

**City Council Workshop
Agenda Packet
Thursday, June 24, 2010
5:00 pm**



City of Gulfport Florida
City Council Workshop
Thursday, June 24, 2010

City Hall – 2401 53rd Street South

5:00 p.m.

Agenda

Call to Order.

1. Presentation - Ken Small, Department of Financial Services - Florida League of Cities, Municipal Revenue Enhancement.
2. Presentation - Cardno/TBE - Citywide Flood Zone Study.
3. Presentation - Police Chief Robert Vincent – Red Light Cameras.
4. Discuss the hours for sale of alcoholic beverages.
5. Review of the July Meetings Calendar and discuss scheduling dates for Budget Workshop Meetings.
6. Adjournment.

Any person who decides to appeal any decision of the City Council with respect to any matter considered at this meeting will need a record of the proceedings and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The law does not require the City Clerk to transcribe verbatim minutes; therefore, the applicant must make the necessary arrangements with a private reporter or private reporting firm and bear the resulting expense. Any person with a disability requiring reasonable accommodation in order to participate in this meeting should call (727) 893-1000 or fax a written request to (727) 893-1008. Posted: June 22, 2010

Agenda Item No. 1
Ken Small
Municipal Revenue Enhancement



GULFPORT CITY COUNCIL WORKSHOP AGENDA MEMORANDUM

FROM: James E. O'Reilly, City Manager

DATE: June 24, 2010

AGENDA ITEM: 1

SUBJECT: Presentation by Ken Small, Florida League of Cities

Mr. Ken Small of the Florida League of Cities is scheduled to meet with staff for an intensive review of current revenues. Based on Mr. Small's experience with other governmental agencies in the state – he will suggest and make recommendations on improving current revenue levels or creating potential new revenue sources.

Following this intensive day of review – Mr. Small will make a short presentation to City Council and answer Council questions.

Municipal Revenue Enhancement Training

Budgets for FY 2009-10 are now behind us, but next year's budget will likely be as tough due to falling real estate prices – it was the values from 16-20 months ago that basically set the current budget's property tax base, so the next two budgets should continue to have a shrinking tax base. When thinking about new/replacement revenues, it should be noted that many revenue changes can take from 4-6 months to implement, while a couple can take a year or more. Some revenues can be enhanced quite quickly, too.

In most areas of the State, property values have been falling primarily due to sales of foreclosed properties, and an increasing number of commercial bankruptcies. State economists are predicting more of the same for FY 2010-11 and 2011-12. That, coupled with the Legislature's promise to provide even more property tax relief in 2010, and a couple of Constitutional Amendments, new and/or increased non ad valorem revenues will be a strong consideration.

That is why now is a good time to contact Ken Small and schedule a session for the Florida League of Cities' Revenue Enhancement Training. This all-day program provides a comprehensive and in-depth analysis of all revenues available to a Florida municipality. The training can range from one-on-one training with the city manager or finance director, to a workshop session with the municipality's elected officials and staff. Best results have been found with 12 or less staff members around a conference table. If two or more elected officials are present, it generally becomes a public and advertised meeting.

The most important aspect of this service is that it is "customized" specifically to the needs of the municipality and its officials - unlike seminars and workshops that are presented to a large audience in lecture format. This type of training encourages questions that can develop into a dialog so that even the smallest question and curiosities can be answered and understood. The specific direction and subject of the training can, at any point during the day, be modified based on staff's need or desires. The session will include an abundance of relevant handout materials.

Revenue Enhancement Training is usually an entire day process that covers all municipal revenues allowed by law, and includes such subjects as: constitutional provisions of taxes and revenues, strategies to reduce a city's dependence away from the property tax, and methods to maximize non-ad valorem revenues within the general fund. During the day, Ken will also review tax ordinances and franchise agreements to identify any provisions that may limit a city's maximum revenue, provide detailed interpretation of the various components of your franchise agreements, and offer viable options to increase franchise fees during renegotiation. Utility rate structures and charges are also covered in detail. Some cities have found it very useful to conclude the day's session with a Council workshop to cover the important issues identified during the day, as determined by staff (or city manager), while others prefer not to do so. The option is your's to make.

Ken Small, Technical Services Manager, conducts the training. He has been with the League for over 25 years and has 35 years experience in the management, finance, and taxation arena relative to municipal, county, and state government. His legislative involvement with many of these issues as a League lobbyist provides an additional perspective that will allow staff and elected officials a broadened understanding of your revenues.

Agenda Item No. 2
Cardno/TBE
Citywide Flood Zone Study



GULFPORT CITY COUNCIL WORKSHOP AGENDA MEMORANDUM

FROM: James E. O'Reilly, City Manager

DATE: June 24, 2010

AGENDA ITEM: 2

SUBJECT: Citywide Flood Zone Study - Presentation by Dr. Bob Brown and Larry Fluty, PE of Cardno/TBE

On October 20, 2010, City Council authorized the City Manager to secure the services of Cardno/TBE to review the velocity or V-zone areas in the City with the hope those areas could be reduced in size via a citywide flood zone study. Reductions in the V-zone would result in savings in flood insurance premiums to property owners.

Additionally, resident members of the Kipp's Colony Homeowners Association also engaged the services of an engineering firm (Tommasello Engineering) to review their property. Engineer Tommasello, successfully submitted a Letter of Map Revision (LOMR) application where FEMA changed some of the designated V-Zone to the A-Zone in Kipp's Colony.

Cardno/TBE reviewed the data and modeling submitted to FEMA at that time, since the latest LIDAR data, compared to the previous LIDAR data, at the time the existing data did not significantly change the location of the flood zones that FEMA had previously established for the City. Cardno/TBE initially ran the same modeling that FEMA ran when our current Flood Insurance Rate Maps (FIRMs) became effective in 2003.

Subsequently, as part of Cardno/TBE's investigation, the following steps were implemented:

- Cardno/TBE requested the new data and modeling that was submitted to FEMA for analysis.
- A difference in the data and modeling from what FEMA had previously used was noted.
- Cardno/TBE responded by submitting specific questions to FEMA regarding the different sets of data and modeling.
- Cardno/TBE received the last of the data that was requested from FEMA and began to develop a Citywide model.
- Cardno/TBE reviewed the revisions of the latest model for Kipp's Colony and it appeared their application was corrected their model modified per comments and the use of the latest Guidelines.
- Cardno/TBE has incorporated the Kipp's Colony model into the overall Citywide model to assess its applicability as the modeling is moved up or down the Gulfport coastline.

In conclusion, of the newly developed proposed model indicates that the coastal velocity zone from Royal Palm Drive South to 59th Street South moved seaward to a point along the existing seawalls along the inter-coastal waterway of Boca Ciega Bay. Cardno/TBE recommends that the City submit a request to FEMA to revise the Flood Hazard Zone in this area, as indicated utilizing the engineering analysis and revised model results. However, the results from the revised model do not indicate any substantiate change to the current mapped Flood Hazard Zone from 59th Street South to Clam Bayou.

Subsequently, The Kipp's Colony Homeowners Association has requested reimbursement of approximately \$20,000 as a result of moving forward with their Flood Zone review and the City subsequently utilizing information gathered from this endeavor. Staff recommends that City Council authorize the reimbursement request based upon the development and utilization of the information and methodology.

DRAFT

City of Gulfport FEMA Coastal Evaluation Report

Prepared for:



City of Gulfport
Community Development Department
2401-53rd Street South
Gulfport, FL 33707

Prepared by:



Cardno TBE
20203 Cortez Blvd.
Brooksville, Florida 34601

June 20, 2010

Larry L. Fluty, PE
PE# 38628
Date: 6/20/2010

EXECUTIVE SUMMARY

The current FEMA flood hazard maps show that the coastal velocity zone (VE) extends along the City's entire shoreline. In the residential areas from the Pasadena Golf and Yacht Club through to Clam Bayou the coastal velocity zone extends landward into the area where adjacent areas of similar terrain does not have this significant extent of the coastal velocity zone landward of the shoreline. This inconsistency prompted the City to review and evaluate the accuracy of the existing FEMA coastal velocity zone delineation. See Figure 1, Existing FEMA Flood Hazard Zones.

The evaluation initial step in the study consisted of data collection of existing terrain data, FEMA model data, previous studies and other information that would provide the best available information. The evaluation utilized the collected data and developed a coastal model to evaluate and determine the location of the coastal velocity zone along the shoreline.

The findings of the developed proposed model shows that the coastal velocity zone from Royal Palm Dr. South to 59th Ave South moves seaward to a point along the existing seawalls along the intercoastal waterway. However, the results from the revised model don't show or indicate any substantive change to the current mapped flood hazard zone from 59th Ave South to Claim Bayou. The results provide a consistency of velocity zone location along the mainland shoreline within the City of Gulfport. See Figure 3, Proposed FEAM Flood Hazard Zone Revisions.

It is recommended the City submit a request to FEMA to revise the flood hazard zone as indicated utilizing the engineering analysis and model results.

All figures are presented at the end of this study report. All model data input and output are located in the Appendix.

INTRODUCTION

The purpose of this study is to perform data collection, evaluate terrain features, perform coastal modeling and evaluate possible revisions to the FEMA flood hazard zones along the City of Gulfport shoreline. Additionally, at the direction of the City, a Letter of Map Revision will be submitted to FEMA along with supporting forms, data and engineering analysis for review.

This engineering analysis and evaluation documents the data collection of existing survey topographic data, LiDAR terrain data and available information from FEMA and Pinellas County Flood Insurance Study (FIS) report dated September 3, 2003 and revised May 17, 2005. See Figure 1, Existing FEMA Flood Hazard Zones.

Wave height calculations were performed using FEMA's Coastal Hazard Analysis Modeling Program, "CHAMPS", for wave height analysis. The core programs used by

CHAMPS for wave and runup analysis are WHAFIS 3.0 and RUNUP2.0 programs developed and accepted by FEMA.

Limits of Study

The limits of study evaluated the coastal shoreline, beaches and marshlands within the City Limits approximately from Royal Palm Dr. South eastward to the Clam Bayou. The data collection effort included data collection of the Pinellas County FIS Study and available survey and LIDAR terrain data from Pasadena Ave South southward to a line just north of the Pinellas Bayway (State Highway 682). Figure 2, City of Gulfport Study Limits, illustrates the limits of study and associated transaction lines used for model development.

COASTAL ANALYSIS

Potential Storm Tracks and Associated Storm Effects

For the purposes of considering storm effects on the shoreline, it is necessary to classify storms traveling through the area into one of three categories (1) emerging, (2) entering and (3) parallel. These categories relate to storm paths of each with respect to the overall shoreline in which the property is found.

An emerging storm will have struck Florida entering across the coast elsewhere and is traveling across this area on its way back to open sea. An entering storm will approach from the open sea first striking land in our general vicinity. A parallel storm will generally travel along the shoreline with a portion of the storm's circulation over the sea and portion over land. An emerging storm, having recent travel predominantly over land, has significantly reduced winds and does not have any storm surge associated with its arrival at this site. The fact that a significant portion of a parallel storm's travel is also over land also significantly reduces its surge.

The most severe storm surge effects are associated with an entering storm. An entering storm must approach the site from the Gulf of Mexico and must travel across the barrier islands of prior to reaching the mainland to the mainland shoreline. The distance between the barrier islands and mainland will limit the size and severity of wave action and erosion due to waves and surge.

Model Development

Data requirements for model development and wave analysis require the need to determine along various transects along shoreline. The flooding source used for evaluation is the Gulf of Mexico / Boca Ciega Bay along the Pinellas County Shoreline. The Pinellas County FIS transect data for transects 82 thru 86 were incorporated into the study. Data used for the Kipps Colony review was evaluated and found acceptable for use in the model development. Finally, additional transects were developed utilizing the Pinellas County 2009 LIDAR and Aerial coverage within the study area. The

transect locations were chosen to represent the local features of the shoreline. The data developed from these transects includes terrain topography, building locations and spacing, and vegetation types for inputs into the coastal model. In total 17 transects were incorporated into the coastal model. Figure 1, City of Gulfport Study Limits shows the extent and location of the transect lines.

The FEMA FIS report dated September 3, 2003 was used as the resource of SWEL elevations and existing transects used for analysis. Based on the FIS study document the site is located between transects 82 thru 86 of the countywide analysis. These transects have the following parameters shown in Table 1, Still Water Elevations.

Table 1
Still Water Elevations

Flooding Source	Still Water Elevations (feet NAVD)					
	10-YR	50-YR	100-YR	500-YR	ZONE	BFE
Gulf of Mexico / Boca Ciega Bay						
82	4.62	8.12	10.82	12.62	VE	13-17
83	4.62	8.12	10.82	12.62	AE	13-17
84	4.62	8.12	10.62	12.62	VE	13-17
85	4.62	8.12	10.32	12.42	VE	12-16
86	4.62	8.12	10.22	12.42	VE	12-16

The general conditions parameters used in the CHAMP model were taken from data available from the Florida Department of Environmental Protection shown in Table 2, General Data, as follows:

Table 2
General Data

General Data Input (source, FDEP)		
MHW	0.48	NAVD
MLW	-119	NAVD
Fetch Length	1 - 2	Miles

Appendix A, Coastal Model Input and Results Details contains the model input parameters and results details used for mapping.

CHAMPS MODEL DESCRIPTION

The Coastal Hazard Analysis Modeling Program (CHAMP) is a software program used in the analysis for the Kipps Colony I & II property, Pinellas County, Florida. CHAMP is designed to enable the user to perform storm-induced erosion treatments, wave heights analyses, and wave runup analyses associated with coastal flooding hazard assessments for FEMA Flood Insurance Studies (FIS) and revisions to Flood Insurance Rate Maps.

CHAMP is a Window-interfaced Visual Basic language program that allows the user to enter data, perform coastal engineering analyses, visualize and tabulate results and chart summary information for each transect within a user-friendly graphical interface. With CHAMP, the user can import digital elevation data; perform storm-induced erosion treatments, wave height analyses, and wave runup analyses; plot summary graphics of the results; and create summary tables and reports in a single environment.

CHAMP analyses are completed in 3 general steps:

1. Subject property Information and Data Entry
 2. Modeling
 3. Summary Graphics and Tables
1. Project Information and Data Entry
 - General Transect Description/ Parameter Entry (Program 1) – subject property's information and general characteristic of transects
 - Transect Data Entry and Editing (Program 2) – transect ground profile station and elevation data (Station represents distance from shoreline, Station 0 is at 0' NAVD)
 2. Modeling
 - Erosion Treatment (Program 3) – analysis of transect data for existing storm-induced erosion quantities and geometries, if needed.
 - Wave Height Analysis For Flood Insurance Studies (WHAFIS) (Program 4) – analysis of wave heights to establish wave crest elevations
 - Wave Runup Analysis (Program 5) – analysis of wave runup elevations
 3. Summary Graphics and Tables

- Graphics and Tables (Program 6) – review the results from the analyses for a selected transect.

In WHAFIS, the eroded transect is imported into the WHAFIS window. WHAFIS uses points landward of the first (0, 0) elevation only. WHAFIS will import only the points that are equal or below the total stillwater level. Areas above the 1% annual chance stillwater (with setup) are above surge; therefore, the wave crests are not computed. Stations used for WHAFIS are then input with WHAFIS cards. WHAFIS cards represent the physical features found along the transect. Types of WHAFIS cards are:

- IE card - initial elevation (This WHAFIS input card describes the initial overwater fetch, wave conditions, and stillwater elevation for the first segment of the transect starting at elevation 0.0 NAVD).
- IF card – inland fetch (This WHAFIS input card represents an area where waves are regenerated across somewhat sheltered fetches and are over shallow inland water bodies, using a sustained wind speed of 60 miles per hour.)
- OF card – overwater fetch (This WHAFIS input card represents an area characterized by an unobstructed fetch over large bodies of water (water depths greater than 10 feet) where wave energy is regenerated using a sustained wind speed of 80 miles per hour)
- *BU card – buildings (This WHAFIS input card represents an area where buildings (or groups of buildings) dissipate wave energy)
- *DU card – dune (This WHAFIS input card represents an area where wave energy is dissipated across a flooded sand dune or other natural or manmade, elongated barrier (e.g. levee, seawall))
- *VE card – vegetation (This WHAFIS input card represents an area where wave energy is dissipated due to rigid vegetation, which can be modeled as equivalent stand of equally spaced circular cylinders (e.g. trees, scrubs))
- *VH card - vegetation (This WHAFIS input card represents an area where wave energy is dissipated due to marsh vegetation that is flexible and oscillates with wave action. This card must precede any, M (Marsh grass) line segment, if applicable.
- AS card – above surge vegetation (This WHAFIS input card represents an area where the ground elevation temporarily rises above the 1% annual chance stillwater elevation, such as a high dune or other land mass. The stillwater elevation on the inland side may differ from that on the seaward side, though the station elevation on either side of the AS line segment must equal the applicable stillwater elevation on that side.)

*This card requires additional input.

To organize and store the general information and transect data, CHAMP generates one MS Access database file, to which the user does not have direct access to. Transect data files for WHAFIS and RUNUP are stored in subfolders with the same name as the database files. Data and output file names begin with "W" for WHAFIS and "R" for RUNUP, followed by the name assigned by the transect in CHAMP followed by the file type, (.dat) or output (.out).

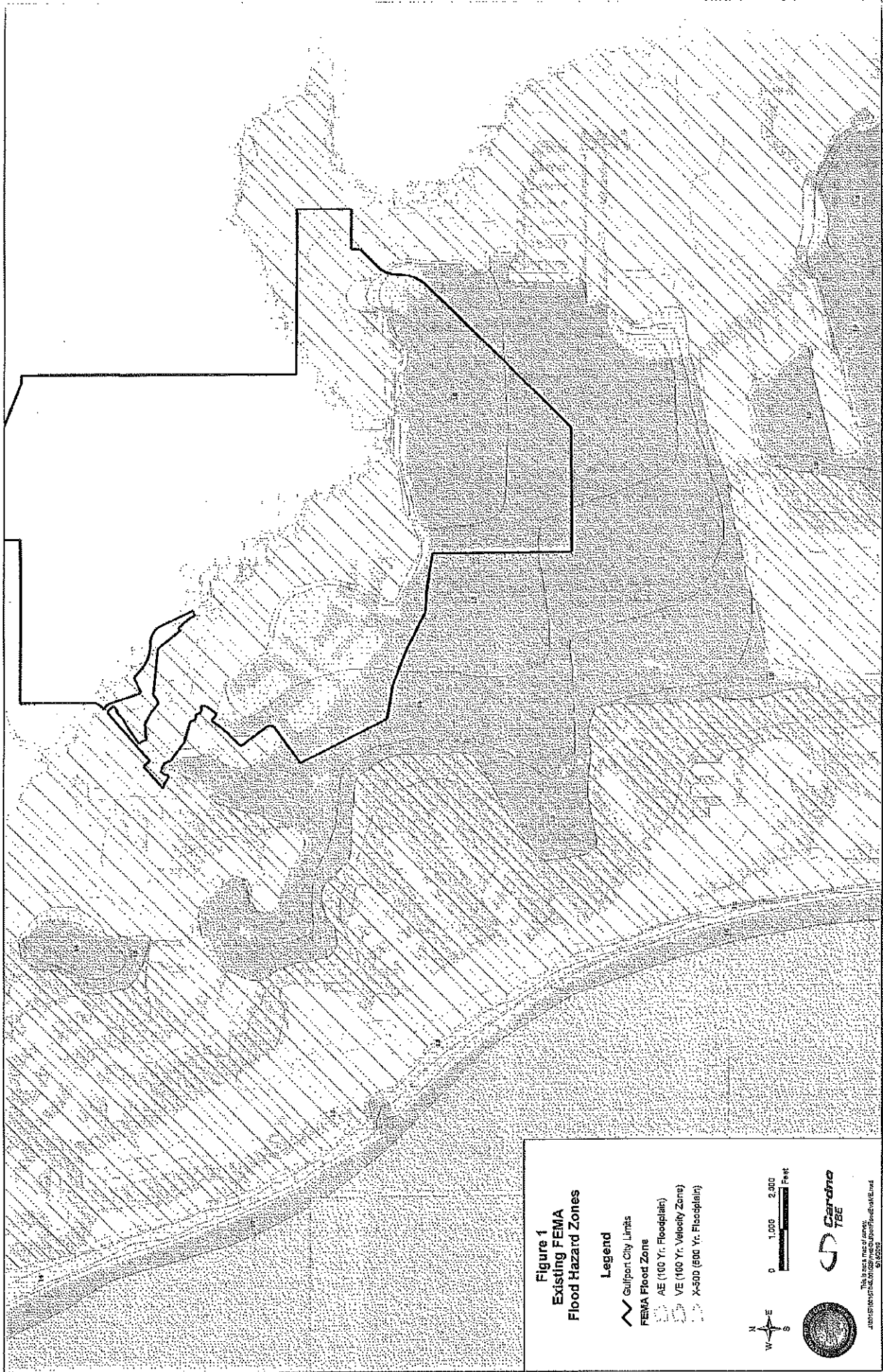
SUMMARY

The evaluation of existing terrain data, FEMA model data, previous studies and other information provided the basis of using the best available information for the engineering analysis. The findings of the model shows that the coastal velocity zone from Royal Palm Dr. South to 59th Ave South moves seaward from its current location to a point along the existing seawalls adjacent to the intercoastal waterway. However, the results from the model do not support any substantive change to the current mapped flood hazard zone from 59th Ave South to Clairm Bayou. The study results provide a consistency of velocity zone location along the mainland shoreline within the City of Gulfport. See Figure 3, Proposed FEMA Flood Hazard Zone Revisions.

It is recommended the City submit a request to FEMA to revise the flood hazard zone as indicated by Figure 3 and the engineering analysis.

APPENDIX A
COASTAL MODEL INPUT AND RESULTS DETAILS





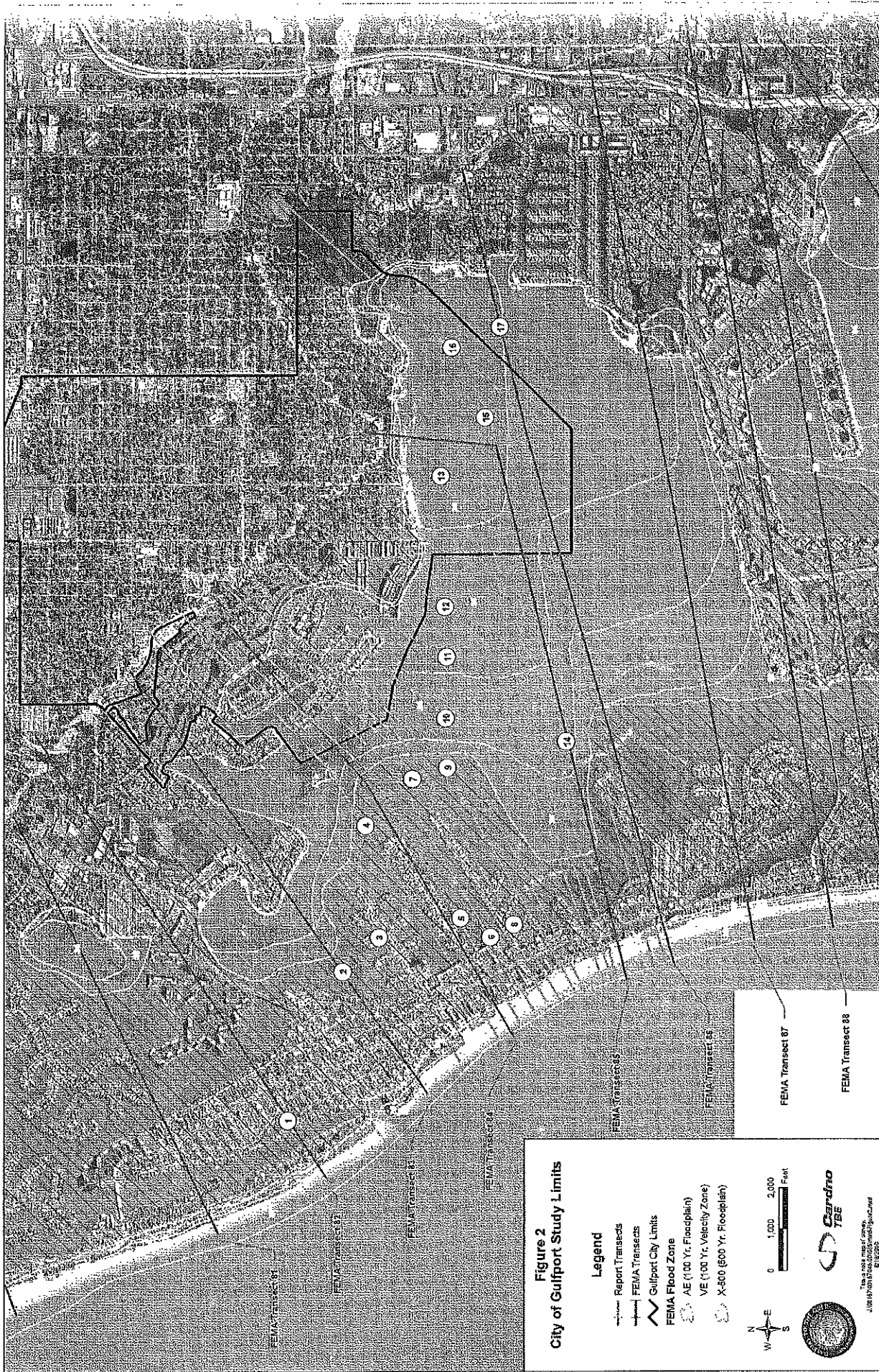


Figure 2
City of Gulfport Study L limits

Legend

- Report Transsects
- FEMA Transsects
- Gulfport City Limits
- FEMA Flood Zone
- AE (100 Yr. Floodplain)
- VE (100 Yr. Velocity Zone)
- X-500 (500 Yr. Floodplain)



0 1,000 2,000 Feet



This is not a map of any other jurisdiction.
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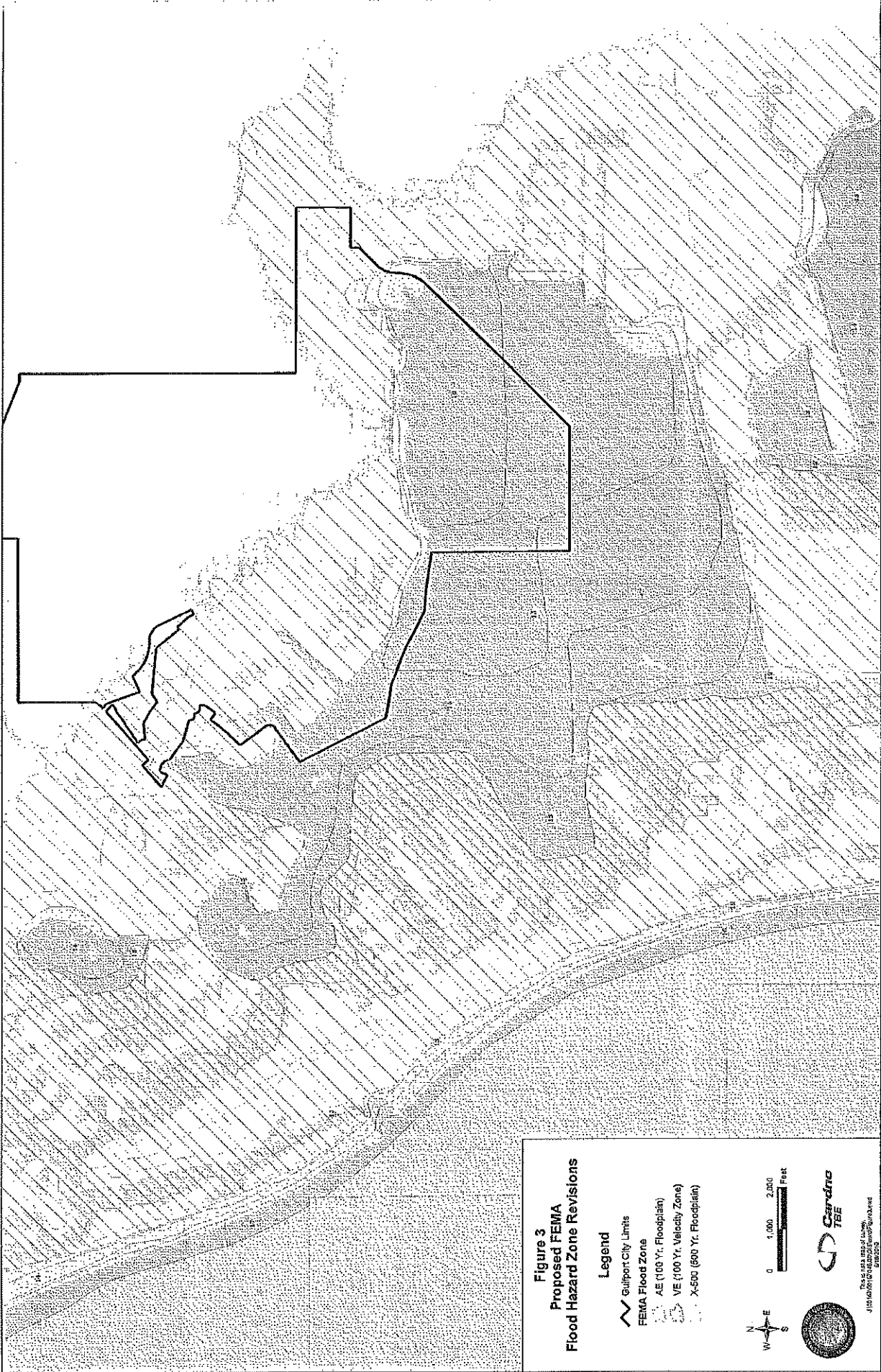







Figure 3
Proposed FEMA
Flood Hazard Zone Revisions

Legend

-  Airport City Limits
-  FEMA Flood Zone
-  AE (100 Yr. Floodplain)
-  VE (100 Yr. Velocity Zone)
-  X-500 (500 Yr. Floodplain)



This is a preliminary drawing. It is not for construction. It is subject to change without notice.



APPENDIX A
COASTAL MODEL INPUT AND RESULTS DETAILS



Agenda Item No. 3
Police Chief Vincent
Red Light Cameras



GULFPORT CITY COUNCIL

AGENDA MEMORANDUM

FROM: Robert Vincent, Police Chief

DATE: 6/24/2010

AGENDA ITEM: 3

SUBJECT: Presentation on Red Light Cameras

RECOMMENDATION: (or)

DIRECTION REQUESTED: Presentation only

BACKGROUND:

In 2008, Council provided consensus direction to the city manager to proceed with development of a program leading to enforcement of red light violations via the use of cameras mounted at various intersections. Considerations of interim legal challenges around the state resulted in the postponement of action in Gulfport, but recent legislation has cleared the path for further review.

Since the subject has developed greater public interest, and since we have new members on the Council, this item is being brought forward again for review.

ANALYSIS:

The presentation will address many aspects of the use of red light cameras, including effectiveness, cost, public opinion, privacy concerns, legality, and others.

FINANCIAL IMPACT:

The use of red light cameras typically generates revenue for municipalities.

MOTION:

Not applicable as this is a workshop presentation.

Agenda Item No. 4
Discussion – Hours
Alcoholic Beverage Sales



GULFPORT CITY COUNCIL WORKSHOP AGENDA MEMORANDUM

FROM: James E. O'Reilly, City Manager

DATE: June 24, 2010

AGENDA ITEM: 4

SUBJECT: Pinellas County extension of alcohol sales hours from 2:00 a.m. to 3:00 a.m.

City Council has received a request Karen Seel, Chair of the Pinellas County Board of County Commissioners as to the City's position in regards to requests that Pinellas County is receiving to extend the early morning hours of the sale of alcohol from the present countywide standard of 2:00 a.m. to 3:00 a.m.

The City Council continues to and will maintain the right to set the hours of alcohol sales for the City of Gulfport by Ordinance. The City of Gulfport City Council may elect to be more restrictive if it so chooses or in the future may wish to examine the hours of alcohol sales within the City of Gulfport to coincide with the surrounding areas accepted practices.

DeMuth, Lesley

From: Meinck, Cynthia M [cmeinck@co.pinellas.fl.us]
Sent: Friday, June 04, 2010 4:59 PM
To: DCorna@pinellas-park.com; asteingold@cityofsafetyharbor.com; bkanehl@dunedinfl.net; rminning@mytreasureisland.org; Cathy.Davis@stpete.org; cgardner@pinellas-park.com; cityclerk1@ci.tarpon-springs.fl.us; cityhall@ci.south-pasadena.fl.us; Commission@townofbelleair.net; dfoss@mytreasureisland.org; doreilly@irbcity.com; dsullivan@belleairbluffs-fl.gov; deggers@dunedinfl.net; dschlegel@madeirabeachfl.gov; dbruner@largo.com; Diane.Manni@myClearwater.com; ejackson@myindiashores.com; ellen.mcdowell@stpete.org; Frank.Hibbard@myClearwater.com; gsmith@cityofsafetyharbor.com; clerk@myseminole.com; indshore@myindiashores.com; jguegan@dunedinfl.net; jjohnson@myseminole.com; jronecker@ci.oldsmar.fl.us; mmanousos@ci.tarpon-springs.fl.us; llene@ci.oldsmar.fl.us; mgrantham@myindiashores.com; bmischler@pinellas-park.com; Yakes, Michael J.; nmccollum@cityofbelleairbeach.com; norr@pinellas-park.com; nrb.fl@townofnorthredingtonbeach.com; pgentry@cityofbelleairbeach.com; pgerard@largo.com; prcityclerk@hotmail.com; sfrick@largo.com; t.mcmaster@stpetebeach.org; tclerk@tampabay.rr.com; thickey@ci.tarpon-springs.fl.us; townclerk@townofredingtonbeach.com; town57@kennethcityfl.org; DeMuth, Lesley
Cc: Bennett, Jim L; Estrada, Sue M; Meinck, Cynthia M; Klug, Della; Adamson, Patrick; Crockett, Jennifer; Herring, Darlina; Kirby, Scott; Powell, Angela E; Williams, Kimberly E
Subject: From Karen Seel, Chair, BCC

Dear Mayors:

The Board of County Commissioners has received requests that we consider amending the countywide ordinance regulating the hours for sale of alcoholic beverages. The request is that we extend the early morning hours of sale from the present countywide standard of 2:00 a.m. to 3:00 a.m.

If the Board were to approve this change it would establish countywide uniformity on the outside limits of closing hours. However, by affirmative action, a City could be more restrictive. Because changes in hours-of-sale for alcohol will have effects that cross jurisdictional boundaries, the Commissioners are interested in whether or not your city would view this change favorably.

As we would like to bring this forward soon, we ask that you respond to this request at your earliest possible opportunity.

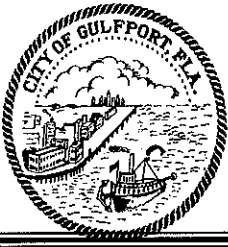
Most sincerely,

Karen Williams Seel, Chair
Pinellas County Commission

Cyndi

Cyndi Meinck, Executive Assistant to
Karen Williams Seel, Chair
Pinellas County Board of County Commissioners
315 Court Street, 5th floor
Clearwater, FL 33756
727-464-3278
FAX: 727-464-3022
www.pinellascounty.org

Agenda Item No. 5
Calendar



CITY of GULFPORT, FLORIDA

MEETINGS July 2010

- | | |
|----------------------|---|
| July 6, 2010 | City Council Meeting
Meeting to begin at 7:00 p.m. |
| July 7, 2010 | Planning and Zoning Board/LPA
CANCELLED |
| July 14, 2010 | Board of Adjustment
Meeting to begin at 6:30 p.m. |
| July 20, 2010 | City Council Meeting
Meeting to begin at 7:00 p.m. |
| July 21, 2010 | Historic Preservation Committee
Meeting to begin at 5:30 p.m. at the
Historical Society Museum |
| July 22, 2010 | City Council Workshop Meeting
Meeting to begin at 5:00 p.m. |

All meetings are open to the public and are held in the City Hall, City Council Chambers, 2401 53rd Street South, unless otherwise noted. Meetings may occasionally be added, cancelled or rescheduled after this list is published.

City of Gulfport
2010/2011 Budget Preparation Schedule

- July 6, 2010** City Manager to Deliver Proposed Budget to Council
- July 6, 2010** Council to adopt tentative millage rate/set budget hearing dates.
- July 12 – 16, 2010** **Council to hold a Budget Workshop**
- August 4, 2010** Advise Property Appraiser's Office of tentative millage rate
- August 9 – 13, 2010** **Council to hold a Budget Workshop**
- August 24, 2010** **TRIM Notices Mailed**
- September 9, 2010** First Public Hearing on Budget (Special Meeting – Thursday 7:00 pm)
- September 19, 2010** Budget ad to adopt final budget & millage placed
- September 22, 2010** Final Public Hearing on Budget (Special Meeting – Wednesday 7:00 pm)

Agenda Item No. 6
Adjournment