



## *City of Naples*

City Council Chamber  
735 Eighth Street South  
Naples, Florida 34102

### **City Council Workshop Meeting – September 22, 2025 – 8:31 a.m.**

It is noted for the record that all: 1) documentation electronically appended hereto is also contained in the file for this meeting with the City Clerk's Office; 2) experts who testified during quasi-judicial hearings were accepted as qualified to do so in their respective fields of expertise; 3) added items are referenced in red as "ADDED ITEM"; and 4) added attachments are referenced in red as "ADDED ATTACHMENT".

#### **1) CALL TO ORDER AND ROLL CALL**

##### **City Council Members Present**

Teresa Heitmann, Mayor  
Terry Hutchison, Vice Mayor

Berne Barton  
Ray Christman  
Bill Kramer  
Linda Penniman  
Beth Petrunoff

##### **Staff Present:**

Gary Young, City Manager  
Robert Middleton, Public Works Director  
Erica Martin, Planning Director  
Heather Shields, Urban Forest Manager  
Corey Adamski, Deputy Fire Chief  
Steve Beckman, Building Services Director  
Dan Ohrenstein, City Engineer

Matthew McConnell, City Attorney  
Dr. George Yilmaz, Dir. of Critical Infrastructure  
Natalie Hardman, Natural Resources Manager  
Chad Merritt, Community Services Director  
Andrew Hunter, Technology Services Director  
Alison Bickett, Deputy City Engineer  
Sarah Norris, Natural Resources Specialist  
Dave Rivera, Traffic Operations Supervisor

##### **Others Present:**

Sean Nash  
Erica Harris  
Scott Schultz

Michelle Avola-Brown  
Michael Rinaldi  
Martin Horneck

#### **2) PLEDGE OF ALLEGIANCE**

Council Member Petrunoff led in the Pledge of Allegiance.

#### **3) SET AGENDA (add or remove items)**

**MOTION by Christman to APPROVE THE AGENDA; seconded by Petrunoff and unanimously carried, all members present and voting (Barton-yes, Christman-yes, Hutchison-yes, Kramer-yes, Penniman-yes, Petrunoff-yes, Heitmann-yes).**

#### **4) PUBLIC COMMENTS**

**Sean Nash**, representing Responsible Government Naples, stated that the group seeks to give residents a stronger voice in local government but said their efforts to work with City leaders have been ignored. Mr. Nash asserted that the Collier County Legislative Delegation has lost confidence in the City's ability to manage the Naples Airport and noted that residents have filed a lawsuit against the City due to a Resolution approved by City Council that he described as contrary to state law. He criticized the City for spending taxpayer dollars to defend the action, resulting in residents funding both sides of the lawsuit. Mr. Nash alleged that the City Council disregards the majority of the resident's opinions and accused Mayor Heitmann of lacking accountability, citing delays in resolving alleged personal legal matters. He urged the Mayor to resign, stating that employees and residents had lost confidence in her leadership.

Mayor Heitmann responded that being threatened by one of the members of the Friends of the Airport was not good character.

## **5. DISCUSSION ITEMS**

### **5.A. Discussion and Review of the City's Resilience Vision and Plan.**

City Manager Gary Young introduced the draft Resiliency Plan as a Citywide framework consolidating completed and ongoing efforts and asked for feedback from City Council. He noted that the discussion would also include the seawall study.

Public Works Director Robert Middleton utilized an electronic presentation to outline the following Plan objectives: protect public health and safety, ensure continuity of operations, harden critical infrastructure, guide resilient development, and expand community preparedness. He cited key risks, which include flooding, hurricanes, power and utility outages, transportation constraints, cybersecurity, public health, and supply-chain/economic shocks, and emphasized coordinated sequencing of stormwater, utility, and roadway elevations. He then offered an overview of community engagement efforts.

Director Middleton summarized the Program's history, including the Vulnerability Assessment (2020; updates 2023–2024), and the Adaptation Plan (2024) which identified 47 strategies with five priorities presently being developed, and lessons from recent hurricanes. He listed current implementation work, including Comprehensive Plan updates, the Watershed Master Plan, the business case for resilience, seawall studies, thermal analysis, and department Master Plans (water distribution completed; sanitary sewer, IT, facilities, community services, and planning in progress).

Dr. George Yilmaz, Director of Critical Infrastructure, presented the draft Resiliency Plan, noting it builds on roughly \$100 million in prior City investments. He credited the City Council and staff for a strong financial foundation and said implementation will require coordination among federal, state, county, and private partners.

Director Yilmaz outlined three protection pillars: offshore, onshore, and inland. He noted that offshore measures, such as artificial reefs, can dissipate up to 60 percent of wave energy, reducing damage while supporting fisheries, water quality, and tourism. Onshore strategies include dunes, vegetation, beach renourishment, and embedded seawalls, though he cautioned beach nourishment is costly and can be offset by stronger offshore defenses.

Director Yilmaz said inland protection focuses on stormwater and back-bay seawalls, including \$84 million in water quality upgrades, new master pump stations, and outfall removals; noting that hybrid pump and gravity systems were identified as the most cost-effective. He added that a forthcoming Seawall Study will recommend minimum elevations and long-term standards.

Director Yilmaz stressed that resilience depends on reliable infrastructure, redundant utilities, and neighborhood upgrades that meet or exceed current standards. He concluded that Naples could become a national model for coastal resiliency through integrated protection systems and diverse funding sources.

Natural Resources Manager Natalie Hardman noted the Natural Resources Division's lead role in coordinating adaptation studies, funding alignment, project reviews, and public outreach materials.

Erica Harris, Coastal Climate Scientist at AECOM, utilized an electronic presentation highlighting accelerating local sea-level-rise trends and three ongoing initiatives. She described a summer thermal hotspot study that used satellite data from 2014 through 2024 to identify areas of higher heat, which included downtown, major corridors, shopping centers, Naples High School, Naples Community Hospital, and the Naples Airport. She also reviewed the City's Seawall Ordinance update, which incorporates long-term sea-level rise into design criteria, and introduced a new

public resilience brochure. She then outlined mitigation strategies such as expanding shade canopies, adding cool or green roofs, using lighter pavement materials, and providing hydration or misting stations, while noting challenges posed by limited space and private property ownership. In conclusion, she suggested incorporating these findings into the Urban Forest Management Plan and the Tree Inventory Update.

Mayor Heitmann asked that enforceable policies through the Comprehensive Plan and future Code updates place priority on shade trees rather than palms. Vice Mayor Hutchison requested an analysis of the consequences if thermal hot spots are not addressed and asked for potential policy and code tools to reduce them.

Urban Forest Manager Heather Shields stated that the City maintains a \$300,000 annual tree fill-in budget, with installed hardwoods and palms costing about \$2,000 each. She noted that availability has been sufficient through contractor nursery networks. Royal Palms make up roughly 25 percent of the inventory and coconut trees about 17 percent, creating an over-representation, she noted. She then asserted that no coconut trees were included in the 2025 plantings. A new inventory will be presented to the Community Services Advisory Board (CSAB) in October she said, with policy recommendations on increasing the share of hardwoods scheduled for City Council review by late December or January 2026. She confirmed that clear City Council direction on species mix, such as a target percentage of hardwoods, would assist both implementation and resident communication.

Council Member Petrunoff asked about cool roofs and dark materials. Natural Resources Manager Hardman said the City follows the Florida Building Code but could consider local incentives or standards in future Comprehensive Plan and zoning updates.

Council Member Kramer expressed concern about maintenance issues with deciduous trees. Director Middleton acknowledged the challenges, advised against planting trees in right-of-way swales, and noted that private property issues may involve Code Enforcement.

Council Member Kramer also asked about reflective roofs and lighter pavement. Natural Resources Manager Hardman said benefits require further study and cost analysis, noting the current hotspot assessment only identifies the warmest areas.

Council Member Kramer emphasized measuring the benefits of cooling strategies, while Council Member Petrunoff said shaded streets enhance quality of life and merit investment. In response to Mayor Heitmann, Director Middleton explained that upcoming outfall projects will incorporate systems to filter and screen stormwater before it reaches the drains but emphasized that regular maintenance and street sweeping are still essential to keep the system functioning properly. He added that clogged inlets are often reported, and he agreed to review added screening options for grate inlets.

Mayor Heitmann asked about transitioning City vehicles from gas or diesel to natural gas. Public Works Director Middleton said none have been purchased, noting a decade-old study found no local refueling resources. He added that Waste Management's facility serves only its own fleet, but he suggested conducting a current feasibility study.

Council Member Penniman asked whether the goal of the discussion was to identify action items or simply receive information. City Manager Young replied that staff sought City Council feedback and direction, especially on the Seawall Ordinance update, and requested guidance before moving off that item. He added that offshore reef concepts would return for future discussion. Natural Resources Manager Hardman noted that supporting technical studies for the thermal analysis and seawalls would be routed to Council Members.

AECOM scientist Harris reported that the City has about 44 miles of bayfront seawalls, most built in the 1950s–1980s and mostly privately owned. She noted that current code allows a maximum height of 4.8 feet North American Vertical Datum (NAVD), but sets no minimum, leaving many walls low enough to be overtopped during king tides and storms. She added that an inventory found that about 30 percent of seawalls are under 2 feet and roughly 80 percent are under 4 feet. She recommended a minimum height of 5.6 feet NAVD, based on current king tide level near 2.4 feet, plus one foot of safety margin and an estimated 2.2 feet of sea-level rise over a 50-year life. She maintained that modeling showed that raising seawalls to 5.6 feet would reduce today's overtopping risk from about 30 percent to zero and would also cut future flooding risk as sea levels rise.

Natural Resources Manager Hardman explained that while drafting the Ordinance, staff identified broader code and implementation issues. As a result, she said work has paused to allow coordination among departments and alignment with upcoming Comprehensive Plan updates. She said the review will address how the Ordinance interacts with the Florida Building Code, adjacent property grade changes, backfilled ground-level seawall requirements, and related construction costs and practices.

Vice Mayor Hutchison expressed concern about State limits on local authority and urged clarity on what can be implemented. Natural Resources Manager Hardman asked whether to proceed with developing minimum seawall height standards, noting that any change would still require Comprehensive Plan, Zoning, and Code amendments and could take one to two years. Mayor Heitmann suggested a workshop with builders, architects, and contractors to gather industry input. Council Member Christman praised the overall resiliency framework but cautioned against diluting priorities, asking for near-term actions that reduce flood risk for residents and businesses.

City Manager Young summarized that Council Members generally agreed on setting a minimum seawall height but decided to postpone selecting the exact elevation until further study is completed. He emphasized the importance of reviewing all related Code sections and evaluating both private and City-owned shorelines as part of one coordinated effort. Council Member Penniman confirmed that, since this was a workshop, no formal vote would be taken, and staff should continue developing detailed recommendations.

***Consensus to direct staff to study minimum seawall height standards and return findings and recommendations to City Council.***

Vice Mayor Hutchison requested a general timeline for seawall height recommendations and related code changes. Natural Resources Manager Hardman reiterated that sequencing would follow Comprehensive Plan work and interdepartmental coordination. AECOM scientist Harris explained that the analysis assumes construction will begin around 2030 and estimates sea level rise over the following 50 years. She said the goal is to design adaptable structures that can be raised or reinforced later if needed. City Attorney Matthew McConnell added that staff may continue drafting the Ordinance, and he will advise Council if any legal issues arise.

In response to Mayor Heitmann, Natural Resources Manager Hardman clarified that new seawall construction is limited to 4.8 feet NAVD. She added that existing property owners are not required to match neighboring heights but may raise or cap their seawalls if they choose to increase elevation. She added that riprap is required on natural waterways but not on man-made canals due to channel constraints. She said reinforcement of older walls with riprap would be evaluated case by case, since feasibility depends on site conditions, available space, and elevation needs. She explained that engineering would be required to determine if reinforcement was possible.

Council Member Kramer asserted that past public sentiment opposed “hardening” measures but hoped recent storm events would inspire broader vision. Council Member Kramer shared examples of centuries-old seawalls still functioning abroad and emphasized that Naples should

lead with innovative flood-control measures. He concluded that although infrastructure hardening projects must be carefully justified, City Council is committed to moving forward with them.

**Public comments:** **Scott Schultz**, Bay Point resident and former Chair of the Collier County Coastal Storm Risk Management Ad Hoc Advisory Committee, recounted prior U.S. Army Corps of Engineers (USACE) planning efforts, noting that breakwaters and hard structures were deemed infeasible due to sea turtle migration, commercial fisheries, and required Environmental Protection Agency (EPA) approvals. He described the first USACE proposal, which included a large seawall extending from Bonita Beach Road to Port Royal, as costly and politically unpopular, ultimately contributing to the loss of public support. He emphasized that flooding during Hurricane Ian in Seagate was driven by backflow from Clam Bay and the canal system, not the Gulf, and urged Council Members to consider these realities in its resiliency planning. He concluded that comprehensive planning is critical, warning that failing to plan is planning to fail.

Council Member Penniman asked Mr. Schultz to clarify his remarks on offshore barrier reefs, noting one was built about 20 miles out a decade ago. Mr. Schultz explained that while such projects were once considered, EPA restrictions now prevent new offshore hardening. He said the USACE and EPA consistently push soft solutions, though public sentiment has recently shifted toward considering beach walls.

Mr. Schultz emphasized the importance of upcoming survey results, urging integrity in responses to avoid special-interest influence. He criticized the USACE's slow, costly process and suggested new technologies, such as composite concrete that reflects heat, could support resilience efforts. He concluded that coastal protection must be regional and coordinated with federal and state agencies, and confirmed he was speaking as an individual resident, not on behalf of the Planning Advisory Board (PAB), a board on which he serves.

**Martin Horneck** emphasized the urgency of bringing all seawalls up to at least 4.8 feet to prevent flooding from lower adjacent walls, while longer-term standards are pursued. He reported positive results from his neighborhood's street flooding pilot program, noting that the pump provided by the City eliminated summer flooding, though a smaller unit and improved backflow valves could be more efficient. He asserted that plugging outfall pipes has reduced saltwater intrusion, and he recommended testing curb drains in low-lying areas where swales fail. He encouraged a lesson-learned review to scale the street flooding pilot program citywide and commended Director Yilmaz and staff for their swift support.

Council Member Petrunoff thanked Mr. Horneck for allowing equipment to be placed on his property during the neighborhood pilot program and recognized Director Yilmaz and City Manager Young for delivering the solution within 90 days. She noted that the project has become a model of best practices and could be replicated in other neighborhoods. Mayor Heitmann expressed appreciation for the civic engagement that led to a successful outcome.

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**Recess: 11:00 a.m. to 11:15 a.m. It is noted for the record that the same Council Members were present when the meeting reconvened.**

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Public Works Director Middleton utilized an electronic presentation to review the stormwater and utility sections of the Resiliency Plan, noting they fall under the onshore and inland protection pillars. He reviewed ongoing and planned stormwater projects funded through the Stormwater Fund, including the beach outfall project, multi-basin implementation, water quality improvements, and lake restoration. He stated that 28 lakes are included in a ten-year Restoration Plan, with design underway for three additional lakes that year. He noted that Basin 4 projects are advancing with partial grant funding, and \$1.5 million is allocated for design of Aqualane Shores pump stations. He added that an evaluation of the City's oldest pump station is scheduled this year, and the failed bar screen at the Cove pump station must be replaced.

Public Works Director Middleton explained that 16 lakes have discharge control structures, though some, such as Lake Manor, need replacement and automation. He highlighted the goal of

enhancing the monitoring system with cameras and automated controls to improve lake level management.

Shifting to utilities, Public Works Director Middleton said the focus is maintaining water and sewer service and protecting infrastructure from catastrophic flooding. Key plans, he said, include the Water Distribution Master Plan, Integrated Water Supply Plan, and wellfield evaluations. He said recent upgrades include new high-efficiency blowers at the wastewater plant, new generators at both the water and wastewater plants, and septic-to-sewer planning. He noted that the new generators are elevated above floodplain levels for resilience.

Public Works Director Middleton said lessons from Hurricane Ian, which submerged several wastewater pump stations and destroyed control panels, underscored the need for elevated, flood-resistant infrastructure going forward. He emphasized that these upgrades keep critical electronics above flood levels and reduce the risk of service failures and backups. He also noted ongoing investment in raw water wells, with rehabilitation and replacement of wells in the Golden Gate wellfield. While no saltwater intrusion has been detected in coastal wells, he stressed that reinvestment inland builds resilience and provides redundancy should intrusion occur in the future.

Public Works Director Middleton then reviewed street-related resilience measures, which span both onshore and inland protection pillars. He highlighted completion of the Pavement Management Plan and progress on converting several intersections from span wires to mast arms, noting existing span wires are failing and posing safety risks. In addition, he said 19 traffic signal control systems have been elevated above the floodplain, with staff also developing procedures to remove critical components ahead of storms, allowing systems to be restored more quickly afterward.

He reported that the City Council increased annual resurfacing funds from \$1 million to \$1.5 million, allowing nearly ten corridor miles of paving next year, with some projects advanced to the current year to maximize use of funds. Upcoming projects, he said, include mast arm installation at 10th Avenue South and 9th Street, and redesign of Mooring Line Drive and Crayton Road as a roundabout.

Council Member Petrunoff asked how many backflow valves had been installed. Public Works Director Middleton said more than 150, funded by a \$3 million grant. Council Member Petrunoff voiced concern that the Master Plan did not account for the 30–50 percent slower stormwater outflow, caused by valves. Director Middleton acknowledged they can slow discharge during heavy rain but stressed their main benefit is blocking tidal inflow. He said any effects will be addressed in the Multi-Basin Design, with engineers evaluating each basin and pipe size individually.

Council Member Petrunoff asked about alternatives to inline valves. Director Middleton replied that newer, lighter flapper valves are available and are evaluated case by case. She also questioned whether Swan Lake improvements increased inflow to flood-prone areas. Director Middleton replied that some water enters from Collier County and may be redirected, and larger City pipes will raise protection from a 5-year to a 25-year storm. Additional measures, such as a pump station, may still be needed, he suggested. Director Yilmaz added that six emergency sites, including River Park East, have been identified for rapid pump deployment before storms. He said the Kimley-Horn Multi-Basin Study provides a framework that will be refined through detailed design phases, addressing valves, pumps, SCADA systems, and pipe sizing.

Council Member Petrunoff asked how utility availability letters are handled during Collier County's development review process. Director Middleton explained they confirm existing infrastructure but not capacity, and that impact fees fund citywide capital projects, though added improvements

may be negotiated. He said growth is tracked through the Integrated Water Supply Plan, showing under two percent growth in 2022–23, with updates every five years.

Council Member Petrunoff also raised concerns about Florida Power and Light (FPL) lines obstructed by untrimmed palms on private property, causing storm outages. Director Middleton said trimming within easements is FPL's duty, and owner refusals create risks. Council Member Petrunoff suggested discussing the matter separately with the City Manager since it falls outside City authority.

Vice Mayor Hutchison asked about fuel for utility backup generators. Public Works Director Middleton said larger units use diesel and smaller ones use gasoline. Vice Mayor Hutchison urged maintaining sufficient fuel supplies before storms, as port closures can delay deliveries.

Director Middleton stated that the City operates 23 raw water wells in Golden Gate and 28 along the coastal ridge, drawing from the Lower Tamiami Aquifer. He said no saltwater intrusion has been detected, and well rehabilitation remains a resilience priority. He said three monitoring wells west of U.S. 41 track potential saltwater movement and provide early warnings for production wells to the east. He asserted that no movement has been detected in the deeper 200-foot wells, which are also monitored by the Water Management District. He added that the Golden Gate monitoring wells were later excluded from permit requirements after proving ineffective and confirmed that the City's remaining monitoring network and regular chloride testing provide sufficient oversight.

Community Services Director Chad Merritt stated that his presentation focused on hardening City facilities against flooding and storm damage. He explained that the Community Services Department works with Police and Fire to ensure buildings remain operational, determine which structures should be replaced or repurposed, and continue tree trimming cycles to reduce storm losses. He then utilized an electronic presentation that recommended the priority of replacement of Fire Station 2 with an estimated \$30 million cost and a \$1.17 million design contract scheduled for approval at the September 24th meeting, noting the facility was built in 1974 and has reached the end of its useful life. He added that Fire Station 1 elevator improvements were estimated at \$870,000, with \$72,000 in design costs, and that the Norris Center hardening initiative of \$500,000 would add shutters and backup systems for post-storm operations. He explained that Anthony Park flooding requires elevating restrooms, while the Arthur L. Allen Tennis Center, designed to allow water flow, will need elevated outlets and improved finishes to limit damage. He reported that the Police Station remains in a high-risk flood zone, and sustained major damage during Hurricane Ian, and requires replacement, with costs still to be determined.

In response to Vice Mayor Hutchison, Deputy Fire Chief Corey Adamski confirmed that Fire Station 2 bays did not flood during Hurricanes Ian, Milton, or Helene and remained operational. He contrasted that with Fire Station 1, which has taken on water, requiring use of high-water vehicles and boats. Council Member Penniman noted the broader issue of relocating or hardening public safety buildings would require future discussion.

Technology Services Director Andrew Hunter utilized an electronic presentation to report that in-row air conditioning was installed at the Riverside Circle Data Center, allowing independent cooling if the building's air conditioning system fails, with a similar replacement planned at Fire Station 1. He stated that design work is underway to eliminate single electrical points of failure and that a new backup generator dedicated to the Riverside Circle Data Center will allow restoration within an hour if the main unit fails.

Director Hunter explained that a fiber-optic ring is being developed to provide redundancy, noting that City-owned fiber now connects Riverside Circle, the Water Plant, and the Solana Road Water Tank site, with future plans to extend to the East Naples Tank site. He added that wellfield monitoring sites will be upgraded with multiple carriers and modems to improve reliability.

In response to Vice Mayor Hutchison, Director Hunter confirmed the Riverside Circle generator would be at the same level as the existing generator, above recent flood levels, and mounted on wheels for added protection.

Building Services Director Steve Beckman stated that the Building Department provides public outreach and education before storms to mitigate risk and coordinates emergency permitting after storms to help residents return to pre-storm conditions. He explained that the City already had an emergency permitting process in place, which proved critical following Hurricane Ian, and noted that after-action reviews have identified improvements to those procedures.

Director Beckman explained that the Building Department enforces the Florida Building Code as well as local floodplain amendments related to floodplain management. He reported that all City structures must be designed by a professional engineer, which exceeds minimum state requirements. He further noted that Naples participates in FEMA's Community Rating System (CRS), and that the City currently holds a Class 5 rating, providing property owners with a 20 percent flood insurance discount.

Director Beckman outlined several options to improve resiliency, including allowing buildings to be constructed with additional elevation, known as freeboard, above the minimum flood level, prohibiting fill to elevate buildings, expanding floodplain mapping, applying stricter standards for critical facilities, restricting manufactured housing, and enhancing subdivision requirements.

Director Beckman noted that nonresidential buildings can be designed with flood-proofing measures such as panels, pumps, and watertight barriers, while residential flood-proofing is prohibited by code due to higher risk of failure and safety concerns. He stated that risk mitigation measures such as barriers or panels may be permitted for existing homes, provided they do not render a structure non-compliant.

Director Beckman reported that the City recently adopted a non-conversion agreement requiring deed restrictions to prevent future owners from converting lower-level enclosures into living space. He also referenced programs such as Elevate Florida that support raising existing homes, noting costs and site limitations may be prohibitive.

City Attorney McConnell asked for clarification on whether residential flood-proofing permits could be issued. Director Beckman confirmed that flood-proofing is permitted only for nonresidential buildings and that residential permits are limited to risk mitigation measures rather than full flood-proofing. Director Beckman concluded by noting that the latest Area of Special Concern (ASC) 24-24 standards, released in January 2025, is under consideration for future code cycles. He explained that the new standards would require communities to treat areas outside the current FEMA 100-year floodplain as flood-prone, mandate consideration of future sea-level rise, and require testing and certification for all flood protection devices.

Council Member Christman asked whether the City's CRS classification affects property insurance beyond flood insurance. Council Member Barton confirmed that the rating also applies to standard hazard insurance and advised residents to ensure that their policies reflect it. Council Member Christman thanked staff and encouraged residents to consider flood insurance even outside mapped zones, noting that "flood waters don't follow a map."

Council Member Christman commended Director Beckman's recent memo on flood panel permits but noted communication challenges remain. He observed that some residents had installed panels without permits and others remain frustrated by unclear rules. He suggested improved outreach using homeowner associations to distribute simplified, resident-friendly information. Council Member Christman further urged review of Code changes to help owners of older, smaller homes remain in place despite flood risks. He suggested addressing issues such as generator placement and garage use through the Comprehensive Plan's resiliency section. He noted these

efforts would likely not conflict with state law because they would ease restrictions. Mayor Heitmann supported his recommendation and agreed the matter should be returned for discussion as part of resiliency planning.

Director Beckman suggested offering incentives for resilient materials such as roofing and solar products. Council Member Petrunoff noted that after Hurricane Ian, many residents installed unsafe flood panels, creating challenges for staff managing incomplete engineering reports. She commended Director Beckman and Floodplain Coordinator Robert Dorta for clear communication and timely responses, noting local experts supported the City's cautious approach due to hydrostatic risks.

Council Member Petrunoff proposed hosting an open house for residents, contractors, and homeowner associations to explain that while perimeter flood panels are unsafe, limited use around elevator shafts or mechanical rooms can be effective. Director Beckman said Naples has led statewide discussions after three floods in two years and is expanding outreach through homeowner associations and updated web resources. Council Member Petrunoff concluded that residents need practical guidance on building limits and flood-panel risks and suggested a dedicated workshop if permitting remains high.

Planning Director Erica Martin utilized an electronic presentation to show that resiliency is the central theme of the Comprehensive Plan update and will be integrated throughout all elements. Once adopted, she said the City will begin a full Code overhaul, including the Land Development Code and zoning updates to align with new policies.

Planning Director Martin noted that in 2024, the City Council amended floodplain regulations to let property owners use either the 2012 or current FEMA maps, whichever yields a higher finished floor elevation, without affecting maximum building height. While FEMA sets minimum standards, she said owners may build higher, though many hesitated due to height limits, a conflict resolved by the 2024 amendment.

Council Member Christman emphasized the importance of engaging builders, contractors, and architects during the resiliency planning process, noting that they best understand obstacles in the Code. He cited examples such as outdated limits on equipment placement when mechanical systems must be elevated and the difficulty of installing generators or solar equipment on older homes with limited setbacks. Planning Director Martin agreed, stating that while some changes can be made now through creative workarounds, a more comprehensive list of updates will be addressed through the Comprehensive Plan process.

Planning Director Martin explained that the crown of the road does not determine the lowest finished floor elevation of homes but is instead used as the base point for measuring the maximum height of retaining walls, fences, and similar encroachments. She stated that changes to road elevation would therefore affect height measurements for those elements. Vice Mayor Hutchison emphasized the importance of signaling such impacts to the community if elevations are raised.

City Manager Young said public safety remains central to the Resiliency Plan, covering facilities, high-water vehicles, and new fire equipment grants. He explained that compiling all information into one document creates a clear reference for the City Council, residents, and staff. He stressed the importance of maintenance, noting investments in camera inspections and contracted support, and highlighted funding challenges, \$500 – 600 million in stormwater needs versus \$8.6 million in annual revenue. He said realistic expectations require discussions about rates and funding sources, as project coordination is needed among restricted funds for streets, fire, and water.

City Manager Young added that while Pillar Three projects are City-led, success depends on state, federal, and Collier County partnerships, as well as collaboration with the Army Corps of

Engineers. He commended staff for developing the Resiliency Plan and said it provides a roadmap for future Code and policy updates. He said outside expertise, such as consultant Erin Deady, may assist with aligning City Codes and facilities to best practices.

City Manager Young emphasized that staffing, especially in stormwater and water, is essential to sustain progress on major projects like septic-to-sewer conversions and infrastructure upgrades. He shared plans to return to Council in late October or early November with recommendations to address these needs.

**Recess: 1:05 p.m. to 1:34 p.m. It is noted for the record that the same Council Members were present when the meeting reconvened.**

[Agenda Memorandum](#)  [City of Naples Resilience Plan - Draft](#) 

[Resilience Plan Presentation](#)  [Seawall Presentation](#)  [Resilience Brochure](#) 

**5.E) Discussion and Review of Complete Streets Policy.**

City Engineer Dan Ohrenstein utilized an electronic presentation to review the Complete Streets Policy, explaining it ensures safe access for all users and must adapt to community character. He noted that in 2015 the City adopted Resolution 15-13719, which requires Complete Streets principles to be integrated into Comprehensive Plan applications and road projects, along with annual reporting, public education, and coordination with neighboring municipalities.

Mayor Heitmann stressed the need for safe pedestrian and bicycle connections between neighborhoods and commercial areas, citing unsafe conditions on 2nd Avenue and 3rd Street.

Michelle Avola-Brown, Executive Director of the Naples Pathways Coalition, expressed support for Complete Street Policy, noting her group updates countywide maps, covering costs after City funding fell through. She warned sidewalks are too narrow for e-bikes, which often exceed safe speeds, and emphasized education over enforcement. She urged greater outreach, an open house, and immediate safety improvements at the Naples Beach Club construction zone, where loose gravel and blocked sidewalks have caused accidents.

Council Member Petrunoff raised concerns about motorized bicycles on sidewalks, noting that many lack speedometers and enforcement has been minimal. She asked how best practices in other cities addresses the issue. Executive Director Avola-Brown responded that education is key since e-bike riders often do not know their speed. She explained free apps can track speed but warned that without self-regulation riders may be forced onto roadways, where crash risks and fatalities increase.

Council Member Petrunoff also asked about texting and driving, questioning whether it should be addressed locally or at the State level. Executive Director Avola-Brown noted that the legislation has stalled, even though distracted driving crashes claim the lives of six Floridians each day. She emphasized the need for continued advocacy, noting local representatives may still be persuaded.

Executive Director Avola-Brown confirmed Collier County's Safety Action Plan and Bike/Ped Master Plan include crash data within Naples and are available through the Collier Metropolitan Planning Organization (MPO) website. She noted paper and digital maps are distributed through bike shops, parks, and sponsors, though funding limits prevent developing a fully interactive app.

Council Members reviewed the Community Redevelopment Agency (CRA) Streetscape project as the next phase of the City's Complete Streets initiative. City Engineer Ohrenstein noted that design work is 60 percent complete and includes added stormwater improvements, with the full plan expected to come before the City Council by year-end.

Council Member Kramer asked about the risk of the project being abandoned late in the process, referencing South Golf Drive as an example. City Engineer Ohrenstein responded that strong community support and the project's economic importance make completion highly likely.

[Agenda Memorandum](#)  [Complete Streets Presentation](#) 

[Resolution 15-13719 Complete Street Policy](#) 

**5.C) Discussion and Direction Regarding Bicycle and Micromobility Code Update.**

City Engineer Dan Ohrenstein utilized an electronic presentation to overview the draft Micromobility Ordinance and asked the City Council for direction on three issues: whether bicycles, e-bikes, and micromobility devices should be allowed on sidewalks; whether micromobility providers should be permitted; and whether City code should mirror Collier County's ordinance.

City Engineer Ohrenstein noted the draft Ordinance addressed riding on sidewalks with defined districts and signage, provided requirements for rental operators, and adopted County Codes on bike lane use for faster devices, age limits, wattage limits, and yielding to pedestrians.

City Attorney Matthew McConnell explained that a large portion of the draft, such as provider regulations, could be removed depending on Council's direction. He clarified that providers rent devices for short periods, while guided tours could be regulated separately through right-of-way or franchise agreements.

A discussion ensued regarding resident complaints about guided tours blocking traffic and consideration was given to limiting group size or requiring single-file operation. Questions were also raised about scooter classifications; City Engineer Ohrenstein confirmed that scooters under 750 watts qualify as micromobility devices, while those over that limit are motor vehicles. He explained that Class 3 e-bikes, capable of 28 mph, and other devices exceeding 20 mph would be prohibited on sidewalks under the draft Ordinance, which also sets a 15-mph limit. He acknowledged enforcement challenges, noting police issued only a handful of citations in 2024.

Council Member Christman stressed that enforcement is difficult and urged simplicity in regulations to avoid confusion for both users and police. He stated that sidewalks should be reserved for pedestrians, with no bicycles or micromobility devices permitted. He then made a distinction between traditional bicycle rentals from newer micromobility operators and said further consideration was needed. He also expressed concern about guided tour groups, citing complaints from 3rd Street leaders that such groups create safety and congestion problems. He emphasized that Naples is uniquely affected by guided micromobility tours, noting that groups operate in areas such as 3rd Street and Venetian Village, while similar tours are not occurring elsewhere in Collier County. He stated that Collier County's ordinance provides a strong foundation, but Naples faces different concerns, particularly tours that present safety and privacy issues in residential neighborhoods such as Port Royal.

Mayor Heitmann acknowledged the value of traditional bicycle rental businesses but cautioned against mixing electric devices with pedestrians and regular cyclists. She further stated that guided tour groups treat City streets as tourist venues, which she considered unsafe for the community and intrusive for residents. Mayor Heitmann noted that many schoolchildren use e-bikes for school transportation, often riding on sidewalks at speeds up to 28 miles per hour, which underscores the challenge of balancing enforcement with practicality.

Council Member Penniman expressed concern for residents who rely on e-bikes for transportation to their jobs, noting the difficulty of prohibiting sidewalk use outright when narrow bridges and limited bike lanes create unsafe conditions. She said it is challenging to reconcile pedestrian safety with the necessity for workers to reach jobs and emphasized that Council will need to determine whether safe facilities can realistically be provided to accommodate these users. Mayor Heitmann agreed, observing that while many residents use e-bikes for commuting, sidewalks, especially narrow bridge crossings, are unsafe for shared use.

Council Member Penniman expressed opposition to micromobility providers leaving devices on the right-of-way as unsightly and unsafe, and questioned permitting tour operators that stop traffic.

Vice Mayor Hutchison emphasized that sidewalks are for pedestrians. In addition, he expressed opposition to micromobility providers and supported County-style regulations with possible speed-monitoring requirements, adding that rental programs create clutter and tour groups disrupt traffic.

Council Member Kramer expressed opposition to bicycles and e-bikes on sidewalks, stating that safety of pedestrians, particularly parents with strollers, must come first, and opposed tour groups for the same reasons cited by the Vice Mayor.

Council Member Petrunoff agreed and expressed support for a ban on sidewalk riding and on commercial micromobility providers, while clarifying that hotels and bike shops should still be allowed to rent bicycles as a secondary service.

Council Member Barton agreed with banning motorized vehicles from sidewalks and prohibiting micromobility providers but expressed openness to traditional bike shop rentals and suggested possible regulations for tour groups rather than a total ban.

Mayor Heitmann expressed support for limiting bicycle rentals to designated bike lanes and noted that major highways like U.S. 41 and Goodlette-Frank Road pose challenges for workers commuting by bike. Council Member Barton stated that while sidewalks on local streets should not be used, many workers rely on them and urged traffic and engineering staff to review the master plan for needed bike lane and sidewalk connections.

Council Member Kramer cautioned that selectively allowing sidewalk use in certain areas would be difficult to enforce given the transient worker population. While acknowledging the hardship, he questioned the practicality of such a solution but agreed it may still need to be addressed.

Council Member Christman emphasized that regulating micromobility is not anti-tourism, noting that the effort is supported by local business districts, citing feedback from Venetian Village and 3rd Street South businesses that tour groups disrupt ambiance and deter shopping. He added that right-of-way is limited, and more bicycle racks are needed for hotels and rental bikes.

Vice Mayor Hutchison cautioned that if tour guides are treated differently from individual riders, the distinction must be justified with safety training, group size, equipment checks, and enforcement, with periodic reviews required.

City Attorney McConnell warned that banning tour groups could eliminate existing businesses and pose a legal risk, though Council may regulate the use of City streets through a franchise or right-of-way agreement. Mayor Heitmann replied that Naples has always controlled commercial use of streets and must ensure public safety.

City Manager Gary Young said staff will review any prior permissions outside franchise agreements and return with findings. City Engineer Ohrenstein said staff will draft an Ordinance reflecting Council's direction.

[Agenda Memorandum](#)  [Ordinance - Draft](#)  [Presentation](#)   
[Collier County Ordinance 2025-22](#)  [Florida Statutes Chapter 2025-149](#) 

#### **5.D) Discussion and Direction of the Draft Pedestrian and Bicycle Project List for the Upcoming Fiscal Year.**

Deputy City Engineer Alison Bickett, joined by Public Works Director Bob Middleton, utilized an electronic presentation to overview the draft 2025 Bike and Pedestrian Master Plan priority list. She noted the City's first plan was adopted in 2007, updated in 2013, and again in 2022 following a consultant review and extensive public outreach. She stated that the plan emphasizes pedestrian and bicycle improvements while preserving green space and minimizing roadway impacts, with projects typically funded at \$150,000 annually.

Deputy City Engineer Bickett reported on recent accomplishments, including new sidewalks along 12th Avenue North, crosswalks at 10th Street, Leeward Lane, Harbour Drive, 3rd Street South and Naples High, as well as sharrows along Neapolitan Way. A planned sidewalk along 5th Street South could not proceed due to opposition from a new property owner, she noted.

Deputy City Engineer Bickett explained that staff sought feedback from homeowner associations and compiled a draft matrix of projects for Council review. She emphasized that stop signs should not be used for traffic calming under the federal Manual on Uniform Traffic Control Devices (MUTCD) standards or can be more problematic and lead to unsafe conditions.

Deputy City Engineer Bickett said Coquina Sands requested bike and pedestrian improvements along Orchid Drive. She noted that a grant-funded conceptual design was prepared, though traffic calming measures such as speed tables lacked Coquina Sands Homeowner Association consensus.

Deputy City Engineer Bickett said the Old Naples Association expressed interest in filling sidewalk gaps, and the Naples Players supported improvements near 4th Avenue South and 7th Street, including safer crosswalks and upgraded pavers. In the Moorings, she said residents prioritized the Harbour Drive and Crayton Road roundabout but also sought restriping bike lanes and sidewalk work along Binnacle Drive, which may qualify for Americans With Disabilities (ADA) funding. She added that the Sun Terrace Neighborhood Association requested new sidewalks, though significant landscaping and stormwater constraints require further evaluation and homeowner buy-in.

Deputy City Engineer Bickett concluded that some funds will be reserved for unplanned projects and additional pedestrian flashers, while staff continues to assess missing sidewalk links and gather feedback from associations. She assured Council Members that all requests would be vetted for feasibility and incorporated into the draft priority list for consideration. She made assurances that unsupported projects would not advance, and carryover funds would be used to complete prior-year items.

Council Member Petrunoff shared safety concerns from Royal Harbor and Oyster Bay residents regarding unprotected bike lanes on the Gordon River Bridge. In response, Deputy City Engineer Bickett said the Florida Department of Transportation (FDOT) previously denied barrier installation but confirmed the City continues to push for bike/pedestrian improvements as part of long-range studies.

Deputy City Engineer Bickett reviewed crosswalk conditions, noting that brick pavers near Truluck's and Vergina's were worn and in need of replacement. Traffic Operations Supervisor Dave Rivera recommended a full replacement and noted that flashing pedestrian beacons and additional signage are being considered to improve visibility.

Deputy City Engineer Bickett noted thermoplastic is preferred over brick pavers for crosswalk surfacing due to reduced trip hazards and easier maintenance. Supervisor Rivera added that brick requires frequent repairs and is harder to match, while thermoplastic can be patched easily if disturbed by utility work.

Council Member Christman commended staff for its homeowner association outreach and raised concerns that Lake Park's requests for stop signs at 10th and 12th had not been addressed despite being a top neighborhood priority. He argued that traffic calming is warranted given neighborhood demographics and extensive cut-through traffic. In response, Supervisor Rivera explained that the Manual on Uniform Traffic Control Devices (MUTCD) thresholds for volume, crashes, or sight distance had not been met at the intersections under discussion, and speed is not a criterion. He noted that alternative measures, such as curb extensions or additional crosswalk improvements, may be considered.

Council Member Christman also urged for a review of crosswalk safety at smaller traffic circles on 7th Avenue North. Vice Mayor Hutchison inferred that dealership activity in Lake Park creates unique traffic impacts.

Council Member Kramer asked about landscape encroachments near Naples High School along 13th Street and 22nd Avenue North. In response, Deputy City Engineer Bickett confirmed staff continues to address right-of-way conflicts and evaluate connectivity improvements. Council Member Kramer questioned why some residents are permitted to maintain landscaping within the right-of-way while others are not, referencing restrictions that had been applied to his property in 2003. Deputy City Engineer Bickett acknowledged inconsistencies and noted resistance from property owners with long-standing plantings.

Council Member Kramer stressed the need for sidewalk connectivity near Naples High School, citing heavy student use along 13th Street and 26th Avenue North. Deputy City Engineer Bickett agreed to pursue the link, though it likely will require swale modifications and road-edge placement. In addition, she explained that FDOT delays related to 26th Avenue North are tied to consultant changes, with design expected that fiscal year and construction two years later.

Council Member Penniman questioned why raised crosswalks are not used more often, citing their safety advantages. Deputy City Engineer Bickett explained that they are classified as traffic-calming measures and therefore used sparingly. She added that the City Council could consider adopting a consistent policy to allow raised crosswalks in appropriate locations.

Mayor Heitmann raised concerns regarding River Park connectivity. In response, Deputy City Engineer Bickett said no response from residents was received. Council Member Christman clarified that the Gordon River bridge idea came from the Community Redevelopment Agency Advisory Board (CRAAB), not residents.

In response to Mayor Heitmann, Deputy City Engineer Bickett said there had been no new Port Royal projects that year.

Council Members discussed Lake Park's request for crosswalks near the traffic-calming circles. Deputy City Engineer Bickett noted that funds are available for general improvements, including missing sidewalk connections and flashing crosswalk units, if feedback from the neighborhood supports them. Supervisor Rivera cautioned placement would require relocating yield signs further back, making the design difficult.

Mayor Heitmann asked about the possibility of installing sidewalks at Creech Road in Sun Terrace, where one side of the road falls within the County's jurisdiction. Traffic Operations Supervisor Rivera noted the narrow roadway, fencing, and barriers make sidewalk placement challenging.

Mayor Heitmann asked for clarification on the City's sidewalk policy. Deputy City Engineer Bickett explained that the City Code requires sidewalks only for multifamily, PUD, PD, commercial, or downtown properties, and not single-family homes.

[Agenda Memorandum](#)  [Attachment #1 2022-14865 Resolution](#) 

[Draft FY25-26 Bike/Ped. Priority List](#)  [Feedback from Associations](#) 

[Association and Owner Email Correspondence](#)  [Presentation](#) 

## **5.B) Discussion and Direction Regarding Inspections of Stormwater Management Systems.**

City Engineer Dan Ohrenstein utilized an electronic presentation to review the City's stormwater Ordinance, noting it began in 1992 and was updated in 2021 to require on-site systems for new and redeveloped homes, offer a 25 percent credit, and mandate professional inspections. He said inspections were later suspended due to cost and administrative issues, though credits continued.

City Engineer Orenstein outlined several options to address the stormwater inspection process. He said the City could leave the ordinance unchanged, hire a full-time in-house inspector, or issue a Request for Proposal (RFP) for an engineering firm to conduct inspections. He noted another option would be to eliminate the reporting requirement entirely, allowing homeowners to maintain their systems independently. In addition, he suggested that staff could also explore requiring inspections at specific points in time, such as during property sales. He said the draft Ordinance recommends regular inspection reports and credit inspections but requiring reports only when tied to a permit application or a verified problem. He concluded that this approach would uphold the Ordinance's intent while minimizing administrative burden.

City Manager Gary Young said the City could not address resiliency without enforcing stormwater rules. He proposed a hybrid inspection schedule tied to property sales, permit applications, or ten-year intervals, balancing accountability with practicality.

Mayor Heitmann expressed concern about relying solely on point-of-sale inspections and said certifications should confirm systems function as designed, especially for newer homes. Council Member Kramer asked if the 25 percent credit depended on certification. In response, City Manager Young said it remained unless noncompliance was proven.

Council Member Christman summarized the three proposed triggers: permit-related inspections, a ten-year interval, and point-of-sale, and asked the City Attorney about their legality. In response, City Attorney Matthew McConnell said such provisions were feasible if properly drafted. In addition, he noted that other cities used value-based redevelopment thresholds. City Manager Young clarified that the only current trigger for inspections is the existing five-year provision, which is not being enforced. He noted that without reinstating a trigger, the 25 percent credit would simply continue unless compliance lapses. He also confirmed that the Code does not impose penalties or repair requirements if a system fails certification but only removes the credit. He added that, based on current stormwater rates, the financial impact of losing the credit is relatively minor.

Council Member Christman pointed out that the Ordinance on the books technically mandates inspections every five years, though enforcement was never implemented. He emphasized the need to either amend or repeal the section to align practice with policy, noting that leaving unenforced language in the code undermines its intent. City Manager Young agreed, explaining that while homeowners continue receiving the credit, no verification process currently ensures the systems remain functional.

Public Works Director Robert Middleton stated that all new home permits now require a stormwater retention system and said certifications are rarely submitted, and the ones that do are primarily for commercial properties. He explained that the Ordinance ensures on-site retention as homes are built closer to lot lines and that improvements are triggered when alteration permits increase impervious areas. He added that homeowners are responsible for maintaining their systems, while inspections verify performance, noting the City typically relies on complaints or visible failures, as with commercial properties.

**Public comment: Michael Rinaldi**, a Royal Harbor resident, said many of his neighbors oppose inspection requirements, arguing Code enforcement should address system failures rather than burden taxpayers with costly inspections. He noted that canal neighborhoods do not face inland flooding issues and that the ordinance's one-size-fits-all approach is unfair to older homes. He added that stormwater systems in waterfront areas may worsen pollution by channeling runoff into canals and suggested routing roof drainage directly to canals instead. Mayor Heitmann said the ordinance should be reconsidered and potentially replaced with a more effective approach.

Council Member Kramer asked if adding pavers or a pool deck would trigger stormwater requirements. Public Works Director Middleton said only new impervious surfaces, such as slabs

or extensions, apply. Council Member Kramer stressed that systems must be maintained and inspected. City Manager Young agreed to provide a cost analysis and emphasized that enforcement should remain under the stormwater fund with designated staff, rather than being assigned to Code Enforcement.

Council Member Petrunoff said the 2021 Ordinance failed to preserve green space and that inspections lacked clear criteria and consistency. She opposed mandatory inspections, arguing homeowners should maintain their systems and that flooding complaints should trigger enforcement. She noted canal neighborhoods drain naturally and differ from inland areas.

In response to Mayor Heitmann, City Manager Young explained that the City's Ordinance is more stringent than the water management district's Enterprise Resource Planning (ERP) requirements. He said the ERP program allows credits for dry retention or detention related to water quality, but those credits are not permitted under the City's calculations. He clarified that this applies to commercial and multifamily developments, while residential properties rarely require an ERP permit.

Council Member Barton said homeowners must maintain stormwater systems. Vice Mayor Hutchison said stormwater flooding is a citywide problem, and inspections ensure systems perform as designed. He urged a full cost-benefit review of both fiscal and environmental impacts. Mayor Heitmann concluded that staff should prepare a revised Ordinance with clear inspection standards, cost-benefit analysis, and credit recommendations. City Manager Young confirmed a draft would be returned by year's end.

[Agenda Memorandum](#)  [Ordinance - Draft](#)  [Stormwater Ordinance Presentation](#) 

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**Recess: 4:43 p.m. to 4:52 p.m. It is noted for the record that the same Council Members were present when the meeting reconvened.**

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#### **5.F) Discussion of Lighting Regulations Citywide.**

Planning Director Erica Martin utilized an electronic presentation to provide an overview of City lighting regulations, explaining that they are divided into general lighting standards and marine turtle protection requirements. She noted that general lighting provisions appear in three sections of the Code: Section 56-89 for multifamily structures, Section 46-43 for petitions near residential areas, and Section 22-38 addressing nuisance lighting. She said new developments must provide photometric plans for review, while single-family homes are not required to submit lighting plans except under turtle protection rules.

Planning Director Martin reviewed lighting plans for compliance with Florida Statute 161.163 and City Code Section 52-61. She reported that turtle-nest disorientations caused by artificial lighting have risen sharply, reaching 106 within the City as of September 2025. She cited vegetation loss, demolition of beachfront structures, and larger, brighter homes as primary causes. She then showed examples of both compliant and non-compliant lighting fixtures and emphasized that proper shielding, using amber bulbs, keeping curtains closed, and eliminating uplighting are the key steps to meet lighting regulations.

City Attorney McConnell said staff and Natural Resources Specialist Sarah Norris are drafting an updated ordinance based on state model standards to strengthen enforcement. Council Members supported tougher rules and greater HOA involvement, with Council Member Kramer suggesting coordination through the Presidents' Council. Council Member Barton and Vice Mayor Hutchison supported stronger enforcement, while Council Member Penniman emphasized clear inspection criteria and education for renters. Mayor Heitmann requested that updated lighting standards return to City Council for discussion and include coordination with the Presidents' Council. Natural Resources Specialist Norris expressed the opinion that clear lighting guidelines would help enforcement, and she agreed that fixture compliance remains the best long-term solution.

[Agenda Memorandum](#)  [2025 Single Family Mailer - Turtle Lighting](#)   
[Sec. 22-38 - Lighting](#)  [Sec. 46-43 - Residential Impact Criteria](#) 

[Sec. 52-61 - Marine Turtle Protection Regulations](#)

[Sec. 56-89 - Exterior Lighting](#)

**6) PUBLIC COMMENTS**

None.

**7) COMMUNICATIONS FROM THE MAYOR, CITY COUNCIL, AND STAFF**

Council Member Penniman expressed concern regarding the amount of riverfront property in the City and said a resiliency discussion is needed.

**8) ADJOURNMENT**

5:18 p.m.

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Teresa Lee Heitmann, Mayor

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Patricia L. Rambosk, City Clerk

Meeting clerked by:

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Minutes prepared by:  
David Horton, Executive Assistant

Minutes Approved: 11/5/2025.