



City Council Chamber  
735 Eighth Street South  
Naples, Florida 34102

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**City Council Workshop Meeting – September 15, 1997 – 8:30 a.m.**

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Mayor Barnett called the meeting to order and presided.

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**ROLL CALL** ..... **ITEM 1**

**Present:** Bill Barnett, Mayor  
Marjorie Prolman, Vice Mayor

**Council Members:**

Bonnie R. MacKenzie – arrived at 8:50 a.m.  
John R. Nocera  
Fred L. Sullivan  
Fred Tarrant  
Peter H. Van Arsdale – arrived at 8:34 a.m.

**Also Present:**

Richard Woodruff, City Manager  
Kenneth Cuyler, City Attorney  
Missy McKim, Planning Director  
Tara Norman, City Clerk  
Richard Gatti, Development Services Dir.  
Virginia Neet, Deputy City Clerk  
Ann Walker, Planner  
George Archibald, Traffic Engineer  
Stephen Weeks, Network Coordinator  
John Kotula, Engineering Design Supv.  
Andria Chadwick, Administrative Asst.

Molly Reed, Recording Specialist  
Dale Chlumsky  
Joseph Herms  
Deborah Stewart  
Darrin Phillips  
Edward Morton  
Other interested citizens and visitors

**Media:**

Marc Caputo, Naples Daily News

**ITEMS TO BE ADDED .....ITEM 2**

None.

**.....ITEM 3**

**INTERVIEWS WITH CANDIDATES FOR THE COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD (CRAAB).**

It was determined that all three applicants could be appointed to the current vacancies, and City Attorney Kenneth Cuyler noted that the appointments could occur by consensus.

(City Manager Richard Woodruff noted that a Community Redevelopment Agency meeting was scheduled for 9:00 a.m. and would begin after all workshop business had been completed.)

The following CRAAB candidates were interviewed:

Deborah A. Stewart	8:34 a.m.
Darrin M. Phillips	8:37 a.m.
Edward A. Morton	9:00 a.m.

**.....ITEM 4**

**REVIEW OF ITEMS ON THE SEPTEMBER 17, 1997 REGULAR MEETING AGENDA. (8:38 a.m.)**

**Item 5b** (Special Events) Council Member Nocera requested confirmation of the location of the Collier Dealers Auto Sale.

**Item 7** (Variance to permit a residential addition to encroach into front yard setback) Vice Mayor Prolman requested information relating to the setback for this particular variance, and additionally requested that setback information be included in each future variance request.

**Item 11** (Conditional use and variances for Mobil station at 31 Ninth Street North) Vice Mayor Prolman requested information regarding the moratorium on parking needs analyses and on the Planning Advisory Board's concerns regarding excessive traffic resulting from expansion of the facility. Planning Director Missy McKim clarified that the moratorium on parking needs analyses applied only to transient lodging facilities and, therefore, an analysis of the Mobil station had actually resulted in credit for parking spaces at the pumps. In addition, she said, a traffic analysis had determined that additional traffic at the site would not be significant. City Manager Richard Woodruff noted, for the record, that his initials on the staff memo for approval on the Mobil application had been an error.

**Item 13** (Amend Code of Ordinances to permit Police to issue parking citations at the county-owned beach access in Seagate and areas of Bayview Park within the City boundaries) Dr. Woodruff explained that Collier County holds title to the parks even though they are within City boundaries. The Code change would permit City Police and Emergency Services to enforce the night curfew so that the park will close at the same time the City's beach end parking closes.

**.....ITEM 5**

**TRAFFIC CALMING – AUTHORIZATION/PRIORITY OF PROJECTS. (8:52 a.m.)**

City Manager Richard Woodruff reviewed four traffic calming proposals that had been approved by Council during the winter of 1997. He then outlined the cost estimates for each project, and noted that \$290,000 had been budgeted for their implementation. The first street slated for traffic calming was Old Trail Drive with installation of three traffic tables for a total cost of \$36,000. Council Member Van Arsdale noted that traffic tables can be noisy if

vehicles drive over them too fast. Council Member Nocera suggested first installing one for evaluation, but learned that effectiveness depends on installation of three.

Closure of Myrtle Terrace, Dr. Woodruff said, presented a unique problem in that there was insufficient space for cul-de-sacs. The final design acceptable to both residents and City engineers was back-to-back “Ts” which would permit both pedestrian and bicycle traffic to pass through. In addition, he said the plan was to eventually add brick-paving. Vice Mayor Prolman noted that when the decision was made to close the center of Myrtle Terrace, Council had agreed to install cul-de-sacs, but Dr. Woodruff responded that although both are options, it is clear that there is not adequate space for cul-de-sacs. Engineering Design Supervisor John Kotula explained that the street’s 60-foot right-of-way would require construction of a cul-de-sac without an island in the center and would not be large enough for a car to negotiate a complete turn. Council Member MacKenzie asked whether the proposed fire hydrant was included in the cost of constructing the “T,” and Mr. Kotula explained that one hydrant was in place with plans to install another. Vice Mayor Prolman noted that Anderson Street has the same dimensions as Myrtle Terrace and has a functioning cul-de-sac, and Development Services Director Richard Gatti explained that the locations of the driveways on Myrtle Terrace presented the main obstacle to a cul-de-sac.

Council Member Van Arsdale remarked that a goal had been to discourage additional traffic on the street, which would be accomplished by the “Ts.” Council then discussed the location of the brick pavers, and Council Member Van Arsdale suggested that a brick outline only could achieve the desired affect and would save \$20,000. Mr. Gatti explained that traffic calming devices tend to be viewed as punitive and, therefore, it is advisable to make them more aesthetic. City Manager Woodruff said the “T” areas would be paved with asphalt as Council directed.

Traffic restrictors on Bowline Drive, Dr. Woodruff said, are to slow traffic by installing three narrow, landscaped medians for a total cost of \$36,000. Further, he explained, the proposed variety of traffic calming methods would offer a basis for evaluating their effectiveness and desirability, but cautioned that there would be no revenue source for traffic calming in the future unless the street paving program is reduced – an option he said he would not recommend. He noted also that staff had suggested a two year moratorium on additional traffic calming projects in order to evaluate the success of those to be installed in 1997. Council Member Nocera said he favored increasing the traffic calming budget since residents may request such devices for their streets throughout the City.

Development Services Director Richard Gatti described the proposal for 7<sup>th</sup> Avenue North, which included a major entry feature at 8<sup>th</sup> Street and a roundabout at 7<sup>th</sup> Street and 3<sup>rd</sup> Street. Landscaped medians would be placed at the entry and along the lake area at a total cost of \$96,000. Council Member Van Arsdale said he concurred with experimenting with various types of traffic calming so the City could eventually adopt one, standard method. He added that the convenience store on 7<sup>th</sup> Avenue North had been required to indicate a sidewalk between the Hess Station and the parking lot, and requested the staff follow-up on that stipulation as part of the 7<sup>th</sup> Avenue project. City Manager Woodruff said additional revenue options for traffic calming would be included in budget proposals for next year.

Dr. Woodruff introduced the design for 6<sup>th</sup> Avenue South, which called for traffic signals at 9<sup>th</sup> Street and 10<sup>th</sup> Street. Traffic Engineer George Archibald explained that the objective was for 6<sup>th</sup> Avenue to function as the entry to both Cambier Park and the waterfront with the goal achieved by installation of signal mast arms. Other aspects of the design included 19 additional on-street parking spaces, brick pavers at the intersections, special street lighting, and landscaping, which are aspects of the design that are not yet funded. The schedule for completion of each aspect, however, would depend on Council since there was the possibility that roadway upgrades would be completed either during the winter season or delayed until season close. (Diagrams of the proposal are contained in the file for this meeting in the City Clerk's Office.)

Council Member Sullivan asked about synchronization of adjacent traffic signals and learned from Mr. Archibald that by synchronizing lights the heavy incoming north-south traffic could be moved more efficiently. Council Member Van Arsdale said he considered the traffic counts on 6<sup>th</sup> Avenue South as insufficient to warrant several turn lanes for traffic moving north-south and suggested that the street be viewed as an east-west pedestrian link with additional parallel parking to soften the traffic impact. He pointed out that traffic now moves comfortably with two lanes and a four-way stop intersection. However, Mr. Archibald said that 9<sup>th</sup> and 10<sup>th</sup> streets become more important when 11<sup>th</sup> Avenue is no longer an entry point and, therefore, the turn lanes are needed to efficiently move additional traffic off US 41 and toward the waterfront and points south, as well as to prevent stacking at the traffic signals. Council Member MacKenzie requested the turn arrows be placed farther from the intersection so motorists can determine the proper lane in advance. Mr. Archibald said the complete project totaled approximately \$700,000 and added that he would supply Council with a copy of the report. Mayor Barnett requested a larger, more detailed diagram of the landscaping plans.

City Manager Woodruff explained that the project was the result of two conditions: the widening of the Gordon River Bridge, including US 41 improvements, and Council's policy to approach street improvements in totality. Therefore, since the street has no curb and gutter and was scheduled for drainage work, every aspect of the street had been studied for improvement. Dr. Woodruff said the entire report would be provided to Council, but requested action as soon as possible regarding the traffic signal poles. He informed Council that the mast arms could be installed for three lanes, but could be used for two lanes if Council decided to limit the street width.

***It was the unanimous consensus of Council to approve installation of the traffic signal mast arms.***

**ADJOURN**.....  
9:52 a.m.

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Bill Barnett, Mayor

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Tara A. Norman, City Clerk

Prepared by: \_\_\_\_\_  
Molly Reed, Recording Specialist

Minutes Approved: 10/1/97