

## DRAFT DIRECTIVES

Resulting from the City Council Workshop on Monday, September 14, 2020

Regarding the Naples Beach Restoration & Water Quality Project and the Reconstruction of Gulf Shore Boulevard

September 16, 2020 City Council Meeting

<p><b>Project Structure:</b></p> <ol style="list-style-type: none"><li>1. Direct staff to proceed with Project Structure Alternative A, as more fully described in the Agenda Memorandum for Item 6-A presented at the Monday, September 14, 2020 City Council Workshop. Staff is directed to return to City Council no later than the November 4, 2020 meeting with a scope, schedule and fee with Erickson Consulting Engineers, Inc. that will, among other things:<ol style="list-style-type: none"><li>a. Modify the design and permit of the South System and design and permit the north system in accordance with Project Structure Alternative A;</li><li>b. Include a public outreach component that assists staff with the necessary graphics and technical support to inform and receive feedback from affected property owners within the project limits, and particularly 3<sup>rd</sup> Street North, South Golf Drive and 7<sup>th</sup> Avenue North. Outreach may include, but not limited to, presentations, webinars, individual site visits, etc.</li><li>c. Continue to engage volunteer members of the City's Environmental Review Committee, particularly regarding water quality components and developing metrics that measure system performance;</li></ol></li><li>2. Direct staff to consider all construction management processes that would accelerate construction start and completion. This may include advancing the offshore discharge pipe installation, qualifying a construction contractor prior to final design, and reducing limitations on construction activity in peak season.</li></ol>	
<p><b>Key Components:</b></p> <p>Direct staff on the following key components:</p> <ol style="list-style-type: none"><li>1. In designing Alternative A, reduce the size of the <b>stormwater trunkline</b> between 2<sup>nd</sup> Avenue South and 3<sup>rd</sup> Avenue North, which enables the stormwater trunkline on Gulf Shore Boulevard South between Central Avenue and 2<sup>nd</sup> Avenue South to be located</li></ol>	

within the northbound travel lane and increasing the separation distance from the private property line along the east right-of-way between 3<sup>rd</sup> Avenue North and Central Avenue.

2. Replace the existing valley **gutter system** on Gulf Shore Boulevard with a new valley gutter system that meets FDOT design standards, while allowing transitional F-curbings only at stormwater drains to better accommodate stormwater flow into the piping system.
3. **Curb Radii:**
  - a. Maintain the 25-foot **curb radii** at all intersecting avenues along the west side of Gulf Shore Blvd.
  - b. At alleyways along the east side of GSB, increase the **curb radii** from 15 to 25-feet.
  - c. At intersecting avenues along the east side, increase the **curb radii** from 25-feet to 28 to 30-feet, except at South Golf Drive, 4<sup>th</sup> Avenue North and Central Avenue where curb radii will be 35-feet.
4. Increase the **roadway elevation** along the project corridor to achieve a minimum centerline roadway elevation of 4.2-feet NAVD and a maximum centerline roadway elevation of 5.6-feet NAVD, resulting in an average 6-inch roadway elevation increase.
5. Proceed with a new **watermain** replacement along Gulf Shore Boulevard with a design criteria that locates the new watermain under the southbound lane except when utility conflicts or site conditions arise that cause the new water main to shift towards the west.

UTILITIES DEPARTMENT COMMENT:

*There are several burdens and disadvantages to placing the new water main in the south bound travel lane of GSB. The water main will be installed before the stormwater improvements which will place the new main in close proximity to the main project construction work. There will be conflicts with the stormwater catch basins. The conflicts may require the water main to be place at a shallower or significantly deeper than standard depths and require the new water main to be covered with flowable concrete when in close proximity to the sanitary sewer under the center of the roadway. There will be traffic detours and additional MOT for the separate installation of the water main. Roadway restoration will be required in anticipation of the stormwater improvements. Detours and MOT will*

	<i>provide additional frustration to the residents.</i>
<p><b>Water Quality Goals:</b> Design the project with the following water quality goals:</p> <ol style="list-style-type: none"> <li>1. Reduce existing enterococcus to <math>\leq 130</math> Counts / 100 mL (FDEP goal) at the offshore discharge mixing zone monitoring station;</li> <li>2. Reduce existing total nitrogen levels to 0.25 mg/L (FDEP goal) at the offshore discharge mixing zone monitoring station;</li> <li>3. Reduce existing total phosphorus loading to 0.032 mg/L (FDEP goal) at the offshore discharge mixing zone monitoring station;</li> <li>4. Reduce existing total suspended solids (TSS) loading by 50% as measured in the pump station wet well.</li> </ol>	<p><i>The Gulf of Mexico Water Body Identification Number (WBID) 8062 is the discharge location for the project, but there are no applicable goals for this WBID. Just to the South, WBID 8063 provides goals for bacteria and nutrients that are recommended for this project.</i></p>
<p><b>Water Quality Components</b></p> <ol style="list-style-type: none"> <li>1. In designing both the North and South Treatment Systems, the types of water quality components reviewed at the September 14, 2020 City Council Workshop may be integrated by the design team with the intent on achieving the water quality goals described above. The first level of treatment consideration should focus on integrating increased street sweeping and Vac-truck operations.</li> <li>2. In the design of the North System, investigate the feasibility and cost benefit for delivering stormwater to a bioreactor system at Lowdermilk Park and report back to City Council at the 60% design level.</li> <li>3. Optimize the residence time of stormwater in lakes without adverse impacts to habitat and property owners.</li> </ol>	<p><i>Allow some degree of design and engineering flexibility to design a water quality treatment train made up of components reviewed on 9/14 that can be integrated to achieve the clear goals above.</i></p>
<p><b>Water Quality Monitoring &amp; Reporting:</b></p> <ol style="list-style-type: none"> <li>A. Develop a stormwater quality monitoring program that measures the pollutant removal effectiveness of each individual water quality component built with the project and prepare an annual report.</li> </ol> <p><b>OR</b></p> <ol style="list-style-type: none"> <li>B. Develop a stormwater monitoring program that measures the pollutant removal effectiveness of the treatment train built with the project and prepare an annual report.</li> </ol>	<p><i>Allows the City to gauge success or failure of components and effectiveness in meeting goals. Allows for the opportunity to modify the treatment train post construction.</i></p>

<p><b>Transportation Safety Components</b></p> <ol style="list-style-type: none"> <li>1. Staff to work with FDOT, Collier County, the Naples Pathway Coalition and Naples VELO to collaborate on public education and information programs.</li> <li>2. Streets &amp; Traffic and Police Department to coordinate on special enforcement programs focusing on the 3-foot separation rule, stopping at stop signs and aggressive driving.</li> <li>3. Collect peak season data to determine if Stop signs are warranted for Central Avenue and South Golf Drive.</li> <li>4. If a Stop sign is not warranted at Central Avenue, implement a pedestrian activated warning device.</li> <li>5. Install a Bicycle May Use Full Lane sign on GSB just south of S. Golf Drive.</li> <li>6. Enhance pedestrian crossings with red-brick plastic pavement markings.</li> <li>7. When GSB is resurfaced, place bright green/white plastic sharrow markings at the intervals recommended by MUTCD.</li> </ol>	