair share.

Mr. Reynolds explained that this closed loop system provides communication to each signal in the control area and through an IBM/PC microcomputer which controls traffic. Being a two-way system, it not only provides timing control of the intersections, but also supplies the City with information on traffic conditions from each intersection, he said, and would reduce the response time to control various areas. Mr. Reynolds also noted that his company is currently studying specific intersections, although those particular studies are not yet complete.

Mr. Richardson asked which intersections were being studied and Mr. Reynolds said they were studying U.S. 41 and Banyan Road; the Four Corners; and a combination of intersections at Old Trail Drive and Solana Road. They are also proposing a new signalized intersection be constructed at River Point Drive and U.S. 41.

Mayor Putzell asked if the signal at Fifth Avenue South and 8th Street, South, was included in the impact study on the Four Corners intersection, which Mr. Gronvold confirmed.

In response to Mr. Crawford, Mr. Reynolds also advised that this new system is more "intelligent" as it calculates the logical timing plan of several intersections working concurrently.

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	

Mayor Putzell asked Mr. Camalier if a termite inspection had been performed on the building to determine if it could actually be moved to another location, but Mr. Camalier responded that because the City preferred to keep the building at its present site, they did not pursue the termite survey. Several local contractors, however, verbally affirmed that the building could be moved without damaging it, he said. Mayor Putzell expressed concern that if the building were moved, it would lose much of its historic value.

In response to a suggestion made at a previous meeting, Mr. Camalier advised that his group was not in favor of combining the three parcels into one planned development because it could jeopardize their agreement with the Speyhawk Company.

Mayor Putzell reminded Council that whether it approves or disapproves the variance, there is still no assurance that the Old Naples Building will remain intact. Mr. Camalier then reiterated his position that the Speyhawk Company has no interest in the Old Naples Building, only the Berg Building and the project.

Mr. Graver said that he believed the Berg Building parking variance and Old Naples Building preservation should be considered as two separate items and Mr. Crawford said he believed that as the Old Naples Building was not, in all probability, soundly built, it eventually would deteriorate and expressed concern as to what use of that land would occur.

Mayor Putzell advised Mr. Camalier that the City was not trying to strip him of any ownership rights; however, the Council was concerned about preserving an historical site like the Old Naples Building.

ITEM 5

DISCUSSION WITH REFERENCE TO DOCTORS PASS DREDGING. REQUESTED BY CITY MANAGER.

City Manager Jones advised that the Doctors Pass dredging project would cost approximately \$30,000. Although proposals have been submitted for approximately \$45,000, one alternative is to dredge a smaller area. The staff recommends this, he said, until the Council can develop a regular program of canal maintenance through taxing districts.

Mr. Graver said he understood the City had allocated \$25,000 with the County contributing \$10,000 and affirmed his support for this proposal because the dredging would follow the natural contour of the channel and could prevent sand from accumulating as rapidly.

Mr. Bledsoe advised that he was also in favor of dredging a reduced area.

In response to Mayor Putzell, Mr. Graver advised that the channel could not be dredged deeper than eight feet where a rock bed exists.

Mrs. Anderson-McDonald asked if dredging a reduced area could possibly create further complications in

SUPPLEMENTAL ATTENDANCE LIST

Charlie Andrews
M/M George Gaynor
Lodge McKee
John Donahue

Dave Tackney
Joan Hertz
Debra Hilgeman
Gregg Brooks

Philip Collins
Jack Conroy
Herb Anderson
C. C. Holland
Carlo Paterno

OTHER INTERESTED CITIZENS AND VISITORS

NEWS MEDIA

William Upham, Naples Times
Marty Bonvechio, Naples Daily News
Lori Rosza, Miami Herald
Dave Fuller, WNOG

...in response to a further inquiry from Mr. Richardson, City Manager Jones explained that if would, however, take approximately three months to implement a taxing district program because of the complexity of the program. The City Manager Jones pointed out, however, that the first reading could be as soon as May 6, 1987. Mayor Putzelli asked how long it would take to complete the paperwork for Council's approval of the district and City Attorney Rydner advised that the first reading could be as soon as May 6, 1987.

City Manager Jones pointed out, however, that the staff was not comfortable in presenting Council with this as first reading until they have verified the proposed millage rate for the district; however, if the Council wished to proceed, the second reading of the ordinance could be postponed until the millage rates are verified.

Mr. Richardson said he did not believe a referendum was necessary and suggested Council go ahead with an assessment district.

Mayor Putzelli asked about the advantages of implementing a taxing district versus an assessment. City Manager Jones said that one advantage is that ad valorem taxes are income tax deductible and that the procedures for establishing an assessment district are rather cumbersome. The assessment would only cover a period of seven years, Mr. Jones added, but Mr. Richardson noted that the Charter could be amended to increase the span of the assessment.

It was the consensus of Council to go forward with regard to the reduced grading of doctors fees but that, however, the City not fund any further districts of such fees.

ADJOURN: The Council adjourned from the Chamber at 11:15 a.m. to continue the meeting in City Hall Conference Room 214 to interview applicants for the Planning Advisory Board.

EDWIN J. PUTZELLI, JR., Mayor

JANET CASON
CITY CLERK

JODIE M. O'BRIEN
DEPUTY CLERK

These minutes of the Naples City Council were approved on _____

JOHN F. DONAHUE

Federated Investors Tower
Pittsburgh, Pennsylvania 15222-3779



March 20, 1987

Edwin J. Putzell
Mayor
Naples City Hall
735 8th Street South
Naples, Florida 33940

Dear Mayor Putzell:

Enclosed is a copy of the Naples Daily News article dated March 16, 1987. The article states that "Putzell said today he agreed to sponsor Donahue's proposal, but can do nothing until the Naples resident submits something to him in writing." In response to this, I hereby formally request that the City of Naples immediately take all steps necessary to extend the terminal jetty 200' on the north side of Gordon Pass and that City Council address this project as a specific agenda item at its next available council meeting.

Enclosed for your review is a copy of the chronology of certain events involving the jetty project, past dredgings of Gordon Pass, sand placement and professional studies of these matters. (This is the chronology I included in the February 26, 1987 letter to you)

It's clear that the repair and extension of the jetty is the way Naples public beaches will be assured of receiving sand from the next dredging and at the least possible cost.

Action must be taken immediately. Through inaction, Naples has already permanently lost from the beach system over 1 million cubic yards of priceless sand. Naples public beaches north of the Pass have not received one bucket of sand from the five dredgings of Gordon Pass. We must prepare well in advance of the next dredging if the Naples public beaches are to benefit.

Importantly, the DNR and the Governor and his cabinet in their role as the Board of Trustees of the Internal Improvement Trust Fund, have recently agreed that the sand from the next dredging should go north of the Pass and that the jetty project should be completed (See Chronology Exhibit O, Settlement Agreement).

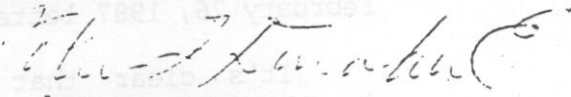
Exhibit C of the Chronology includes copies of the engineering drawings for the jetty project prepared by the engineer who conducted the 1980 Naples Beach Study.

Regarding the funding of the project, the Naples Daily News reports that "there are no funds budgeted by the City of Naples for such work". I have enclosed a copy of a Miami Herald article which indicated that apparently \$25,000 had been allocated for the jetty repair work in the present budget. Could you please explain what happened to the money that was apparently budgeted? Also could you please let me know the status of any requests for state funding for the jetty project, since it has been a priority item on the State list for each of the last five years?

In any event, in comparison with other budget items and priorities, I am sure that you would agree, along with three previous unanimous votes of City Council since 1980, that this jetty must be built for the long term benefit of the City of Naples.

Please act with a sense of urgency and please keep me informed about your action in this matter. If you need anything else, from me, please let me know.

Sincerely,


John F. Donahue

/gbr
Enclosures

cc: Members of Naples City Council
Naples City Manager

Naples budget designed to give city a new look

By LORI ROZSA
Herald Staff Writer

Toys for tot lots, new garbage cans, resurfaced tennis courts and more trees are some of the more visible improvements Naples residents will see once the city starts spending its \$26.5 million budget.

The city council approved the \$26.5 million budget last week without making any cuts. One department, community services, even got more than department head Chris Holley asked for.

Holley's department is getting \$400,000 for the Lets Keep Naples Green project. The project, proposed by Mayor Edwin Putzell earlier this year, means taxes in Naples will go up for the first time in 10 years.

The tax increase of 21 cents for every \$1,000 of taxable property means the owner of a \$125,000 home will pay about 41 cents per week for the greenery project. The tax will be charged for only two years.

Holley said there is a special emphasis on greenery and landscaping of city property in this year's budget. Tree planting projects on 6th Street North and 11th Street North, among other streets, are included in the budget.

Holley also said the city is studying neighborhoods to find out

where trees have died and need to be replaced.

Other projects in this year's budget include \$10,000 for tot lot equipment that will replace aging seesaws, swings and other equipment in all of the city's parks.

The city will contribute \$50,000 to an \$85,000 service center project for Anthony Park. The service center, planned by the Black Betterment Committee, will have dental and medical facilities.

The city will spend \$20,000 to replace old stop and yield signs, and \$12,000 to replace "unsightly, rusted oil drums that do not fit into the parks or beach aesthetics" of Naples. The new garbage cans will be heavy, solid pre-cast containers bearing the city's logo.

City tennis and raquetball players will be playing on smoother surfaces once the city spends \$10,000 to resurface cracked and buckling courts. The shuffleboard courts at Cambier Park also will get a \$6,000 facelift.

Assistant City Manager Mark Wiltsie said the city will accomplish a lot this year with its \$26.5 million.

"We're happy with the budget, the city council seems to be happy with it," Wiltsie said. "We think we'll get a lot of nice projects done with it."

Naples Approves New Budget

Naples' \$26.5 million budget includes:

- \$30,000 for bike paths that will link up existing paths in the city.
- \$400,000 for trees, landscaping and major improvements on U.S. 41 medians, Lowdermilk and Cambier parks.
- \$6,500 for "urban reforestation" in other areas of the city.
- \$10,000 for new tot lot equipment at all city parks.
- \$25,000 for beach projects, including extending the northern jetty at Gordon Pass.
- \$22,200 for fixing leaking roofs at the city fire department.

Sand-Use Proponent Tells of State Backing

By ED O'DONOGHUE
Staff Writer

The leading proponent for using sand dredged from Gordon Pass to nourish Naples' beaches said today the plan now has the support from the state Cabinet — if the city also will go along with it. John Donahue said state officials have agreed in writing to have sand from the next dredging placed on the public beaches if the city first adds 200 feet to an existing tip to reduce beach erosion. Donahue, who owns five Gulf-front acres on the pass's northern

tip, tried unsuccessfully last year to prevent sand dredged at public expense from being placed across the channel on Keewaydin Island, which has limited access and is mostly under private ownership.

Donoghue said the agreement was signed by the Department of Natural Resources and the governor and his Cabinet acting as trustees of the Internal Improvement Trust Fund.

He estimated the construction work required of the city would cost about \$100,000. Up to two-thirds of the cost, however, might

be available through the state, he said.

The value of the sand dredged from the channel every three to five years is \$2 million to \$3 million, at today's prices. By natural action of the winds and sea, great quantities of sand are shifted from the public beaches south into Gordon Pass, which is maintained as a navigable waterway.

He said he entered into the stipulation with the state in February, but it did not become effective until last week.

Donahue said he was assured by Naples Mayor Edwin Putzell a few weeks ago that the City Council would consider funding the project, but he offered no time frame for the issue to go before the city leaders.

Putzell said today he agreed to sponsor Donahue's proposal, but can do nothing until the Naples resident submits something to him in writing.

"There's no money in the budget today, but we could get something in next year's budget," the mayor said.

"I don't have the slightest idea if it would pass. The council hasn't discussed anything about it for several months," he said.

Donahue said his announcement Monday was intended to generate new interest among residents to have the rewards of future dredging operations used for the public's benefit.

He acknowledged, however, that any improvements to the Gordon Pass jetty system would also improve his property, reducing wind and water erosion. Currently, there exists a small,

40-year-old jetty stretching into the Gulf from Donahue's property. He said he is privately paying to have the structure made sand-tight, and have new sand placed along his shorefront.

Across the channel, on the northern tip of Keewaydin Island, a 1,700-foot-long jetty juts into the Gulf.

Five times in the past 25 years, the U.S. Army Corps of Engineers has dredged out the shifted sand and dumped it on Keewaydin Island, Donahue said.

IN THE DISTRICT COURT OF APPEAL
FOR THE FIRST DISTRICT OF FLORIDA



JOHN F. DONAHUE and :
RHODORA J. DONAHUE, :
husband and wife, :
:
Appellants, :

vs. : Appeal No. BP-308

STATE OF FLORIDA, DEPARTMENT :
OF NATURAL RESOURCES, and :
THE BOARD OF TRUSTEES OF :
THE INTERNAL IMPROVEMENT :
TRUST FUND, :
:
Appellees. :

STIPULATION AND SETTLEMENT AGREEMENT

This is a stipulation and settlement agreement which is entered into this 18th day of February, 1987, between John F. Donahue and Rhodora J. Donahue (collectively referred to as Donahues), the State of Florida Department of Natural Resources (Department or DNR), and the Board of Trustees of the Internal Improvement Trust Fund (Trustees).

On September 11, 1985, the Department issued a letter to the U.S. Army Corps of Engineers (Corps) stating that the Department had no objection to the Corps' plan to conduct maintenance dredging in Gordon Pass in Naples, Florida. The Corps planned to deposit dredged sand on Keywaydin Island, which is located south of Gordon Pass. Since the sand was to be obtained from submerged sovereignty lands, the sand belonged to the State of Florida and its disposal was subject to the recommendations of the Department and the decisions of the Trustees.

On October 2, 1985, the Donahues filed a timely petition for a formal administrative hearing to determine whether the Department and Trustees should deny the Corps' request to dredge the sand and deposit it on Keywaydin Island.

On August 11, 1986, the Trustees approved the Corps' request. On September 10, 1986, the Donahues filed a notice of appeal in the District Court of Appeal for the First District of Florida.

The Donahues, Department, and Trustees agree that settlement of this case is in the public interest and that entry of this stipulation without further litigation is the most appropriate means of resolving this matter.

Accordingly, the Donahues, Department and Trustees stipulate and agree to the following facts:

The Corps dredged Gordon Pass in 1962, 1967, 1970, 1979-1980, and 1986. In each instance, the Corps placed the dredged material (beach quality sand) on Keywaydin Island. More than 1,000,000 cubic yards of beach quality sand have been placed on Keywaydin Island as a result of the Corps' dredging projects.

The Corps has not placed any sand on the public beaches located north of Gordon Pass. These public beaches are important natural resources. They provide opportunities for public recreation and they are heavily used by residents and tourists. Keywaydin Island is privately owned and virtually unused by the public.

The need and justification for placement of sand on the beaches to the north are recognized in view of past sand placements and the recreational usage and critical erosion of these public beaches.

Most of the sand in Gordon Pass moved into the Pass from the north. As a coastal engineering principle, it is appropriate to place that sand in accordance with the natural sand transport patterns.

Several studies of the Naples beaches have recommended the repair and 200' extension of the terminal groin located immediately north of Gordon Pass. If repaired and extended, the groin would enable the Corps to deposit sand to the north of Gordon Pass and would slow the movement of sand from the north into Gordon Pass.

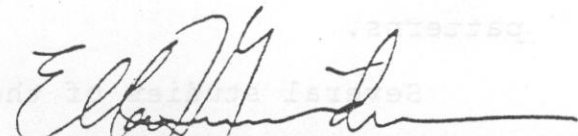
WHEREFORE, the Department and Trustees stipulate and agree that they shall support sand placement from Gordon Pass on the public beaches north of Gordon Pass. They will use their best efforts to ensure that all of the sand from the next dredging of Gordon Pass is placed on the public beaches north of Gordon Pass. Following that dredging event, sand shall be placed in accordance with the recommendations developed in the State Beach Management Plan, and in light of the areas of need, the natural sand transport patterns, and the public interest.

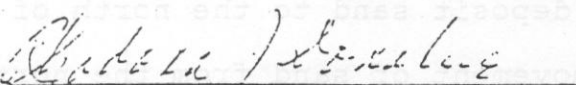
The Department and Trustees also support the repair and extension of the terminal groin that is located immediately north of Gordon Pass. They shall use their best efforts to cooperate and provide assistance with the plans to repair and extend the groin prior to the next dredging event. If possible, they will

help obtain local, state or federal funding for this project provided, however, that nothing contained herein shall be interpreted to require the Department or Trustees to provide funds for this project.

In consideration of the other agreements made herein, the Donahues stipulate and agree to dismiss their appeal within 10 days after this stipulation is executed by the parties.


JOHN F. DONAHUE


DR. ELTON GISSENDANNER
Executive Director,
Department of Natural
Resources, and duly
authorized representative
of the Board of Trustees
of the Internal
Improvement Trust Fund

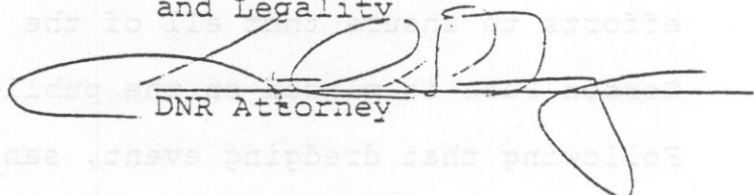

RHODORA J. DONAHUE

2/18/87
DATE

2/13/87
DATE

DSD/vc:DRAFT-3

Approved as to Form
and Legality


DNR Attorney

-117-

SEGMENT #	TRANSECT #	MEAN WIDTH ACTIVE BEACH (B)	WIDTH OF DUNE/WASHOVER ZONE (D)	BEACH/DUNE WIDTH: TRANSECT (B + D)	BEACH/DUNE WIDTH: SEGMENT (B + D)
DOCTORS PASS					
14	23	63	75	138	154
	24	108	90	198	
	25	65	60	125	
15	26	64	80	144	152
	27	80	80	160	
16	28	56	ND	ND	145
	29	65	80	145	
NORTH COUNTY					
17	30	84	90	174	165
	31	75	80	155	
18	32	41	80	121	144
	33	78	75	153	
	34	59	100	159	
GORDON PASS					
19	35	294	180	474	439
	36	93	310	403	
20	37	71	120	191	216
	38	60	180	240	
21	39	94	170	264	246
	40	63	165	228	
22	41	80	190	270	250
	42	80	150	230	
23	43	96	250	346	371
	44	109	300	409	
	45	58	300	358	
24	46	251	700	951	848
	47	169	575	744	

SOURCE: COASTAL BARRIER DYNAMICS
AND RESOURCES IN COLLIER
COUNTY, FLORIDA

July, 1985

-17-

TIDAL PASSES | COASTAL BARRIERS | BEACH SEGMENTS

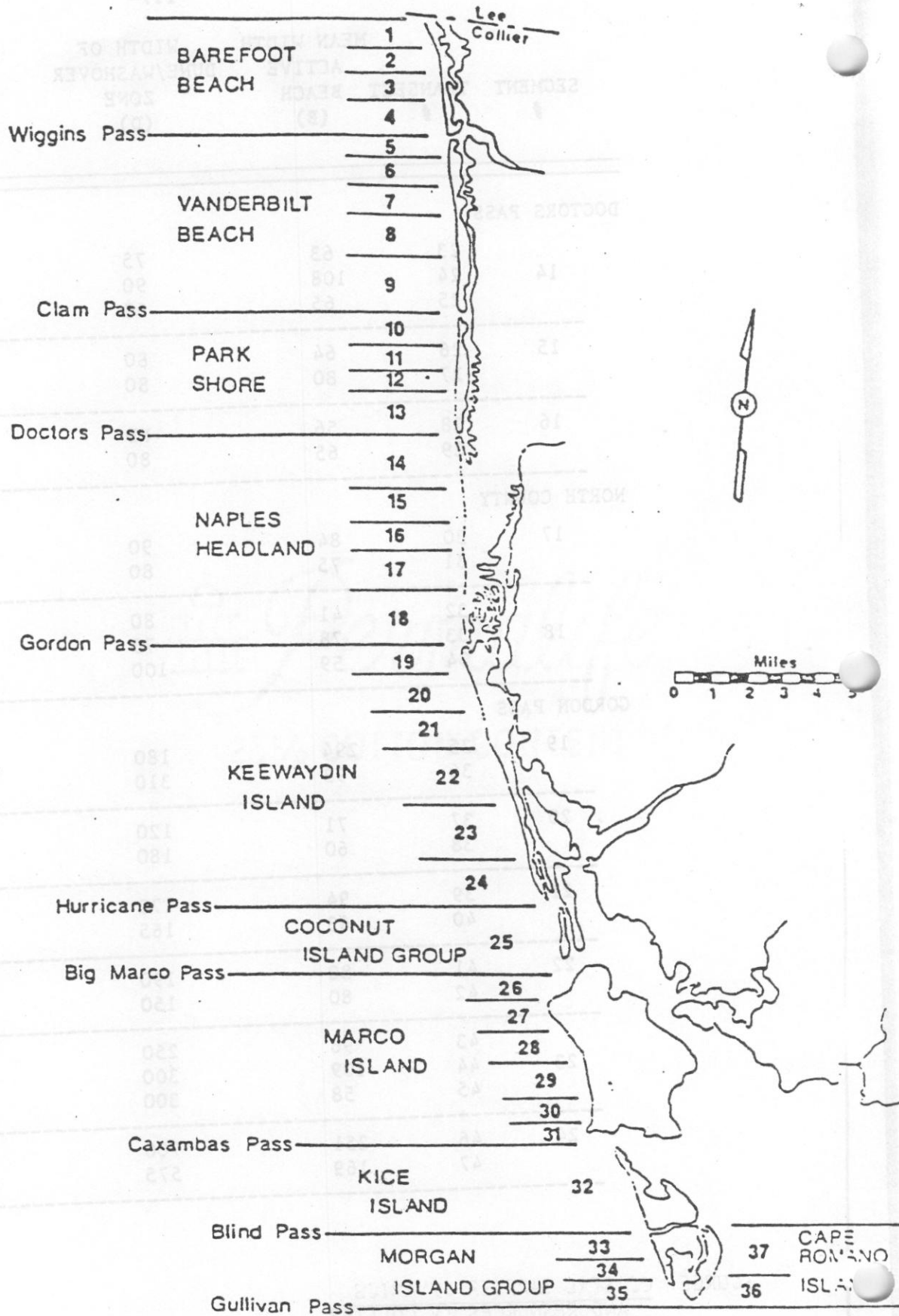


Figure 25. Beach segment location map, Collier County.



City of Naples

735 EIGHTH STREET, SOUTH · STATE OF FLORIDA 33940

OFFICE OF THE CITY MANAGER

March 13, 1986

Mr. John F. Donahue
421 Seventh Avenue North
Pittsburgh, Pennsylvania 15219

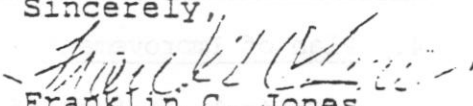
Dear Mr. Donahue:

I have received your letter of March 7, requesting that an item be placed on the City Council agenda of March 19, to consider a resolution that "sand from the current dredging should be placed on the Naples publicly-used beaches provided that any delay in dredging will not prevent navigation in Gordon Pass."

In reviewing prior Council actions to determine if it is necessary for the Council to consider this issue, I find that six months ago at their August 7, 1985, meeting, the Council considered this very issue, primarily at your request. At that meeting I believe the City Council took the exact position which you are suggesting. As a result of that meeting, letters were sent to both the Army Corps of Engineers and the Florida Department of Natural Resources. Responses from each of these agencies indicate their complete understanding of the City's position favoring the placing of the spoils from the dredging of Gordon Pass to the north of the inlet.

Since the City Council has adopted the position which you are suggesting and has transmitted that position to the agencies involved, I feel no useful purpose could be served from any further action by the City Council.

Sincerely,


Franklin C. Jones
City Manager

FCJ/tan
xc: Mayor and City Council

EXCERPTS [Emphasis Added] FROM:

BEACH EROSION CONTROL STUDY - 1972
COLLIER COUNTY, FLORIDA

DEPARTMENT OF THE ARMY
Jacksonville District, Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32201

1. Conclusions

a. It is concluded that the most practical plan of improvement for beach erosion control in Collier County consists of artificial fill, periodic nourishment and a terminal groin for the most severely eroded area...Doctors Pass to Gordon Pass.

b. ...Use of Gordon Pass as a source of fill material for a portion of the initial fill and future nourishment is feasible and desirable....[Page 31, No. 81]

2. Public Interest

The data and information concerning the considered action, as well as the stated views of other interested agencies and the concerned public, have been reviewed and evaluated in the light of the overall public interest relative to the various practicable alternatives in accomplishing remedial measures for beach erosion control in Collier County....[Page 29, No. 78]

3. Method of Correcting Problem Conditions

.....The most natural and practical method of correcting the serious problem is by sand placement to restore the beach to a width commensurate with practical protection and recreational use requirements. This would cause waves to break seaward of the backshore, offering protection against waves breaking directly on backshore structures and preventing wave overtopping during most severe storms. Periodic nourishment would be required to maintain the proper beach width provided by initial sand placement. The problem area needing immediate attention is the area between Doctors Pass and Gordon Pass. [Page 19, No. 57] ...That same area is also the only area that is experiencing severe erosion. [Page 19, No. 58]

4. Plan of Improvement

General.--A type of protection has been developed for the reach Doctors Pass to Gordon Pass which can meet the needs of the area. The most natural and feasible plan of improvement is by initial sand fill together with a terminal groin at the north shore of Gordon Pass and periodic nourishment when needed....[Page 23, No. 67]

Plan for Doctors Pass to Gordon Pass -- a. Beach fill --
Initial fill is required for 29,600 linear feet (5.6 miles) of gulf shore between Doctors Pass and Gordon Pass... The estimated volume of material required for initial fill is 230,000 cubic yards.
Periodic nourishment of the improved beach, which would be provided when needed, is estimated at about 35,000 cubic yards annually.

b. Terminal groin. -- Analysis indicates that provisions of a 200-foot groin at the north shore of Gordon Pass would be required to hold the fill material in place and prevent excessive shoaling of Gordon Pass. The groin would be of rubble-mound construction with a sand tight core...[Page 24, No. 70]

5. Design criteria

The proposed protective measure is designed to provide protection against ordinary storm conditions of comparatively frequent occurrence and to serve adequately as a recreational beach. Although it would not afford complete protection against rare and extreme storms, a substantial amount of protection would be provided under those conditions.... [Page 20, No. 60]

6. Other Alternatives

Other methods of correcting problem conditions were considered. These included groins, groins and beachfill, revetments, offshore breakwaters, and combinations of one or more of those methods. However, none were as feasible or would provide as much protection and benefits as the method of sand placement....Maximum utilization would be made of suitable material from future maintenance dredging of Gordon Pass....[Page 19, No. 59]

...There is not sufficient sand in usable quantities or acceptable quality offshore of the proposed project area....There is also no available upland source in Collier County to obtain suitable sand for the proposed project...[Page 23, No. 69]

EXCERPTS [Emphasis Added] FROM:

1980 SUB-OCEANIC REPORT

1. Terminal Groin, Gordon Pass

Sand transport into Gordon Pass represents one of the major sources of sand loss to the beach system. The magnitude of the sand loss could be reduced with the construction of a terminal groin on the north side of the pass. It is therefore recommended that the rubble groin on the north side of Gordon Pass be modified and extended approximately 200 feet.

(Page 16)

2. Use Of Dredging Sand

The spoil from the maintenance dredging was deposited on Keewaydin Island and did not benefit the beach within the study area. (Page 32)

Sand dredged from Gordon Pass has been by-passed to Keewaydin Island at an equivalent rate of 23,000 cubic yards per year. (Page 52)

EXCERPTS [Emphasis Added] FROM:

1983 BRIGGS REPORT

Conclusion on the Condition of the Beach and Its Preservation

Our committee discussed, at length, the various methods of beach stabilization in case it should ever be necessary. Included among these were breakwaters, artificial reefs, bypassing sand from one side of a pass to another and beach scraping. At this point, none of these procedures is deemed necessary and is not recommended at this time. The Committee does recommend and unanimously passed the following motion:

Motion: That when Gordon Pass is dredged, a portion of the spoil, if suitable, be placed on the north side of the inlet. (Page 1).

Studied
5

EXCERPTS (Emphasis Added) FROM:

1981 BRIGGS REPORT

STATUS OF BARRIER BEACH SHORELINE
COLLIER COUNTY, FLORIDA:
SUMMARY OF OBSERVATIONS AND CONCLUSIONS:

A Report to the Collier County Conservancy

Our committee discussed, at length, the various methods of beach stabilization in case it should ever be necessary. Included among these were breakwaters, artificial reefs, bypassing sand from one side of a pass to another and beach accretion. At this point, none of these procedures is deemed necessary and is not recommended at this time. The Committee does recommend and unanimously passed the following motion:

Portion of beach is dredged, a portion of the beach is placed on the north side of

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Introduction

Upon the request of Dr. Bernie Yokel of the Morris Marine Research Center and the Collier County Conservancy, Dr. Norbert Psutey of Rutgers University and I spent two days (April 2-3, 1981) assessing the status of beach erosion, the effectiveness of the present coastal engineering structures and the potential effectiveness of proposed stabilization structures. This was done by direct observation from the water, from hiking around selected sites, from aircraft, and from a brief analysis of aerial photographs.

From north to south, the specific areas of local concern that were pointed out to us are: (1) Wiggins Pass; (2) Gordon's Pass; (3) the engineering structures fronting the condominiums along Marco Island; (4) and the proposed nourishment/jetty-groin type structure proposed for south Marco Island.

General Geological Setting

The Collier County coast is dominated by a complex barrier island system. Only Naples Beach appears to be a mainland beach setting wherein no back-barrier lagoon is present. This entire area is a low wave energy, low tidal range setting. The dominant variable seems to be the tidal prism (volume of water going in and out of the inlets; measured in m^3 or yd^3).

The size of the tidal prism, as well as the magnitude of the longshore transport system, affect inlet behavior. Inlet stability or instability is a function of the balance between the amount of sand transported along a coastal sector by wave action and the flushing capability of the inlet.

Wave Dominated Beach/Inlet Systems. Where the net longshore transport is relatively high compared to the flushing capability of an inlet (small tidal prism, the inlet and surrounding beach system is called "wave-

dominated." Here, the waves transport sands to primarily one side of the inlet (the updrift side). These new sediments partially infill that side of the channel and force it to move laterally against the barrier island on the down-drift side. If enough sand is introduced into the inlet channel, the inlet will close. Otherwise, this type of inlet will migrate very quickly in the direction of net longshore sand transport. This will form a long, narrow inlet channel that runs parallel to the beach before it turns and discharges seaward. Ultimately, the channel becomes too long and too inefficient. The inlet closes and frequently, a new opening will form farther updrift -- perhaps back at its earlier, initial location. The cycle of rapid downdrift migration and closing repeats itself again. This is the situation at Little Marco Pass. This is a highly unstable system with rapid erosion occurring downdrift (south) of the inlet mouth. This is called a "wave-dominated" system because the waves control and dominate inlet behavior. Obviously, any planning for development should take into account the nature, history, and rate of inlet movement. Other good examples of wave-dominated inlet-beach systems are the south shore of Long Island and the North Carolina Outer Banks.

Tide Dominated Beach/Inlet Systems. Where the tidal prism of an inlet is relatively large compared to the net longshore transport, the inlet is less likely to migrate laterally substantial distances. These inlets are also ebb-dominant meaning that the ebb-tidal currents are faster than the flood-tidal currents. Because of these two factors plus the relatively low energy wave climate (compared to North Carolina, for example), large, seaward-extending shoals called ebb-tidal deltas develop. These shoals cause extensive wave refraction which in turn controls the direction and rate of sand movement on the beaches. As these seaward shoals change shape and size

the stability of the neighboring beaches changes in response. It is a carefully linked system. The two inlets that define Marco Island are tide dominated inlets. They have large ebb-tidal deltas. These shoals, particularly the Big Marco Pass ebb-tidal delta, significantly affect the shoreline behavior over much of northern Marco Island. The shoals off Caxambas Pass significantly affect Kice Island, but also affect Marco Island as well -- particularly when the waves are approaching from the southwest.

Sediment Supply. There are no new sources of sand being introduced into this barrier-island system. No rivers are contributing new sands and no large bluffs are contributing new sands. This is a "closed budget" system. Sands lost to the beach are trapped on the ebb-tidal delta shoals for the most part. Other sediment sinks include the offshore (outside of the influence of the inlets), the migrating recurved spits (the northern beach adjacent to Little Marco Pass), washover fans, dunes, and the inner portions (flood-tidal deltas) of inlets. There seems to be an abundance of sand in the total geologic system. The problem is that a lot of it is not on the beaches.

An additional problem relates to a long-term geological phenomenon. When the rate of sea-level rise slowed considerably approximately 3,000 - 5,000 yrs. B.P. (before present), many shorelines were supplied by an "excess" of sand residing in the nearshore/inner continental shelf region. Many islands widened/grew seaward by the addition of beach ridges. Marco Island is an excellent example of this seaward widening. As the "excess" sand became depleted, the rate of widening decreased. Presently, all the "excess" sand resides within the barrier island-lagoon system. The offshore is no longer providing as much (if any) sand to the beach. As a

result, the beaches have changed in the past 300 - 1,000 years from growing seaward to eroding landward.

Recent Sea Level Rise

Tide gauge data extending back some 90 years show that sea level is presently rising at the rate of 1 ft/100 yrs. This is an approximate value. In some places, sea level is rising even faster due to a local sinking of the ground. So, even if there were no waves to erode and transport sediments away from the beach, the beach line would retreat landward because of this world-wide flooding and increase of the water volume in the oceans due to melting glaciers.

Summary of Geologic Setting

The Collier County shoreline thus is situated in an area dominated by unstable inlet systems where either the inlets themselves migrate or the ebb-tidal deltas fluctuate. No new sources of sand are present. Superimposed upon this system is a history of depleted offshore sand supplies and a recent rapid rise in sea level. The result is a highly dynamical, fluctuating coastline marked by long-term, widespread beach retreat.

What is the Problem? A Statement of Priorities and a Philosophy are Needed.

Given that the beach is eroding and will continue to erode even though there may be some temporary beach accretion in some places, and given the fact that expensive, long-life buildings have been placed very close to the beach, one can easily envision a dilemma: you can't move the buildings and you can't stop beach erosion -- certainly not in the 25-100 year time interval. Does one try to engineer a structure that will protect the buildings or does one try to maintain a wide, useful beach? The two are usually mutually exclusive. Whose interests are at stake? Who will benefit? Who

will pay for beach stabilization? Are stabilization structures expected to last over the life of the buildings? Has a moving set back line been established? Will the coastal engineering structures cost more than the total value of the property they were designed to protect? Will the taxpayer be committed to an open-ended, seemingly permanent program of maintenance and the installation of new structures where older ones have failed? Has a long-term development plan even been generated? What happens when the federal taxpayer no longer participates in local beach stabilization programs. This is very likely to happen. Will or can the local communities alone pay for \$500,000 groins and beach nourishment projects where costs range from \$5-10/yd³ and a moderate project is 300,000 yd³ -- to be repeated every 3-5 years?

In short, what does the community want? Does it have a clear idea where it's headed? Has it determined what is important -- the public use of a resource, private property, buildings, or beaches? Why build a condominium so close to the beach when it is plain to all that expensive stabilization means will be necessary in the near future? Why put jetties on an inlet and risk unknown problems when the local economy or safety clearly doesn't justify it?

The community is going to have to ask and answer these questions before the problems arrive not after. The community should also realize that taxpayer assistance in funding and maintaining coastal engineering structures as well as underwriting flood insurance is being carefully questioned at all levels of government.

Specific Recommendations

Wiggins Pass. This is an unstable, small inlet that probably will not close. It probably can maintain a channel suitable for small boats. Even

though the channel will move, navigational aids can be moved around accordingly to indicate the deeper water. Jetties are clearly not needed.

If jetties are placed on this inlet, the down-drift side (the south side) will experience rapid erosion. Continuous sand nourishment would have to be performed to maintain the beach at this public facility. Also, the sand nourishment material commonly contains large shell and rock fragments. These become concentrated on the beach and degrade its use and appearance.

Keep this inlet in its natural state as long as possible. Does it really need to be stabilized?

Gordon's Pass. This is an inlet having severe erosion on the north side and partially stabilized on the south side by a poorly constructed, highly permeable jetty. The volume of boat traffic indicates that continue maintenance of the jetty is justified, although the jetty should be rebuilt. Also, the construction of a north jetty and the nourishment of those beaches by dredge spoil could be desirable. However, there should be no illusions that jetty maintenance, dredging, sand nourishment, and even artificial sand by-passing from one side of the inlet to another will not be a permanent expense and way of life. Beach erosion on either side could result between the two impermeable jetties. The solution is sand pumping across the inlet beach nourishment.

North Marco Island Condominiums. These structures were built near that zone of the island where maximum erosion is likely to occur. Waves approaching from the northwest are refracted around the ebb-tidal delta of Big Marco Pass. These waves finally strike the beach from the southwest. This sets up a northerly transport of sand in a zone that extends from 1/4 to 1/3 of the way down Marco Island from this northern inlet.

Beyond this zone, the northwest approaching waves pass by the ebb-tidal delta, are unrefracted, and strike the beach setting up a southerly long-shore transport of sand. Hence, that portion of island fronting the condominiums is presently supplying both the north and south ends of the island with sand. This erosion at the center and deposition at the ends has caused the high degree of curvature in the island's geomorphology. Obviously, the ends of the island can erode as well -- in response to changing behavior of the inlet and its associated shoals.

To protect the condominium structures and to provide for a useful beach, the only alternative is to nourish the beach and to continue to nourish the beach through time as needed. Perhaps, some inobtrusive offshore breakwater can be emplaced to absorb wave energy and reduce long-shore transport. The survivability of such a structure through the high energy events without dispersing boulders or other components throughout the environment should be determined. Also, the "end or side effects" on the beach where this offshore structure terminates should be ascertained. The long range (50-75 years) life of such a feature should be known as well as the upkeep. An environmental impact analysis should be conducted.

The source area for the sand nourishment should be the neighboring ebb-tidal delta shoals and not the immediate offshore. However, a wave-refraction analysis over the proposed borrow sites should be conducted to assess the impact of artificially changing the bottom contours. If the wave pattern is to be altered, a subtle but important response may occur on the beaches.

To protect against storms, either severe frontal passages or mild hurricanes, a wide artificially nourished berm as previously mentioned backed by a high, wide, vegetated sand dune would suffice. The sand tied up in the

berm and the dune would be refashioned into a wide, flat beach profile during a high energy event. This would absorb and dissipate the energy of the storm waves. Much of this sand would also be moved rapidly offshore during the early period of the storm to form an offshore bar. This offshore bar would cause the storm waves to break seaward and dissipate most of their energy there. After the storm, the beach would partially recover. However, it would be up to the community to artificially restore the beach to its pre-storm appearance.

To protect against a Hurricane Camille size storm is pointless. This hurricane had sustained 200 mph winds and a storm surge of 25 feet. Waves and currents generated by such a hurricane would destroy any rock or concrete structure. If such a storm struck, a rapid evacuation is the only thing that anyone could do. Rock revetements or rock cored dunes will do no good as such objects could easily be hurled at the buildings they are trying to protect. Additionally, rock structures are not needed during the less intense storms as the wide berm and wide, high sand dune would be sufficient. So, keep the rocks off the beach. They don't belong there and they are not needed. Groins also have a poor track record and should be avoided. Besides, such an engineering technique requires many groins, not one or two. If sand is not constantly renourished in a groin field, they become undermined, fail, and can locally accelerate erosion.

South Marco Island. There is rapid erosion here. The sands are being carried around the stabilized point and are deposited out on the ebb-tidal delta associated with Caxambas Pass. Sand nourishment along this beach would help. The sands should come from the ebb-tidal delta. The proposed short single jetty to hold this beach is probably a good idea. However, one should recognize that continued maintenance costs and renourishment

costs will occur permanently. The taxpayer should not be expected to foot this bill if there is no public benefit. Also, the channel associated with Caxambas Pass could undermine the jetty and the entire south end of Marco Island which appears now to be completely covered by rip-rap.

It is doubtful that the jetty, by stopping some of the southerly long shore transport will have much of an impact on the next island down -- Kic Island and Cape Romano.

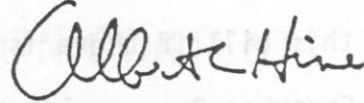
The beach along the southern end of Marco Island would also ultimately benefit from a sand nourishment project at the northern one-third of the island as much of this sand would be transported to the south.

Finally, one should ask the hard question: "Is this shoreline really worth all this effort and money?". The notion that it has to be stabilize is faulty. Let the beach erode, just build the structures along a set-back line so when the beach has eroded back to that line, the structures have reached their life expectancy and should be taken down anyway.

Concluding Remarks

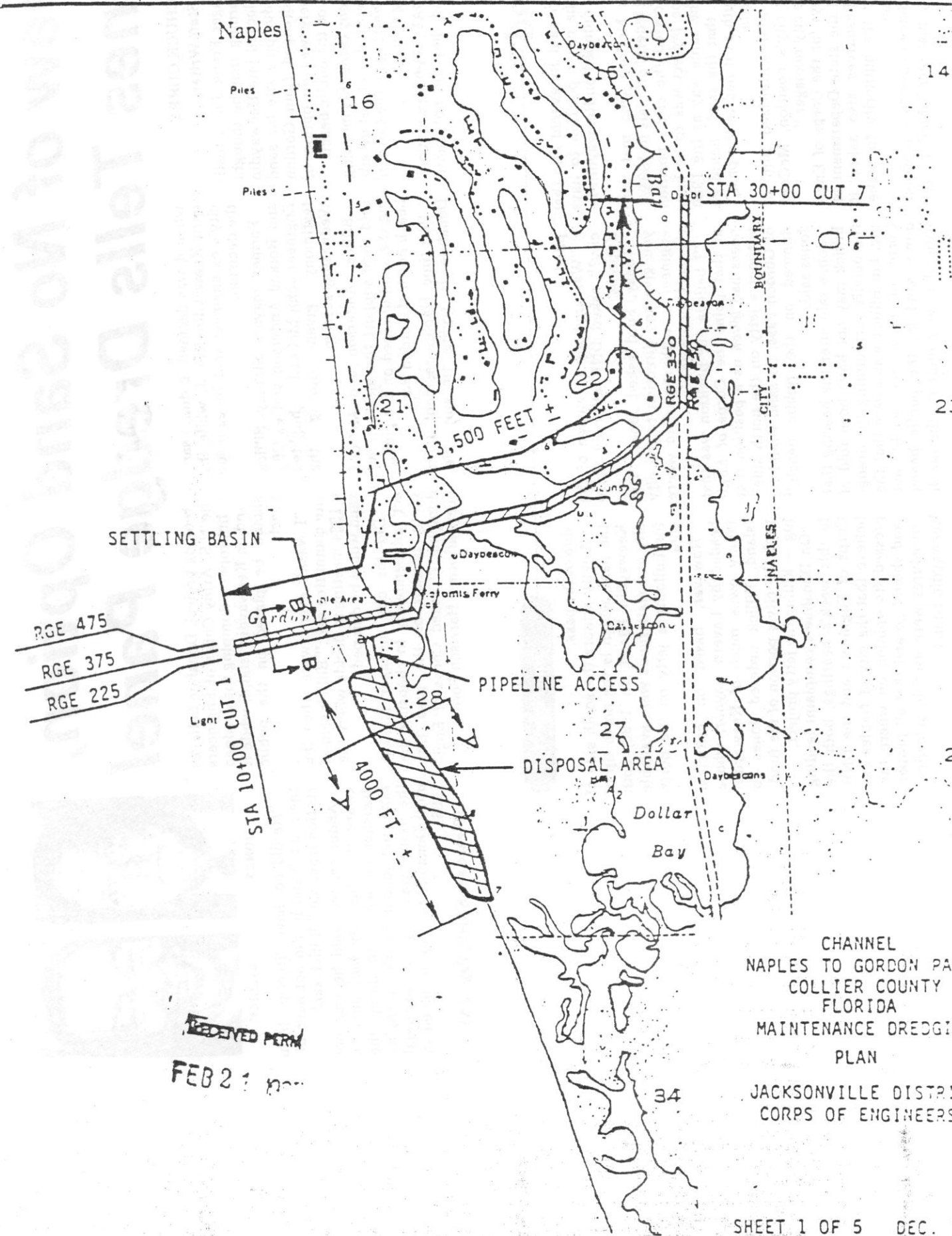
Avoid engineering structures whenever possible. Build behind set back lines. Once a network of groins, seawalls, jetties, and revetements has been established, an endless, costly maintenance program is necessary with the possible loss of the beach and much of the natural environment that people come in the first place to see. Do not try to protect the shoreline from the major storm. That is an enormous undertaking that has a good chance of failing. Where the immovable structures exist, maintain wide berms and build dunes for protection against the northwest blows or the occasional tropical storm.

Respectfully submitted,



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CHANNEL
 NAPLES TO GORDON PAS
 COLLIER COUNTY
 FLORIDA
 MAINTENANCE DREDGIN
 PLAN
 JACKSONVILLE DISTRICT
 CORPS OF ENGINEERS

Knew of No Sand Option, Jones Tells Dredge Panel

By CHUCK CURRY
Staff Writer

City Manager Frank Jones testified this morning that he thought Naples was locked into Keewaydin Island as a dumping site for sand now being dredged from Gordon Pass and there was no option of placing sand on the public beach.

His testimony came this morning during the fourth day of a state administrative hearing on the Gordon Pass dredging controversy.

WEDNESDAY, TWO ex-mayors of Naples said they did not know

when it was decided to dump sand onto Keewaydin Island, while the city's ex-engineer said Jones made the decision.

Former mayors Stanley Billlick and Roland Anderson and ex-City Engineer John McCord highlighted testimony given during the Wednesday session.

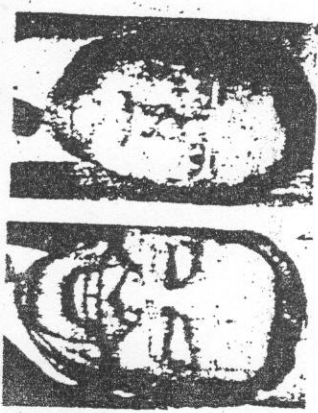
Billlick, Anderson and McCord said they support the idea of having the sand dumped on the public beach north of Gordon Pass.

Part-time Naples resident John Donahue is trying to stop the

dredging project. Donahue believes the U.S. Army Corps of Engineers is improperly dumping the dredged sand on Keewaydin Island, while it should be placed on the public beach.

"I wasn't even aware when the site committee met," Billlick said of a 1984 meeting to decide where the sand would be dumped.

"Did the city manager (Jones) act independently in choosing the south portion of the pass (for dumping?)" asked Corps of Engineers attorney Harrison Ford.



JONES

BILLICK

"He did not have direction from the council and he did not have direction from me," Billlick said.

Anderson, too, said he was not aware that the city had made a decision on where to dump the sand and joined Billlick in saying the issue was not controversial until Donahue became involved in 1985.

(Please see SAND, Page 2A)

Sand

McCord said Jones told him that it was the city's position to have the sand dumped on Keewaydin Island.

It was McCord who met with state and federal officials in 1984.

"I expressed the city's position ... that the project was to be handled in the same way as the 1980 project ... that the sand should go to the south as it had in the past," McCord said.

Asked who authorized him to state the city's position, McCord said, "The city manager."

Attorneys for the Corps of Engineers and the state Department of Natural Resources also asked if Jones had the authority to make the decision.

"You'll have to ask that question of the city manager," McCord re-

plied.

"Was anybody in charge of the city?" asked DNR attorney Spiro Kypros.

Today, Ford asked Jones, "Did you give any direction to the city engineer ... with regard to where the sand should go?"

"I believe our position was that at that point the Corps of Engineers had given us a position that without a jetty on the north side" of Gordon Pass, no sand would be dumped on the public beach," Jones said.

Jones said after the hearing that Billlick may not have been told of the details surrounding the dredging, but Billlick was aware that the Corps of Engineers would not dump sand on the public beach without a jetty built on the north

From Page 1A

side of the pass.

A jetty armors the south side of the pass, which is the north tip of Keewaydin Island. In 1982, both city and state funds were available for building a jetty on the north side.

However, based on criticism headed by Lavern Gaynor, whose family owns much of Keewaydin Island, Billlick ordered Jones to yank the city's portion of the funding — killing the jetty project.

On Donahue's complaint leading to this week's hearings, both the Corps of Engineers and the DNR believe that the city of Naples expressed its opinion on where the sand should go and that all proper procedures were used in selecting Keewaydin Island.