

THE VILLAGE OF ESTERO
DESIGN REVIEW BOARD MEETING
WEDNESDAY, AUGUST 12, 2020, 5:30 P.M.

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CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE
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PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

05:33:31 [SOUNDING GAVEL]
05:33:32 >>Barry Jones: ALL RIGHT.
05:33:32 I CALL THIS MEETING TO ORDER.
05:33:34 START WITH THE PLEDGE OF ALLEGIANCE.
05:33:41 >> I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF
05:33:44 AMERICA, AND TO THE REPUBLIC FOR WHICH IT STANDS, ONE NATION
05:33:47 UNDER GOD, INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL.
05:33:51 >>Barry Jones: AND ROLL CALL.
05:34:01 >>Barry Freedman: HERE.
05:34:02 >>William Glass: HERE.
05:34:03 >>Michael Sheeley: HERE.
05:34:07 >> BOARD MEMBER WALLACE?
05:34:10 >> JIM, ARE YOU HERE?
05:34:11 >>Jim Wallace: HERE.
05:34:13 >> AND CHAIRMAN JONES.
05:34:16 >>Barry Jones: HERE.
05:34:18 >> NANCY IS ON THE LINE AS WELL.

05:34:21 >>Barry Jones: NEXT ITEM OF BUSINESS, THE APPROVAL OF THE
05:34:23 AGENDA.
05:34:24 WE ONLY HAVE ONE ITEM.
05:34:26 >> SO MOVED.
05:34:28 >> SECOND.
05:34:28 >>Barry Jones: ALL IN FAVOR SAY AYE.
05:34:32 >>Jim Wallace: AYE.
05:34:35 >>Barry Jones: AUGUST 20th -- JULY 22nd MEETING.
05:34:41 WOW, WE'RE CATCHING UP.
05:34:43 CONGRATULATIONS.
05:34:43 ANY COMMENTS ON THE AGENDA OR THE MINUTES TO THE JULY 22nd
05:34:51 MEETING?
05:34:51 HEARING NONE, DO WE HAVE A MOTION FOR APPROVAL?
05:34:53 >> SO MOVED.
05:34:54 >> SECOND.
05:34:55 >>Barry Jones: ALL IN FAVOR?
05:34:56 APPROVED.
05:34:58 >>Jim Wallace: AYE.

05:35:03 >>Barry Jones: THE NEXT ITEM ON THE AGENDA WOULD BE THE
05:35:07 PUBLIC INFORMATION MEETING.
05:35:08 MARY, WILL YOU BE MAKING A BRIEF PRESENTATION OR ARE WE
05:35:12 GOING STRAIGHT TO --
05:35:19 >>Mary Gibbs: IT IS ON.
05:35:21 CAN YOU HEAR ME?
05:35:25 >> NO.

05:35:27 >>Mary Gibbs: THE LIGHT IS ON.
05:35:28 CAN YOU HEAR ME?
05:35:35 >> WE CAN HEAR YOU NOW.
05:35:37 >>Mary Gibbs: ALL RIGHT.
05:35:38 JUST A QUICK OVERVIEW.
05:35:40 TONIGHT IS A PUBLIC INFORMATION MEETING FOR THE PROPOSED
05:35:43 CLEAN MACHINE CAR WASH.
05:35:45 AND THAT PROJECT IS LOCATED ON U.S. 41, AND IT'S IN FRONT OF
05:35:50 THE VINES RESIDENTIAL COMMUNITY ENTRANCE, AND IN THE
05:35:55 VICINITY FOR THE ALDI THAT'S BEING CONSTRUCTED.
05:35:58 AGAIN, THEY ARE PROPOSING A CAR WASH ON THE PROPERTY.
05:36:02 NOW, TONIGHT IS A PUBLIC INFORMATION MEETING -- OH,
05:36:05 SOMEBODY'S ALARM WENT OFF.
05:36:08 IS THAT MY STOCKBROKER CALLING?
05:36:10 AND THEN THE PUBLIC INFORMATION MEETINGS, WE DO NOT HAVE TO
05:36:17 SWEAR ANYBODY IN LIKE WE DO IN A QUASI-JUDICIAL.
05:36:19 SO NANCY WON'T HAVE TO SWEAR ANYONE IN.
05:36:22 AND THE PUBLIC IS HERE -- FOR THE PEOPLE THAT ARE ON THE
05:36:24 PHONE THAT CAN'T SEE WHAT'S HAPPENING, WHICH WILL BE OUR
05:36:28 ATTORNEY AND JIM WALLACE AND I BELIEVE THE ARCHITECT FOR THE
05:36:32 PROJECT IS ON THE PHONE.
05:36:34 WE DO HAVE PUBLIC HERE THAT WILL WANT TO SPEAK.
05:36:37 THAT'S ALLOWED AT THE INFORMATION MEETING.
05:36:43 >>Jim Wallace: ARE YOU SAYING I CANNOT WATCH THIS ON VIDEO?
05:36:49 >>Mary Gibbs: YOU CAN WATCH IT, BUT THERE IS A LITTLE BIT OF

05:36:52 A DELAY WHEN YOU WATCH IT.
05:36:55 JUST BE AWARE THAT THERE IS A DELAY.
05:36:57 IF YOU TALK, IT WILL BE A FEW-SECOND DELAY.
05:37:01 >>Jim Wallace: GOT IT.
05:37:02 >>Mary Gibbs: AGAIN, I GUESS I WILL TURN IT OVER TO THE
05:37:09 APPLICANT IF YOU DON'T HAVE ANY QUESTIONS AT THIS TIME.
05:37:12 THE OWNER, COLIN RASKIN, WANTS TO SPEAK FIRST AND THEN BRENT
05:37:15 ADDISON FROM BANKS ENGINEERING.
05:37:17 ALSO, SINCE TAMMY AND I -- TAMMY IS THE CLERK.
05:37:21 SHE WILL BE CALLING THE SPEAKER CARDS.
05:37:23 BECAUSE OF COVID, EVERYBODY HAS THEIR MASKS ON, WHICH IS
05:37:26 GREAT.
05:37:27 I'M GOING TO BE CLEANING THE MICROPHONE IN BETWEEN
05:37:31 EVERYBODY'S USE.

05:37:32 SO WE WANT TO MAKE SURE WE'RE VERY SANITARY HERE.
05:37:36 IF YOU SEE ME RUNNING AROUND WITH THE CLOROX WIPES, THAT'S
05:37:41 WHAT WE'RE DOING.
05:37:42 >>Barry Jones: MARY, I DID HAVE ONE QUESTION TO BEGIN WITH.
05:37:44 I'M ASSUMING THAT THE ZONING, THAT THIS IS AN ALLOWED USE ON
05:37:49 THE PROPERTY.
05:37:49 >>Mary Gibbs: YES, THE ZONING IS COMMUNITY COMMERCIAL, WHICH
05:37:52 IS THE CONVENTIONAL ZONING DISTRICT.
05:37:54 IT'S BEEN IN EFFECT SINCE 1962 AND COMMUNITY COMMERCIAL
05:37:59 ALLOWS A BROAD ARRAY OF DIFFERENT TYPES OF COMMERCIAL USES,
05:38:03 AND CAR WASH IS ONE OF THOSE USES.

05:38:05 >>Barry Jones: IT IS A STRAIGHT ZONING WITH NO STIPULATIONS
05:38:07 REALLY ATTACHED TO IT.
05:38:09 >>Mary Gibbs: RIGHT.
05:38:11 IT'S NOT A PLANNED DEVELOPMENT ZONING.
05:38:13 >>Barry Jones: THANK YOU.
05:38:17 >> YOU HAVE TO HIT THE MIKE.
05:38:25 WE CAN'T HEAR ANYTHING.
05:38:29 >>Mary Gibbs: IF YOU TAKE IT OFF, I'M GOING TO CLEAN IT
05:38:32 REALLY GOOD WHEN YOU ARE DONE.
05:38:34 >>Colin Raskin: MY NAME IS COLIN RASKIN.
05:38:36 I JUST WANT TO SAY THANK YOU ALL FOR MAKING THE EFFORT TO
05:38:40 HAVE THIS INFORMATION MEETING UNDER THE SHADOWS OF THE
05:38:42 CORONAVIRUS PANDEMIC.
05:38:44 IN 2016, TOGETHER WITH MY DAD, I FOUND CLEAN MACHINE WITH
05:38:49 OUR FIRST PROJECT IN THE CITY OF NAPLES AND OUR SECOND IN
05:38:52 THE CITY OF BONITA SPRINGS IN 2018.
05:38:54 WE HOPE THAT SOME OF YOU HAVE HAD THE CHANCE TO VISIT THESE
05:38:57 LOCATIONS BECAUSE THEY WILL GIVE YOU A CHANCE TO SEE THE
05:39:00 STANDARD OF OUR FACILITIES WITH BEAUTIFUL LANDSCAPING.
05:39:03 OUR TEAM HAS WORKED WITH LOCAL CODE AND ASSOCIATION
05:39:06 DEVELOPMENT ROLES TO CREATE THIS EVENING'S PRESENTATION.
05:39:10 WE BELIEVE THAT OUR NEW FACILITY WILL BE A POSITIVE ADDITION
05:39:12 TO THE VILLAGE OF ESTERO, AND I CAN ASSURE YOU WE WILL BE
05:39:17 GOOD NEIGHBORS WORKING WITH LOCAL CHARITIES AND SCHOOLS.
05:39:20 WE HAVE WORKED WITH THE DESIGN REVIEW BOARD AT THE CITY OF

05:39:24 NAPLES AND CITY OF BONITA PLANNING DEPARTMENT, AND I'M SURE
05:39:27 THEY WOULD TELL YOU THAT WE'VE HAD A POSITIVE IMPACT ON OUR
05:39:30 SURROUNDINGS AND COMMUNITIES.
05:39:31 WE LOOK FORWARD TO WORKING WITH YOU ALL.
05:39:33 AND WE WILL LISTEN AND WELCOME ANY COMMENTS TO HELP US TO
05:39:37 ENHANCE OUR FACILITY FURTHER.
05:39:40 I WILL NOW PASS YOU ON TO OUR ENGINEER BRENT ADDISON AND I
05:39:43 THANK YOU ALL AGAIN.
05:39:51 >>Mary Gibbs: WAIT A MINUTE, BRENT BECAUSE I HAVE TO CLEAN.
05:40:24 >>D. Brent Addison: GOOD EVENING, EVERYBODY.

05:40:25 MY NAME IS BRENT ADDISON WITH BANKS ENGINEERING.
05:40:28 I'M A CIVIL ENGINEER, WORKING WITH COLIN ON THIS PROJECT.
05:40:32 ALSO HERE WITH ME TONIGHT IS GREG DISERIO WHO WILL SPEAK ON
05:40:37 LANDSCAPING FOR THE PROJECT.
05:40:38 AND THEN ON THE PHONE, AS MARY MENTIONED, WE HAVE STEPHEN
05:40:41 SEATON, WHO IS THE ARCHITECT FOR THE JOB WHO COULDN'T BE
05:40:46 HERE TONIGHT DUE TO COVID REASONS.
05:40:50 SO WHEN WE GET TO THE PORTION, A LITTLE BIT DIFFERENT THAN I
05:40:54 NORMALLY DO IN MY PRESENTATIONS, WHEN WE GET TO THE PORTION
05:40:57 OF THE ARCHITECT, I'M GOING TO BE CONTROLLING THE COMPUTER.
05:41:00 AND I'M GOING TO READ SOME ITEMS THAT THE ARCHITECT HAS
05:41:03 DIRECTED ME TO READ, AND THEN THAT WAY IF THERE'S NO
05:41:07 CONFUSION ABOUT BEING OVER THE PHONE AND IF THERE IS A
05:41:11 DELAY, AND THEN WE CAN HAVE HIM SPEAK, HIM OR COLIN, THE
05:41:17 OWNER, SPEAK WITH RESPECT TO THE ARCHITECTURE.

05:41:21 WE'RE HERE REPRESENTING THE CLEAN MACHINE CAR WASH.
05:41:25 I JUST MENTIONED WHO WAS REPRESENTING THE OWNER.
05:41:29 HERE'S THE SITE.
05:41:30 I'M SURE EVERYBODY IS FAMILIAR WITH THIS, BUT IT'S AT KIND
05:41:34 OF THE EASTERN CORNER OF VINTAGE PARKWAY AND U.S. 41.
05:41:38 SO PROJECT SUMMARY IS WE'RE GOING TO BE SHOWING YOU THE SITE
05:41:43 PLAN, LANDSCAPING, AND ARCHITECTURAL REVIEW IN ANTICIPATION
05:41:47 OF SUBMITTING FOR A DEVELOPMENT ORDER.
05:41:49 THIS IS A 3,610 SQUARE FOOT DRIVE-THROUGH CAR WASH.
05:41:54 IT'S ONE STORY WITH A MAX HEIGHT OF 45 FEET.
05:41:57 AND ASSOCIATED INFRASTRUCTURE PARKING AND SUCH THAT WILL BE
05:42:02 ON THE PROJECT.
05:42:03 WE ARE IN, AS MARY MENTIONED, WOOPER IN COMMUNITY COMMERCIAL
05:42:08 ZONING DISTRICT, AND CAR WASH IS AN ALLOWED USE IN THAT
05:42:12 ZONING DISTRICT.
05:42:18 HERE IS AN AERIAL VIEW OF THE SITE.
05:42:20 AS YOU CAN SEE, WE'RE JUST INSIDE AT THE NORTHERN BOUNDARY
05:42:24 OF THE VILLAGE FOR THE MOST PART.
05:42:28 HERE IS OUR SITE PLAN.
05:42:31 AGAIN, I'M NOT GOING TO GET INTO THE LANDSCAPE SIDE OF
05:42:34 THINGS, BUT AS YOU CAN SEE IN THE OVERLAY, THERE ARE SOME
05:42:37 LARGE OAK TREES AT THE CORNER OF VINTAGE PARKWAY AND U.S.
05:42:41 41.
05:42:42 WE ARE GOING TO BE PRESERVING THE MAJORITY OF THOSE OAK
05:42:45 TREES THAT ARE ON THE SITE, AND WE'VE ACTUALLY ADJUSTED THE

05:42:47 DESIGN ACCORDINGLY.
05:42:49 WE'RE SHOWING TWO ACCESS POINTS ON THE REVERSE FRONTAGE ROAD
05:42:54 THAT COMES OFF OF VINTAGE PARKWAY.
05:42:56 THAT IS THE EXISTING FRONTAGE ROAD THAT THIS SITE WAS
05:43:00 INTENDED TO FRONT OR TO HAVE ACCESS TO.
05:43:06 THERE'S QUITE A FEW REGULATIONS ON THIS SITE.

05:43:10 BECAUSE WE'RE A CAR WASH USE, WE HAVE SPECIAL REQUIREMENTS
05:43:13 UNDER CHAPTER 34-1353 FOR ENHANCED BUFFERS, AND THIS SITE
05:43:19 PLAN IS MEETING THOSE REQUIREMENTS.
05:43:21 WE HAVE A 25-FOOT BUFFER ON 41, AND I BELIEVE IT'S 20 FEET
05:43:28 ON VINTAGE PARKWAY AND THE REVERSE FRONTAGE ROAD.
05:43:32 AND THEN I THINK IT'S FIVE ON THE OTHER SIDE WHERE THE
05:43:34 COMMERCIAL IS.
05:43:36 BUT WE'RE MEETING WHAT WE UNDERSTAND TO BE ALL THE CODE
05:43:40 REQUIREMENTS FOR LANDSCAPE BUFFERING ON THIS PROJECT.
05:43:44 ALSO, UNDER THE U.S. 41 OVERLAY, WE'RE ACTUALLY REQUIRED TO
05:43:49 HAVE THE BUILDING SET BACK 50 FEET FROM U.S. 41 AND WE HAVE
05:43:54 ACCOMMODATED THAT AS WELL, WHICH WORKS OUT PRETTY GOOD WITH
05:43:57 SAVING THE TREES, THE OAK TREES IN THE FRONT.
05:44:01 THIS SITE CURRENTLY HAS A WATER MANAGEMENT DISTRICT PERMIT
05:44:06 ON IT.
05:44:07 ORIGINALLY, THIS PORTION OF THIS PARCEL, IT'S ABOUT ONE
05:44:11 ACRE.
05:44:15 WHAT IS NOW TYSON EYE CENTER WAS AN INTERIOR DECORATOR
05:44:21 BUSINESS AT ONE POINT, I BELIEVE.

05:44:23 THIS SITE WAS ORIGINALLY WITH THE WATER MANAGEMENT DISTRICT
05:44:25 WAS INTENDED TO BE -- IT WAS PART OF THE SITE AND THEN THEY
05:44:28 DIDN'T NEED THAT SPACE SO THEY LEFT THIS SPACE OPEN AND USED
05:44:33 WHAT THEY HAD ON THE OTHER SIDE FOR THEIR PARKING AND
05:44:36 BUILDING.
05:44:37 THIS IS PART OF THE MASTER WATER MANAGEMENT SYSTEM FOR THE
05:44:40 VINES.
05:44:41 THE PERMIT THAT WAS PREVIOUSLY APPROVED HAS THIS AND WHAT IS
05:44:46 NOW TYSON EYE CENTER DRAINING.
05:44:49 YOU CAN ACTUALLY KIND OF SEE IT UNDERNEATH THE NORTH ARROW
05:44:54 THERE.
05:44:55 BUT THERE IS A SWALE THAT DRAINS.
05:44:56 THERE IS A CULVERT THAT DRAINS UNDER THE ROAD HERE AND THEN
05:45:00 DRAINS TO THE BACK TO A CONTROL STRUCTURE.
05:45:02 THE REQUIREMENT FOR THE SITE IS ONE HALF INCH OF DRY
05:45:06 PRETREATMENT AND DRY DETENTION AND THEN THE REMAINDER OF THE
05:45:09 WATER QUALITY AND ATTENUATION WOULD BE WITHIN THE VINES
05:45:13 WATER MANAGEMENT SYSTEM, AS IT WAS ORIGINALLY DESIGNED.
05:45:16 AS YOU CAN SEE ON OUR SITE, WE DON'T HAVE ANY ROOM FOR WATER
05:45:20 MANAGEMENT ON OUR SITE.
05:45:22 SO WE'RE GOING TO BE -- WE'RE GOING TO USE AN UNDERGROUND
05:45:26 VAULT SYSTEM FOR SURFACE WATER MANAGEMENT TO MEET THE HALF
05:45:30 INCH OF DRY PRETREATMENT THAT'S REQUIRED ON OUR SITE.
05:45:36 THIS IS SOMEWHAT -- WE WORKED THROUGH THIS SITE PLAN, AND WE
05:45:39 FEEL LIKE -- THE OWNER FEELS LIKE THIS WILL FUNCTION FOR

05:45:42 WHAT HE NEEDS FOR HIS PROJECT.
05:45:46 THERE MAY BE SOME TWEAKS, OF COURSE, AFTER MEETING WITH YOU

05:45:49 GUYS TONIGHT AND THEN GETTING IN AND FINE TUNING WITH THE
05:45:53 CODE, BUT WE DO NOT ANTICIPATE NEEDING ANY DEVIATIONS FROM
05:45:58 THE LAND DEVELOPMENT CODE FOR THIS SITE.
05:46:01 AS FAR AS ENGINEERING GOES, LIKE I SAY, WE'RE GOING TO BE
05:46:06 MEETING THE PARKING REQUIREMENTS THAT WOULD BE REQUIRED.
05:46:09 WE'RE GOING TO BE MEETING THE OPEN SPACE REQUIREMENTS THAT
05:46:11 ARE REQUIRED.
05:46:16 AND THERE'S WATER AND SEWER AVAILABLE -- THERE'S WATER AND
05:46:24 SEWER AVAILABLE ON THE ROAD BEHIND US, WHICH IS OWNED BY THE
05:46:27 COUNTY UTILITIES.
05:46:28 SO WE WOULD BE CONNECTING TO THAT.
05:46:32 AND I THINK THAT DOES IT.
05:46:34 I HAVE ANOTHER SLIDE THAT JUST SHOWS THE SITE PLAN.
05:46:38 DIDN'T MAKE IT ON HERE.
05:46:40 ARE THERE ANY QUESTIONS FOR ME OR MOVE FORWARD WITH THE REST
05:46:43 OF THE PRESENTATION?
05:46:49 >> I HAVE NO QUESTIONS.
05:46:54 >>Barry Jones: QUICK QUESTION.
05:46:55 ON THE VAULT SYSTEM, TYPICALLY A DRY PRETREATMENT ALLOWS
05:46:59 INFILTRATION AND ALLOWS NUTRIENT UPTAKE DUE TO SUNLIGHT
05:47:07 HITTING IT AND THE PLANTS AND STUFF.
05:47:09 DOES THE VAULT SYSTEM SATISFY THE WATER MANAGEMENT DISTRICT
05:47:10 CRITERIA FOR THE NUTRIENT REMOVAL THAT'S TYPICALLY

05:47:14 ASSOCIATED WITH THE DRY PRETREATMENT?
05:47:19 >>D. Brent Addison: IT DOES.
05:47:20 WE'VE HAD OTHER PROJECTS THAT WOULD DO THAT.
05:47:20 I MEAN, IT WOULD BE AN OPEN BOTTOM.
05:47:22 IT WILL ALLOW TO DO THAT AND THEN AT ONE POINT IT WILL
05:47:25 DAYLIGHT BEFORE IT -- AS IT LEAVES THE SITE.
05:47:27 I'VE SEEN SEVERAL SYSTEMS DESIGNED --
05:47:30 >>Barry Jones: IT'S A PERVIOUS BOTTOM.
05:47:34 >>D. Brent Addison: YEAH, IT'S MOST LIKELY GOING TO BE THE
05:47:36 HALF PIPE SYSTEM.
05:47:38 ALMOST LIKE A SEPTIC DRAIN FIELD, BASICALLY, WHERE IT'S A
05:47:40 ROCK BOTTOM.
05:47:40 >>Barry Jones: WHEN YOU SAY A VAULT, I ENVISION A CONCRETE
05:47:44 VAULT.
05:47:45 I WANTED A LITTLE UNDERSTANDING AS TO HOW THAT WAS BEING
05:47:47 APPROACHED.
05:47:48 >>D. Brent Addison: NO PROBLEM.
05:47:52 >>Barry Jones: THAT'S ALL I HAD.
05:47:55 >> I HAVE A QUESTION, EXPLAIN TO ME -- EXPLAIN THAT THE
05:48:00 WATER RUNOFF WILL GO NORTH, UNDER THE CONNECTOR ROAD?
05:48:06 >>D. Brent Addison: YES.
05:48:07 >> UNDER THE TWO-ACRE SITE THAT'S NORTH OF IT?
05:48:10 >>D. Brent Addison: YES.
05:48:12 >> UNDER VINTAGE TRACE CIRCLE AND THEN OUT TO A LAKE AT THE

05:48:18 VINES?

05:48:20 >>D. Brent Addison: I THINK IT ACTUALLY RUNS PARALLEL WITH
05:48:23 VINTAGE PARKWAY.
05:48:26 >> VINTAGE TRACE CIRCLE.
05:48:27 >>D. Brent Addison: THERE IS AN EXISTING STRUCTURE IN THE
05:48:30 CORNER OF THE OTHER OUTPARCEL THAT WAS DESIGNED AS A PART OF
05:48:33 THIS WATER MANAGEMENT DISTRICT PERMIT THAT HAS THE ROUTE FOR
05:48:37 THAT.
05:48:38 >> WELL, WHAT YOU'RE GOING TO FIND OUT, IT DOESN'T EXIST.
05:48:41 ALDI TRIED.
05:48:42 ALDI HAS THE SAME ISSUE.
05:48:44 THEY ARE RUNNING EIGHT-INCH CULVERT PIPE UNDER VINTAGE
05:48:47 PARKWAY BECAUSE WHEN THE DEVELOPER BUILT -- DESIGNED THE
05:48:54 PROPERTY, WHAT, 35 YEARS AGO, THEY WERE SUPPOSED TO CONNECT
05:48:58 THE CULVERT UNDER VINTAGE TRACE CIRCLE SO WHEN THIS BUSINESS
05:49:02 OR ANY OTHERS BUILT ON THESE SITES, THEY COULD IMMEDIATELY
05:49:06 CONNECT.
05:49:06 YOU'RE GOING TO FIND THAT THERE IS NO CONNECTION ON THE
05:49:09 OTHER SIDE -- ON CALL IT THE WEST SIDE OF VINTAGE TRACE
05:49:15 CIRCLE.
05:49:16 >>D. Brent Addison: IT'S MY UNDERSTANDING WE ALSO HAVE DRAIN
05:49:19 INLETS KIND OF AT THE CORNER OF THE REVERSE ROAD AND VINTAGE
05:49:24 PARKWAY THAT WOULD ALLOW FOR HYDRAULIC CONNECTION TO THE
05:49:29 LAKE.
05:49:30 LIKE RIGHT IN THERE.
05:49:34 RIGHT AT THE CORNER.

05:49:39 >>Barry Jones: WHEN YOU COME BACK IN FOR THE APPLICATION, BE
05:49:42 ABLE TO PROVIDE SOME EVIDENCE OF HOW THE OFF-SITE FLOW
05:49:45 SYSTEM IS DOCUMENTED AND HOW IT WORKS.
05:49:47 >>D. Brent Addison: SURE.
05:49:48 >>Barry Jones: THANK YOU.
05:49:49 YOU'RE GOING IN FOR A WATER MANAGEMENT DISTRICT OR YOU
05:49:53 ALREADY HAVE A WATER MANAGEMENT DISTRICT PERMIT FOR THIS?
05:49:56 >>D. Brent Addison: THERE IS AN EXISTING PERMIT, BUT WE
05:49:57 WOULD BE MODIFYING THE PERMIT.
05:49:59 >>Barry Jones: UNDERSTOOD.
05:50:00 THANK YOU.
05:50:02 >>D. Brent Addison: ANY MORE FOR ME?
05:50:03 >>Mary Gibbs: COULD I ADD ONE THING.
05:50:06 WE DID HAVE AN ISSUE WITH ALDI THAT CROPPED UP IN THE MIDDLE
05:50:10 OF CONSTRUCTION.
05:50:11 I'M NOT SURE IF BRENT KNOWS ABOUT IT, BUT YOU CAN ALSO TALK
05:50:15 TO DAVID WILLEMS AND MAKE SURE YOU DON'T RUN INTO THAT
05:50:18 ISSUE, TOO.
05:50:19 >>D. Brent Addison: WITH RESPECT TO THE DRAINAGE?
05:50:21 >>Mary Gibbs: YES.

05:50:22 >>D. Brent Addison: I'VE BEEN TALKING TO SAM ABOUT IT.
05:50:25 >>Mary Gibbs: I FORGOT.
05:50:26 >>D. Brent Addison: WE ACTUALLY HAD TWO DIFFERENT ROUTES.
05:50:29 OBVIOUSLY, WE'LL VERIFY THAT WE HAVE POSITIVE DRAIN.
05:50:34 >>Mary Gibbs: HE KNOWS, TOO.

05:50:35 THAT'S GOOD.
05:50:36 >>Barry Jones: WHO IS DOING THE TRAFFIC ON THIS?
05:50:38 >>D. Brent Addison: MOST LIKELY IT WILL BE TED TREESH.
05:50:45 >>Barry Jones: TRIP GENERATION HASN'T BEEN COMPLETED YET.
05:50:49 >>D. Brent Addison: I'M SURE THERE WILL BE QUESTIONS ABOUT
05:50:51 THAT TONIGHT.
05:50:51 WE REALLY WANTED TO GET THE PROJECT IN FRONT OF EVERYBODY
05:50:54 AND SEE.
05:50:55 WE'LL BE SUBMITTING A TRAFFIC IMPACT STATEMENT AS IT
05:50:57 REQUIRED BY THE LAND DEVELOPMENT CODE, AND THAT WOULD BE
05:51:00 GOING THROUGH REVIEW WITH STAFF.
05:51:03 IF THAT BRINGS ABOUT ANY IMPACTS OR THINGS THAT WE NEED TO
05:51:08 DO TO FIX THAT, THEN WE'LL ADJUST IT, IF WE NEED TO DO ANY
05:51:12 TURN LANES OR ANYTHING.
05:51:13 >>Barry Jones: MARY, DOES THAT FRONTAGE STREET HAVE ANY
05:51:16 SEPARATION REQUIREMENTS FOR INTERSECTION SPACING?
05:51:22 THE FIRST DRIVEWAY TO THE SOUTH, I GUESS.
05:51:24 >>Mary Gibbs: YOU MEAN THE ACCESS ROAD?
05:51:27 >>Barry Jones: YEAH.
05:51:28 >>Mary Gibbs: I DON'T KNOW IF THAT'S CONSIDERED LOCAL 125.
05:51:32 >>D. Brent Addison: WE LOOKED AT IT.
05:51:33 WE TALKED ABOUT IT, I THINK, A LITTLE BIT WHEN WE MET WITH
05:51:36 YOU GUYS.
05:51:37 MY UNDERSTANDING IS IT WOULD BE THE 60-FOOT SEPARATION FROM
05:51:40 THERE.

05:51:40 >>Mary Gibbs: PRIVATE ROAD.
05:51:42 >>Barry Jones: THAT'S A LITTLE BIT OUTSIDE OF OUR AUSPICE,
05:51:45 BUT I JUST WANTED TO ASK THE QUESTION.
05:51:46 >>D. Brent Addison: I THINK WE'RE DEAD ON 60 ON THAT ONE.
05:51:52 >>Barry Jones: THAT'S TO THE CENTER, TOO, CORRECT?
05:51:54 >>D. Brent Addison: NO, EDGE OF PAVEMENT TO EDGE OF
05:51:56 PAVEMENT.
05:51:56 >>Barry Jones: EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
05:51:59 >>D. Brent Addison: UM-HUM.
05:52:04 >>Barry Jones: ANYTHING ELSE?
05:52:06 >> THE PERIMETER OF THE PARKING LOT IN THE RENDERING SHOWS A
05:52:10 CANOPY.
05:52:11 IS THAT WHERE THE VACUUM STATIONS ARE GOING TO BE?
05:52:13 >>D. Brent Addison: I BELIEVE SO.
05:52:17 YOU SHOULD SEE MORE OF THAT COMING UP IN THE REST OF THE
05:52:20 PRESENTATION.

05:52:21 >> THANK YOU.
05:52:22 >>D. Brent Addison: ANYBODY ELSE?
05:52:25 >>Jim Wallace: THIS IS JIM WALLACE.
05:52:28 IF EVERYONE ELSE IS FINISHED, I HAVE QUESTIONS THAT CONCERN
05:52:37 ME A LITTLE BIT.
05:52:38 THE ENTRANCE, THE INGRESS/EGRESS ROAD ENTRANCE INTO THE
05:52:42 SITE, WE SEEM TO HAVE A DUMPSTER RIGHT THERE.
05:52:45 IN MY MIND, I'M TRYING TO IMAGINE WHAT IT LOOKS LIKE WHEN
05:52:52 THE GARBAGE TRUCK IS THERE AND PEOPLE ARE TRYING TO ENTER

05:52:56 AND EXIT.
05:52:57 ENTRANCE AND EXIT ACROSS A TWO LANE ROAD, BOTH LANES ON TO
05:53:04 VINTAGE PARKWAY, JUST DOESN'T SEEM TO WORK FOR ME.
05:53:07 WE HAVE CARS COMING OUT OF THE CAR WASH.
05:53:09 CARS COMING IN AND OUT OF THE PARKING LOT.
05:53:11 WE HAVE A GARBAGE TRUCK COMING INTO THE DUMPSTERS.
05:53:17 I'M NOT QUITE SURE HOW THAT ALL WORKS.
05:53:20 I THINK THAT'S A PROBLEM.
05:53:21 >>D. Brent Addison: OKAY.
05:53:24 YEAH, WE'LL TAKE A LOOK AT THAT.
05:53:26 I'VE SEEN SEVERAL SCENARIOS WHERE THERE ARE GOING TO BE
05:53:32 CONFLICTS IN COMPACT OUTPARCEL SITES WHERE YOU DEAL WITH
05:53:37 THAT.
05:53:38 BUT WE DO HAVE TO MAKE SURE THAT WE'RE MEETING THE
05:53:41 REQUIREMENTS THAT SOLID WASTE WOULD NEED, WHICH IS TYPICALLY
05:53:44 KIND OF 60-FOOT CLEAR IN FRONT OF THAT WHERE THE GARBAGE
05:53:49 TRUCKS CAN GET IN AND GET OUT FOR THEMSELVES, NOT
05:53:52 CONSIDERING.
05:53:54 >>Jim Wallace: BUT THIS IS A VEHICLE BUSINESS.
05:53:55 I PRESUME, IF THE BUSINESS OWNER HOPES TO BE SUCCESSFUL --
05:54:05 COMING AND GOING.
05:54:06 >>D. Brent Addison: WE'LL TAKE A LOOK AT THAT AND SEE IF WE
05:54:08 CAN MAKE A BETTER LOCATION FOR THAT.
05:54:09 >>Jim Wallace: ONE -- ONE --
05:54:15 >>Barry Jones: JIM, ARE YOU THERE?

05:54:17 HAVE YOU RUN THE AUDIT TURN ANALYSIS ON THE VEHICLE?
05:54:27 IS THE INTENT FOR THE GARBAGE TRUCK TO PULL IN AND THEN BACK
05:54:30 OUT ON THE ACCESS ROAD?
05:54:31 >>D. Brent Addison: YES, BUT WE HAVE NOT RUN THE PATH YET,
05:54:34 BUT THAT'S THE INTENT.
05:54:37 >>Barry Jones: JIM, HAVE WE REACHED YOU AGAIN?
05:54:40 APPARENTLY NOT.
05:54:47 HAVE THE OPPORTUNITY TO BRING UP QUESTIONS LATER IF HE GETS
05:54:50 BACK ONLINE.
05:54:51 THANK YOU.
05:54:54 >>D. Brent Addison: NOW I'LL CALL GREG UP HERE TO FOLLOW UP.
05:55:05 >>Jim Wallace: BARRY, ARE YOU SAYING YOU WANT MY SECOND

05:55:08 QUESTION LATER OR WHAT?
05:55:09 >>Barry Jones: ARE YOU BACK NOW.
05:55:11 WE LOST YOU THERE, JIM.
05:55:12 IF YOU HAVE ANOTHER QUESTION, GO AHEAD, YES.
05:55:17 >>Jim Wallace: IT'S ON SITE PLAN.
05:55:19 I GUESS IT'S BRENT I'M TALKING TO.
05:55:23 >>D. Brent Addison: YES, SIR.
05:55:25 >>Jim Wallace: THE SOUTH ENTRANCE ON THE SOUTH SIDE, IT
05:55:28 COMES IN TOO WIDE, TWO LANES, TWO NINE-FOOT LANES.
05:55:32 I PRESUME THAT'S SO TWO SEPARATE BUYERS OR CLIENTS CAN COME
05:55:38 IN AT THE SAME TIME AND ACCESS THEIR PAYMENT, WHATEVER THEIR
05:55:42 SELECTION.
05:55:43 THEN WE SEEM TO HAVE A RETURN ROAD SO SOMEONE CAN RETURN TO

05:55:46 THE PARKING LOT FROM THAT.
05:55:48 I MEAN, IT SEEMS TO ME WHEN YOU ARE SO CROWDED ON THE NORTH
05:55:53 SIDE, IS THERE NOT SOME WAY THAT YOU COULD ELIMINATE THAT
05:55:57 RETURN ROAD AND INTEGRATE THAT RETURN ROAD TO THE PARKING
05:56:01 LOT INTO THE ENTRY ROAD?
05:56:03 IT WOULD SAVE YOU ABOUT 17 FEET WHICH YOU SEEM TO REALLY
05:56:06 NEED ON THE NORTH SIDE OF THE PROPERTY.
05:56:12 >>D. Brent Addison: WE CAN LOOK AT THAT.
05:56:13 IT'S GOOD TO HAVE AN EMERGENCY OUT, I GUESS, SHOULD --
05:56:25 >>Jim Wallace: I UNDERSTAND THAT.
05:56:25 I TOTALLY APPRECIATE THAT.
05:56:26 BUT DO YOU NEED TO HAVE IT THERE OR CAN YOU HAVE IT EARLIER?
05:56:29 I MEAN, I GUESS YOU COULD SAY, WELL, WE DO PLAN TO HAVE 20
05:56:32 CARS LINED UP FOR A WASH.
05:56:33 BUT IS THAT REALLY A REALITY?
05:56:36 ON THE OTHER END, YOU HAVE VEHICLES ON A GARBAGE TRUCK
05:56:39 COMING FROM THREE DIFFERENT DIRECTIONS.
05:56:41 I JUST DON'T -- I SEE THERE IS AN ISSUE THERE AND THE
05:56:45 SOLUTION MAY TO BE RELOCATE THE BUILDING FURTHER SOUTH.
05:56:47 THAT'S MY ONLY POINT.
05:56:49 >>D. Brent Addison: OKAY.
05:56:50 YEAH, WE'LL TAKE THAT INTO ACCOUNT.
05:56:53 THE BULK OF YOUR TRAFFIC ON THAT, THE FIRST ENTRANCE IS
05:56:56 ACTUALLY MORE OF AN EXIT, AND I CAN LET COLIN SPEAK TO THAT
05:57:00 IN A LITTLE BIT.

05:57:02 THE BULK OF YOUR TRAFFIC IS GOING TO BE COMING IN THE OTHER
05:57:05 ENTRANCE.
05:57:06 I DON'T KNOW THAT THE CONFLICTS ARE GOING TO BE AS BAD AS
05:57:09 THEY MAY BE BECAUSE YOU HAVE TO -- I THINK THEY HAVE TO
05:57:12 ALLOW FOR AN ENTRANCE IN THERE.
05:57:18 FOR SOME REASON, IF YOU'RE NOT COMING AND NOT GETTING YOUR
05:57:20 CAR WASHED OR YOU HAVE EMPLOYEES THAT NEED TO COME IN, BUT
05:57:23 MAYBE COLIN CAN TAKE NOTE OF THAT AND SPEAK TO THAT LATER

05:57:28 ON.
05:57:28 >>Jim Wallace: ONE OTHER QUESTION, AND I DON'T KNOW THE
05:57:30 BUSINESS, BUT YOU'RE SHOWING ME PARKING SPACES 12 FEET WIDE
05:57:35 INSTEAD OF 9 FEET WIDE.
05:57:37 IS THERE A REASON FOR THAT?
05:57:38 >>D. Brent Addison: YEAH, AGAIN, I'M NOT IN THE BUSINESS,
05:57:41 BUT MY UNDERSTANDING IS THESE ARE VACUUM SPACES.
05:57:44 PEOPLE WILL BE OPENING UP THEIR CAR DOORS ON EITHER SIDE.
05:57:47 >>Jim Wallace: OKAY.
05:57:49 I GOT IT.
05:58:08 >>Mary Gibbs: THE NEXT SPEAKER IS GREG DISERIO.
05:58:18 >>Gregory Diserio: GOOD EVENING.
05:58:19 GREG DISERIO, LANDSCAPE ARCHITECT.
05:58:24 BRENT MENTIONED WE WILL BE MEETING OR EXCEEDING ALL LDC
05:58:40 REQUIREMENTS.
05:58:41 WE'RE EXCEEDING THE OPEN SPACE BY A SUBSTANTIAL AMOUNT.
05:58:46 WE DID GO OUT AND DO A QUICK PRELIMINARY TREE SURVEY OF THE

05:58:50 EXISTING TREES OUT THERE AND THEN THOSE I BELIEVE, BRENT,
05:58:55 YOU SURVEYED THOSE.
05:58:56 SO THE LOCATIONS ARE FAIRLY ACCURATE.
05:59:01 THEY VARY, AND THEY ARE BASICALLY OAKS AND PALMS ON THE
05:59:05 SITE.
05:59:07 WE ARE PROPOSING TO REMOVE TWO OAKS AND WE'LL BE REPLACING
05:59:12 THEM PER CODE, THE HERITAGE TREES SO THAT WE CAN OPEN UP
05:59:17 VISIBILITY INTO THE SITE AND ALSO PROVIDE THE BERMING THAT'S
05:59:23 NEEDED FOR THE BUFFER.
05:59:24 AND THEN ALSO REMOVING SOME OF THE PALMS.
05:59:27 THIS IS A VERY PRELIMINARY CONCEPTUAL PLAN OF THE LANDSCAPE,
05:59:33 HAVING A BERM ALONG 41, ENHANCED BUFFER, INCORPORATING THE
05:59:39 EXISTING WITHIN THAT BUFFER.
05:59:45 WE'RE SHOWING SOME OF THE EXISTING TREES THAT ARE ADJACENT
05:59:48 TO THE PROPERTY TO THE SOUTH THAT ARE OAK CANOPIED TREES AS
05:59:55 WELL AS EXISTING OAKS ON VINTAGE PARKWAY THAT ARE OFF OF OUR
06:00:01 SITE.
06:00:02 PROVIDING ALL THE BUFFERS AND LANDSCAPE PLANTINGS.
06:00:10 HERE'S THE GRAPHIC SYMBOL OF SOME OF THE PLANT MATERIAL WE
06:00:13 WILL BE USING.
06:00:14 COMBINATION OF NATIVE AND ORNAMENTAL TYPE TREES FOR THE
06:00:20 SITE.
06:00:22 THIS PLAN DOES NOT SHOW OR CALL OUT ALL THE SHRUB MATERIAL.
06:00:26 WE'LL BE WORKING ON THAT AS ENGINEERING PLANS ARE DEVELOPED
06:00:29 AND WE GET TOWARD A FINAL PLAN.

06:00:31 AGAIN, SOME OF THE PLANT MATERIAL THAT WE PROPOSE TO BE
06:00:36 USING.
06:00:37 MIXTURE OF NATIVE, NONNATIVE PLANT MATERIAL THROUGHOUT THE
06:00:43 SITE.

06:00:44 THAT'S ALL I HAVE AT THIS POINT.
06:00:50 I WOULD BE HAPPY TO ANSWER ANY QUESTIONS BEFORE I TURN IT
06:00:52 OVER TO THE ACTING ARCHITECT, BRENT.
06:00:59 >> LOOKS GOOD, GREG.
06:01:02 >>Barry Jones: QUESTION.
06:01:03 WHAT IS THE STATUS OF THAT 26-INCH OAK?
06:01:05 IS IT HEALTHY?
06:01:06 IS IT VIBRANT?
06:01:07 WHAT'S THE INTENT ON REMOVING IT?
06:01:12 >>Gregory Diserio: AGAIN, I HAVE TO GO BACK AND LOOK AT MY
06:01:14 NOTES.
06:01:15 THE INTENT IS TRYING TO OPEN UP SOME VISIBILITY SO IT'S NOT
06:01:19 BLOCKING SIGNAGE AND THAT.
06:01:21 A FEW OAKS OUT THERE WEREN'T IN THE BEST OF SHAPE.
06:01:26 I CAN'T SAY FOR SURE THAT'S ONE OF THEM, BUT I THINK IT
06:01:29 COULD BE.
06:01:30 BUT WE'LL PROVIDE YOU -- I'LL HAVE A BETTER ANSWER TO THAT
06:01:35 WHEN WE PROCEED FORWARD.
06:01:39 WE ARE REPLACING IT WITH THE 20-FOOT TREE PER THE LDC.
06:01:46 >>Barry Jones: THE MONUMENT SIGN IS GOING TO BE YOUR
06:01:49 PRINCIPAL WAYFINDING THING FOR THIS PROJECT, ISN'T IT?

06:01:56 >>Gregory Diserio: THAT IS ONE OF THE PRINCIPAL ONES, BUT
06:01:58 THE BUILDING, YOU'LL SEE HERE IN A SECOND, THE BUILDING DOES
06:02:00 HAVE SOME SIGNAGE ON IT AS WELL.
06:02:06 >>Barry Jones: THE CLEAR ZONE AROUND THE MONUMENT TREES THAT
06:02:10 ARE GOING TO BE RETAINED, WHAT ARE WE PROPOSING FOR SAFETY
06:02:15 FENCE AROUND THE CLEAR ZONE TO MAKE SURE THEY ARE NOT
06:02:18 NEGATIVELY IMPACTED?
06:02:19 BECAUSE I ALWAYS SEE THESE TREES THAT ARE SUPPOSED TO BE
06:02:22 RETAINED, AND THAT'S WHERE THEY STACK THE DIESEL TANK AND
06:02:26 ALL THE CONCRETE BLOCK AND EVERYTHING IS RIGHT UNDERNEATH
06:02:28 THEM AND THREE YEARS LATER THEY ARE ALL DEAD.
06:02:31 >>Gregory Diserio: TYPICALLY, WE TRY TO AVOID THAT.
06:02:33 YOU'RE RIGHT.
06:02:34 IF THE DIESEL TANK ISN'T STORED THERE, THAT IS THE FIRST
06:02:38 PLACE THEY WASH OFF THE DUMP TRUCKS AND PAINTERS AND ALL
06:02:41 THAT.
06:02:42 TYPICALLY, AS YOU CAN SEE HERE, WITH THIS BUILDING SETBACK,
06:02:45 WE HAVE AMPLE SPACE FOR THE OAKS OUT FRONT TO SET UP THE
06:02:51 TREE PROTECTION.
06:02:53 TYPICALLY IT'S A DRIP LINE OF THE TREE OR TWO-THIRDS OF THE
06:02:56 DRIP LINE.
06:02:57 THOSE AREAS ALONG 41, WE SHOULD BE ABLE TO MEET OR EXCEED
06:03:01 THAT.
06:03:03 ON VINTAGE TRACE PARKWAY, IT IS A LITTLE BIT TIGHTER.
06:03:11 I THINK, IF I REMEMBER RIGHT, THAT'S WHY WE'RE PROPOSING TO

06:03:13 REMOVE ONE OF THEM TO WORK WITH THE GRADES, AND IT MAY HAVE
06:03:17 BEEN ONE THAT WASN'T IN THE BEST OF SHAPE.
06:03:21 BUT WITH THE SETBACKS WE HAVE, I THINK ARE SUFFICIENT TO
06:03:24 PROVIDE AMPLE SPACE, AND WE'LL MAKE SURE WE NOTE ON OUR
06:03:29 PLANS AND SHOW THE TREE PROTECTION TO BE MAINTAINED
06:03:32 THROUGHOUT THE CONSTRUCTION UNTIL IT'S TIME TO LANDSCAPE.
06:03:36 >>Barry Jones: IT WOULD BE NICE TO SEE US MOVE MORE TOWARDS
06:03:39 SOMETHING LIKE COLLIER COUNTY DOES AROUND THEIR PRESERVES
06:03:42 WITH THE STAKED ORANGE SILT FENCE -- OR STAKED ORANGE SAFETY
06:03:48 FENCE INSTEAD OF JUST SILT FENCE, SUCH THAT THE AREA IS NOT
06:03:50 OVERRUN AND THE TREES END UP --
06:03:54 >>Gregory Diserio: OUR TYPICAL PLANS WHERE WE TRY TO
06:03:57 PRESERVE TREES, WE DO SHOW A TREE BARRIER, TREE BARRICADE
06:04:00 FENCING THAT IS NOT A SILT FENCE, BECAUSE I AGREE, SILT
06:04:05 FENCE JUST DOESN'T DO IT.
06:04:07 TRENCH RIGHT THROUGH THE SYSTEM TO PUT THAT IN ANYHOW.
06:04:11 >>Barry Jones: THE MOUNDING OUT FRONT, THAT IS AN
06:04:13 ARCHITECTURAL ENHANCEMENT AS WELL.
06:04:14 >>Gregory Diserio: AGAIN, ARCHITECTURAL ENHANCEMENT.
06:04:17 AND PART OF THE REQUIREMENT FOR, I THINK, THE BUFFER ON 41.
06:04:21 WE'LL WORK THAT AROUND THE TREES AS WELL.
06:04:24 >>Barry Jones: THE VERTICAL MOUNDING IS REQUIRED?
06:04:27 >>Gregory Diserio: I KNOW THERE IS IF YOU HAVE PARKING.
06:04:29 I'M TRYING TO REMEMBER EXACTLY, BUT WE TRY TO BLEND IT AND
06:04:33 TRANSITION AND PROVIDE A NICE --

06:04:36 >>Barry Jones: I UNDERSTAND.
06:04:37 THANK YOU.
06:04:41 ANY OTHER QUESTIONS?
06:04:47 >>Gregory Diserio: THANK YOU ALL.
06:05:17 >>D. Brent Addison: AGAIN, BRENT ADDISON WITH BANKS
06:05:19 ENGINEERING.
06:05:20 AS I MENTIONED, I WILL BE WORKING THROUGH THE PRESENTATION.
06:05:24 STEVE, ARE YOU WITH US ON THE PHONE?
06:05:26 >>Stephen Seaton: YES, I AM.
06:05:27 >>D. Brent Addison: THAT'S STEVE SEATON.
06:05:31 HE'S THE ARCHITECT.
06:05:32 THIS IS THE PROPOSED FLOOR PLAN FOR THE BUILDING.
06:05:42 NORTH IS TO THE RIGHT ON THIS PLAN.
06:05:45 SO 41 IS TO THE TOP OF THE PLAN.
06:05:49 IT WILL BE CONCRETE BLOCK CONSTRUCTION, SIMPLE PLAN LAYOUT
06:05:53 WITH THE WASH TUNNEL, EQUIPMENT ROOM, OFFICE, LOBBY, AND
06:05:57 PUBLIC TOILET.
06:06:04 THESE ARE THE WEST AND EAST ELEVATIONS.
06:06:07 SO EXTERIOR MATERIAL IS A STUCCO FINISH.
06:06:18 EXTERIOR MATERIAL IS A STUCCO FINISH WITH STONE CLADDING AND
06:06:21 FLAT CONCRETE ROOF TILE.
06:06:23 THE HORIZONTAL FACADES ARE DIVIDED BY THE TOWER ELEMENT,

06:06:28 PROJECTING COLUMNS, ELEMENTS WITH STONE CLADDING, AND WITH
06:06:32 DIFFERENT ROOF PLANES.
06:06:37 THIS IS THE NORTH ELEVATION, SO THIS WOULD BE THE EXIT TO

06:06:40 THE TUNNEL.
06:06:42 THIS INDICATES THE DIFFERENT ROOF PLANES WITH 7 TO 12 SLOPE.
06:06:47 THE FACADE IS DEFINED BY THE DIFFERENT STUCCO COLORS AND
06:06:51 BASE TONE CLADDING.
06:06:53 THIS INDICATES THE COLOR OF THE STUCCO WITH ASHLAR STONE
06:06:58 PATTERN AND THE COLOR OF THE ROOFS AND VACUUM BAYS AND
06:07:02 CANOPIES.
06:07:02 SO HAVE THE MATERIALS IN THE TOP LEFT CORNER.
06:07:07 THIS IS THE SOUTH ELEVATION, SO THIS WOULD BE THE ENTRANCE
06:07:13 TO THE TUNNEL.
06:07:15 THESE ARE THE SAME COMMENTS FROM THE NORTH ELEVATION, SO THE
06:07:18 THINGS THAT I MENTIONED BEFORE.
06:07:20 THIS ELEVATION ALSO INDICATES THE DIFFERENT HEIGHTS OF THE
06:07:23 ARCHITECTURE.
06:07:28 THIS IS A ROOF PLAN WHICH INDICATES THE SLOPE DIRECTIONS OF
06:07:32 THE VARIOUS ROOFS WITH ROOFING MATERIAL.
06:07:39 THIS IS THE PROPOSED MONUMENT SIGN.
06:07:42 THIS SIGN IS USING THE SAME MATERIAL FINISHES AS THE
06:07:46 BUILDING WITH THE STUCCO AND THE STONE CLADDING.
06:07:54 THIS IS A RENDERING.
06:07:55 THIS WOULD BE THE NORTHEAST VIEW.
06:07:56 SO I GUESS AS YOU'RE EXITING VINTAGE TRACE PARKWAY, OR
06:08:02 VINTAGE TRACE, THIS IS WHAT THAT WOULD LOOK LIKE.
06:08:04 THIS VIEW INDICATES WHERE THE VEHICLES WILL EXIT THE WASH
06:08:08 TUNNEL AND THE DUMPSTER ENCLOSURE, OF COURSE, MINOR THE

06:08:12 LANDSCAPE BUFFERING THAT WE WOULD HAVE.
06:08:14 THIS IS YOUR SOUTHWEST VIEW.
06:08:18 SO THIS IS KIND OF -- IF YOU'RE APPROACHING ON 41, THIS IS
06:08:22 THE VIEW THAT YOU WOULD HAVE.
06:08:23 THIS VIEW INDICATES WHERE THE VEHICLES WILL ENTER THE WASH
06:08:27 TUNNEL AND THE APPEARANCE OF THE BUILDING FROM THE STREET,
06:08:32 AGAIN, MINUS THE LARGE OAKS THAT WE HAVE IN THE FRONT.
06:08:36 THIS IS THE SOUTHEAST VIEW.
06:08:40 SO THIS IS, AS YOU WERE LEAVING ALDI WHEN IT OPENS UP, THIS
06:08:44 IS WHAT YOU WOULD SEE.
06:08:45 THIS VIEW IS FROM THE SIDE ROAD AND THE VEHICLE ENTRY TO THE
06:08:49 PAY STATIONS OF THE CAR WASH.
06:08:51 IT ALSO INDICATES THE VACUUM STATION AND CANOPIES WHICH
06:08:54 MR. SHEELEY HAD MENTIONED.
06:09:00 I BELIEVE THAT IS IT FOR THE ARCHITECTURE.
06:09:03 I WILL TAKE ANY QUESTIONS.
06:09:08 STEPHEN IS ON THE PHONE.
06:09:09 I'LL STAY UP HERE AND FLIP THROUGH THE SLIDES FOR HIM AS

06:09:14 YOUR QUESTIONS COME ALONG.
06:09:17 >> I'LL START.
06:09:18 THIS BUILDING, LOOKING AT OTHER ONES AROUND THE COUNTRY,
06:09:21 APPEARS TO BE A PROTOTYPE FROM CLEAN MACHINE.
06:09:25 WHAT HAVE YOU DONE -- WHAT HAS YOUR TEAM DONE TO TRY TO
06:09:28 BRING IT INTO CONFORMANCE WITH THE ESTERO DESIGN REVIEW
06:09:31 STANDARDS?

06:09:34 >>Stephen Seaton: MUCH GREATER SLOPE TO BEING COMPLIANCE,
06:09:39 AND WE ACTUALLY CREATED THE GABLE ALONG THE STREET FACADE TO
06:09:43 HELP BREAK UP THE LARGE PLANE OF THE ROOF AND INCREASING THE
06:09:48 STONE CLADDING COLUMNS AS YOU COME UP TO HELP DIVIDE IT TO
06:09:52 BE MORE SYMMETRICAL WITH THE AREAS.
06:10:00 >> IS THAT IT?
06:10:03 >>Stephen Seaton: YES.
06:10:04 >>D. Brent Addison: THE CLIENT WAS MENTIONING THE ROOF
06:10:06 MATERIAL CHANGE AS WELL.
06:10:08 >>Stephen Seaton: CONCRETE TILE.
06:10:11 >>Michael Sheeley: IT'S NOT AN UNCOMMON PROBLEM FOR US IN
06:10:13 ESTERO WITH PROTOTYPE BUILDINGS COMING IN FOR DESIGN REVIEW.
06:10:17 THE BUILDING IS NOT DESIGNED FOR ESTERO, FLORIDA. IT'S A
06:10:23 GREAT BUILDING IN PEORIA, LET'S SAY, BUT NOT REALLY GOOD FOR
06:10:27 ESTERO.
06:10:28 I WOULD SUGGEST THAT BRINGING IT TO US AT THIS POINT IS
06:10:31 QUITE PREMATURE IN THIS DESIGN ELEVATION BECAUSE IT DOESN'T
06:10:35 LOOK TO ME IN MY OPINION THAT YOU REALLY TRIED TO CONSIDER
06:10:39 THE FULL EXTENT OF WHAT ESTERO CODE IS AND SAYS.
06:10:45 FRANKLY, I THINK THE BROKEN HIPS OR BROKEN SHED ROOFS THAT
06:10:50 YOU HAVE AND THE GABLES ARE JUST COMPLETELY INCONSISTENT
06:10:53 WITH OUR LOCAL ARCHITECTURE HERE.
06:10:58 SPECIFICALLY IN THE PROPORTIONS OF THE BUILDING, IN MY
06:10:59 OPINION, ARE WAY OFF WITH THE BIG TOWER IN THE CENTER WHICH
06:11:03 IS REALLY ONLY A PLACE TO PUT SIGNAGE, WHICH I DON'T KNOW

06:11:06 THAT YOU WOULD BE ALLOWED THAT MUCH SIGNAGE, BUT THAT IS A
06:11:09 DIFFERENT PERMIT.
06:11:13 SO I WOULD URGE YOU TO MORE CAREFULLY STUDY THE ESTERO
06:11:18 DESIGN REVIEW STANDARDS, AND YOU COULD LOOK AT SPROUTS AS AN
06:11:23 EXAMPLE OF WHERE THAT STARTED AND WHERE IT ENDED UP, NOT TO
06:11:26 MENTION WALMART AND OTHERS IN THE LOCAL AREA.
06:11:29 A COUPLE OF SPECIFIC QUESTIONS, THE PAY STATION AREA IS NOT
06:11:36 ROOFED, IS THAT CORRECT?
06:11:40 >>Stephen Seaton: PARDON?
06:11:41 >>Michael Sheeley: THE PAY STATION AREA, WHERE YOU PULL UP
06:11:43 AND PAY, THERE'S NO ROOF STRUCTURE OVER THAT.
06:11:49 THAT IS THE INTENT, NOT TO HAVE A ROOF ON IT?
06:11:53 >>Stephen Seaton: RIGHT.
06:11:55 IT WILL HAVE SHADE CANOPY, WE'LL CALL IT FOR THE CLEAR

06:12:05 PURPOSES OF THE TRUCK.
06:12:06 IT WILL NOT BE ROOFED.
06:12:10 >>Michael Sheeley: ARE THERE CANOPIES THAT SHOULD BE SHOWN
06:12:13 AS TO WHAT'S GOING ON THERE IN THE RENDERING?
06:12:15 >>Stephen Seaton: THEY ARE VERY SMALL AWNINGS.
06:12:17 I JUST DIDN'T SHOW THEM FOR CLARITY, SHOWING THE PAY
06:12:21 STATION.
06:12:21 I DIDN'T WANT TO OBSCURE THE ARCHITECTURE.
06:12:25 >>Michael Sheeley: I THINK YOU HAVE A LONG WAY TO GO.
06:12:27 IT'S NOT OUR JOB TO DESIGN THE BUILDING FOR YOU, AND I'D
06:12:30 URGE YOU TO SPEND MORE TIME WITH OUR LOCAL CODE AND COME

06:12:33 BACK TO US WITH SOMETHING THAT'S MORE CONSISTENT WITH THIS
06:12:37 AREA.
06:12:38 ANOTHER QUESTION I HAVE IS -- THE REASON I BROUGHT UP THESE
06:12:42 VACUUM STATIONS AT THE OUT-BOARD SIDE OF THE LOT, HAS ANYONE
06:12:46 TALKED ABOUT NOISE AND THE IMPACT IT'S GOING TO HAVE TOWARDS
06:12:48 ANY OF THE NEIGHBORS IN THE VINES?
06:12:51 THE BUILDING SHOVED QUITE A BIT OFF OF 41, GOOD HOW IT
06:12:57 RELATES TO 41, BUT THEN EVERYTHING GETS PUSHED BACK ON THE
06:13:00 NEIGHBORHOOD.
06:13:00 SO I THINK THAT'S A CONCERN.
06:13:02 MAYBE WE'LL HEAR ABOUT IT FROM OTHERS.
06:13:06 THOSE ARE MY COMMENTS.
06:13:08 THANK YOU.
06:13:14 >>William Glass: I WOULD ECHO MIKE'S COMMENTS AND FURTHER
06:13:18 THEM.
06:13:18 HE MENTIONED THE TOWER.
06:13:23 WE'VE HAD A LOT OF DISCUSSION IN ESTERO ABOUT BILLBOARDS,
06:13:25 AND THAT'S WHAT THAT IS, AND I THINK TRYING TO LEAVE THAT
06:13:30 ARCHITECTURAL ELEMENT ON THE BUILDING WITH ALL THAT SIGNAGE
06:13:33 ON IT IS INAPPROPRIATE FOR WHAT WE'RE TRYING TO DO.
06:13:39 I THINK ALSO, THIS BUILDING HAS A LOT OF STUFF AROUND IT.
06:13:45 THE CANOPIES DON'T SEEM TO MARRY UP WITH ANYTHING.
06:13:49 YOUR SHADE CANOPIES.
06:13:51 I KNOW THEY ARE VACUUM MACHINES, AND I'D REALLY LIKE TO SEE
06:13:58 WHAT THIS THING LOOKS LIKE, NOT JUST THE BUILDING BUT ALL

06:14:00 THE STUFF THAT WILL BE AROUND IT AND TALK ABOUT HOW IT'S
06:14:04 GOING TO MELD INTO THE NEIGHBORHOOD.
06:14:05 WHEN YOU DROP A BUILDING LIKE THIS AT THE FRONT DOOR OF A
06:14:08 MAJOR COMMUNITY, YOU HAVE TO BE VERY SENSITIVE TO THE FACT
06:14:12 THAT YOU'RE TRYING TO MELD IN AND NOT -- ARCHITECTURALLY, I
06:14:23 CAN'T -- THERE ISN'T MUCH ON THE BUILDING THAT I CAN BE
06:14:26 POSITIVE ABOUT.
06:14:29 ONE ARCHITECT TO ANOTHER, I KNOW YOU DIDN'T WANT TO HEAR
06:14:32 THAT, BUT I'M TELLING YOU THE TRUTH.
06:14:34 THIS PROTOTYPE MAY WORK REALLY WELL IN FORT MYERS OR NAPLES,

06:14:40 WHEREVER THEY ARE BUILDING IT.
06:14:41 IF YOU READ THE ESTERO DESIGN STANDARDS, WE REALLY TRY TO
06:14:46 OPERATE ON A HIGHER PLANE.
06:14:48 AND THAT'S NOT TO SAY THAT EVERYTHING HAS TO BE
06:14:52 MEDITERRANEAN.
06:14:55 OUR DESIGN STANDARD REALLY HARPS ON MEDITERRANEAN AS BEING
06:14:59 THE THEME, AND CERTAIN POINT IN TIME, I THINK IT STARTS TO
06:15:02 LOOK LIKE DISNEY LAND.
06:15:05 BUT CASE IN POINT, THE LEE HOSPITAL THAT WAS JUST BUILT
06:15:13 REALLY STUNNED US WHEN IT CAME IN HERE.
06:15:15 IT WAS A VERY ELEGANT PRAIRIE STYLE BUILDING WITH EGYPTIAN
06:15:20 REVIVAL ACCENTS ON IT, AND IT WAS JUST A GORGEOUS BUILDING.
06:15:23 SO IT DIDN'T REALLY FIT WHAT WE TALK ABOUT AS A DESIGN
06:15:28 STANDARD, BUT IT WAS CERTAINLY A GORGEOUS BUILDING AND WAS
06:15:31 VERY WELL DONE.

06:15:32 SO I WOULD IMPLORER YOU TO GO BACK TO THE DRAWING BOARD ON
06:15:35 THIS.
06:15:36 I KNOW HOW TEMPTING IT IS TO DO COMMERCIAL PROTOTYPES.
06:15:44 I'VE DONE THEM.
06:15:46 BUT I THINK THIS DESIGN IS GOING TO RUN INTO A BRICK WALL IN
06:15:50 ESTERO.
06:15:51 YOU'RE GOING TO NEED TO DO SOME WORK TO IT.
06:15:55 I SAY THAT IN THE KINDEST WAY I CAN.
06:16:01 BUT THE -- BUT THERE JUST ISN'T MUCH HERE FOR US TO WORK
06:16:05 WITH.
06:16:05 IT'S NOT OUR JOB TO REDESIGN YOUR BUILDING FOR YOU.
06:16:08 WHAT YOU PROPOSE NEXT TIME, WHAT YOU COME BACK WITH, TO BE
06:16:11 TRUTHFUL AND HAVE ALL OF THE STUFF THAT'S GOING TO BE ON THE
06:16:14 SITE AND WHAT'S IT'S GOING TO LOOK LIKE.
06:16:18 I'VE SEEN THESE PROPERTIES.
06:16:20 YOU GET A HERD OF CANOPIES AND VACUUM MACHINES.
06:16:24 I QUESTION WITH CERTAIN EXTENT THE CIRCULATION.
06:16:27 WE'RE JUMPING BACK INTO CIVIL FOR A MINUTE.
06:16:30 BUT I'VE TRIED TO ENVISION MYSELF GOING THROUGH THE PROPERTY
06:16:34 AND ENTERING AND QUEUING.
06:16:38 IF I DECIDE TO VACUUM MY CAR FIRST, I'VE GOT TO GO BACK IN
06:16:41 THE STREET AND GET BACK IN THE LINE BEHIND EVERYBODY ELSE.
06:16:44 THERE'S NO WAY TO GET BACK IN THE QUEUE FROM -- ANYWAY.
06:16:51 THAT'S MY RAMBLINGS FOR THE EVENING.
06:16:54 >>Stephen Seaton: OKAY.

06:16:57 THANK YOU.
06:17:04 >>Barry Jones: BARRY, DID YOU HAVE ANYTHING?
06:17:08 >>Jim Wallace: JIM WALLACE.
06:17:09 >>Barry Jones: -- QUALIFIED TO SPEAK TO THE ARCHITECTURE OF
06:17:12 THE BUILDING OTHER THAN TO ECHO WHAT MY COLLEAGUES HAVE
06:17:16 SAID.

06:17:17 IT DOESN'T SEEM TO FIT WITH THE COMMUNITY.
06:17:19 I KNOW IT'S GOING TO BE HARD TO TAKE A TUBULAR BUILDING LIKE
06:17:23 THAT AND MELD IT INTO SOMETHING WE'D LIKE TO SEE.
06:17:28 JOHN, WOULD YOU LIKE TO JUMP IN HERE?
06:17:31 OR JIM.
06:17:32 I'M SORRY.
06:17:33 >>Jim Wallace: THIS IS JIM.
06:17:34 I AGREE WITH WHAT'S ALREADY BEEN SAID.
06:17:38 NO NEED IN ME RESAYING IT.
06:17:43 WE HAVE TO UNDERSTAND THERE ARE TWO PROMINENT COMMUNITIES
06:17:45 HERE WITH LOTS OF RESIDENTS, BOTH BRECKENRIDGE AND THE
06:17:48 VINES, AND WE HAVE TO BE VERY RESPECTFUL OF THEM BUT ALSO OF
06:17:53 EVERYTHING ELSE IN ESTERO.
06:17:54 TO ME, THIS IS TOTALLY UNACCEPTABLE.
06:17:55 IT IS A 45-FOOT -- IF YOU LOOK AT THE ELEVATION FACING U.S.
06:17:59 41, IT IS A 45-FOOT BILLBOARD.
06:18:02 AND THAT'S JUST LIKE A SILO ON THE PRAIRIES AND THAT MAY BE
06:18:06 APPROPRIATE SOMEWHERE ELSE, BUT NOT HERE.
06:18:08 I DON'T PRETEND TO BE AN ARCHITECT HERE, BUT MAYBE A RANDOM

06:18:20 ROOFLINE.
06:18:20 IT'S LIKE ONE LONG BOX WITH A SQUARE TOWER WITH FOUR SIDES.
06:18:25 THAT'S JUST NOT WHO WE ARE.
06:18:28 AND I THINK IT HAS TO BE MORE ARTICULATION OR ROOF DETAIL.
06:18:32 IT'S NOT WHO WE ARE RIGHT NOW.
06:18:34 I THINK THE OTHER GUYS HAVE ALREADY SAID THAT.
06:18:41 THEY ARE ALL MUCH MORE CAPABLE THAN I TO SPEAK TO THE DESIGN
06:18:44 ITSELF.
06:18:46 >>Barry Jones: I WOULD JUST REITERATE BILL'S COMMENT THAT
06:18:49 WHEN YOU DO COME BACK IN, MAKE SURE YOU BRING ALL THE
06:18:52 ELEMENTS, INCLUDING THE GARBAGE DUMPSTER HOW IT'S GOING TO
06:18:56 BE TREATED.
06:18:57 THE CANOPIES, WHAT COLORS THEY WILL BE, BECAUSE WE WANT TO
06:19:00 SEE ALL OF THE EXTERIOR ELEMENTS THAT ARE SHOWN.
06:19:08 GATES TO THE GARBAGE DUMPSTER, THINGS LIKE THAT.
06:19:13 >> ONE COMMENT THAT I HAD, BARRY, I WAS THINKING ABOUT THIS,
06:19:17 HOW WOULD YOU POSSIBLY GET RID OF THE SHOE BOX WITH A SILO
06:19:23 IN THE MIDDLE?
06:19:25 MAYBE THE FACT THAT THEY HAVE A SIGN 45 FEET THAT IT'S
06:19:29 CREATING AN ISSUE.
06:19:30 MAYBE IF IT WAS 38 FEET OR 36 FEET OR WHATEVER.
06:19:34 THE DISPROPORTION OF THE TOWER AS MUCH OF ANYTHING THAT
06:19:38 IMMEDIATELY STRIKES YOU.
06:19:40 SO I WOULD THINK IT MIGHT BE AN IDEA TO REVISIT THE OVERALL
06:19:45 HEIGHT OF THE TOWER.

06:19:49 >>Stephen Seaton: OKAY.
06:19:50 UNDERSTAND.

06:19:50 >>Barry Jones: I UNDERSTAND 45 IS THE MAX HEIGHT, IS THAT
06:19:52 CORRECT?
06:19:53 >> YES.
06:19:54 >>Mary Gibbs: YES.
06:19:55 IN THAT DISTRICT.
06:19:58 IT DOESN'T MEAN YOU HAVE TO BE 45, THOUGH.
06:20:00 >>Barry Jones: I UNDERSTAND THAT.
06:20:01 I SAID MAX.
06:20:03 I'M SORRY, JIM.
06:20:04 DID YOU HAVE SOMETHING ELSE?
06:20:06 >>Jim Wallace: THAT'S ALL I'M SAYING.
06:20:08 THE BUILDING ITSELF IS 27 FEET AND THE TOWER IS 45.
06:20:12 YOU HAVE 18 FEET.
06:20:13 MAYBE ONE SHOULD BE 30 AND ONE -- I DON'T KNOW.
06:20:15 I'M NOT GOING TO PRETEND TO DESIGN IT.
06:20:17 BUT THAT'S ALL I HAVE TO SAY.
06:20:20 >>Barry Jones: THERE MAY BE OPPORTUNITY TO ADD A SECOND
06:20:23 ELEMENT TO BREAK UP THAT LONG STRAIGHT ROOFLINE.
06:20:29 THE TOWER.
06:20:30 >>Jim Wallace: LITTLE MORE RANDOM ROOFLINE THAN THE STRAIGHT
06:20:33 BAR.
06:20:35 >> THE TOWER HAS NO PURPOSE OTHER THAN PUTTING SIGNAGE ON
06:20:38 IT.

06:20:39 I JUST QUESTION, WHY DO WE HAVE A TOWER?
06:20:44 IF IT HAD A CLOCK, I COULD MAYBE SEE A PURPOSE.
06:20:47 IT'S A BILLBOARD.
06:20:49 YOU'VE GOT A BREAK IN THE ROOF THERE WHERE YOU HAVE AN
06:20:52 OPPORTUNITY FOR SOME CLERESTORY GLASS.
06:20:55 I DON'T KNOW IF THAT COULD HELP THE INSIDE TO GET SOME LIGHT
06:20:58 INTO IT, SOME DORMERS, SOMETHING.
06:21:03 I UNDERSTAND YOU'RE TRYING TO DO A VERY UTILITARIAN
06:21:08 BUILDING, BUT IT'S ESTERO.
06:21:15 >> THIS IS A U.S. 41 LOCATION.
06:21:17 SO I WOULD PRESUME THAT THE OWNERS HAVE PROBABLY PAID A FAIR
06:21:23 DOLLAR FOR THAT ACRE OF LAND.
06:21:24 THE INCREMENTAL COST OF MAKING IT APPROPRIATE FOR US IS VERY
06:21:30 MINOR COMPARED TO THE TOTAL COST OF THE DEVELOPMENT.
06:21:37 AS A DEVELOPER, I CAN SAY I KNOW WHAT IT COSTS TO ADD STUFF.
06:21:41 IT DOES COST MONEY, BUT INCREMENTALLY, IT'S NOT A WHOLE LOT
06:21:45 TO MAKE IT FIT AND BE A PART OF ESTERO.
06:21:54 >>Barry Jones: DID ANYBODY HAVE COMMENTS ON THE SIGN?
06:21:56 I KNOW THE SIGN WAS GOING TO BE PART OF THE APPLICATION.
06:21:58 AGAIN, THIS IS NOT INTENDED TO BE A COMMENT SESSION.
06:22:01 WE SHOULD BE COUCHING THESE AS QUESTIONS.
06:22:04 SO, SORRY, IF WE STEP OUTSIDE A LITTLE BIT.
06:22:10 >> WE'RE HERE FOR INPUT.
06:22:13 >>Stephen Seaton: THIS HAS BEEN VERY HELPFUL.

06:22:15 THANK YOU.

06:22:16 >> BARRY, ON THE SIGN, DOESN'T OUR SIGNAGE HAVE TO BE
06:22:19 BACKLIT CHANNEL LETTERS?
06:22:24 I COULDN'T QUITE READ IT IN THE DRAWING, BUT IT LOOKED LIKE
06:22:27 IT WAS ONE BLOCK BACKLIT SIGN.
06:22:32 >> THE OWNER IS TELLING ME THAT IT IS CHANNEL LIT.
06:22:36 >> AND IT WILL BE, OBVIOUSLY, WHEN WE COME IN FOR OUR
06:22:40 DEVELOPMENT ORDER.
06:22:42 >>Barry Jones: GOOD POINT, JIM.
06:22:44 THANK YOU.
06:22:45 >> MY ONLY COMMENT ON THE SIGN IS IT SHOULD BE MORE
06:22:47 CONSISTENT WITH THE BUILDING ONCE THE BUILDING IS
06:22:49 REDESIGNED.
06:22:55 >>Mary Gibbs: MAY I ADD A COMMENT ON THE SIGN?
06:22:58 I THINK I SUGGESTED, TOO, TO MAKE SURE THEY MEET THE 25%
06:23:01 ARCHITECTURAL BECAUSE I DON'T SEE IT ON THIS SIGN.
06:23:05 I SUGGESTED THAT TO THE ARCHITECT.
06:23:08 AND IF THEY DO COME BACK, I ALSO WOULD LIKE TO SUGGEST, I
06:23:11 DON'T SEE ON THE PLANS ANYWHERE, BUT IS THERE LIKE A PUBLIC
06:23:15 GATHERING SPACE OR SOME SEATING OR SOME SORT OF AREA?
06:23:19 BECAUSE NORMALLY MOST PROJECTS WE HAVE SOMEBODY PROVIDE SOME
06:23:24 SORT OF LITTLE SPACE FOR PEOPLE, IF THEY ARE WAITING OUTSIDE
06:23:29 OR SOMETHING.
06:23:30 THIS JUST LOOKS LIKE IT'S CAR WASH AND NO TYPE OF --
06:23:37 >> I WOULD FEEL A WHOLE LOT BETTER IF I REALLY UNDERSTOOD
06:23:40 HOW EVERYTHING IS GOING TO WORK ON THIS SITE.

06:23:42 YOU'VE GOT VAULTS UNDER THE GROUND THAT HAVE TO BE DONE VERY
06:23:46 CAREFULLY.
06:23:46 IF ANYTHING HEAVY DRIVES OVER THEM, LIKE A TRASH TRUCK, IT
06:23:50 WILL GO RIGHT THROUGH THEM.
06:23:52 AND THEN YOU'VE GOT THE VACUUM STATIONS, I'M SURE YOU COULD
06:24:00 WORK SOME PUBLIC AMENITIES INTO THAT AREA THAT WOULD MAKE IT
06:24:06 OTHER THAN JUST UTILITY.
06:24:12 IT'S A LOT TO GET ON THIS SITE.
06:24:14 >>Barry Jones: ARE THESE GOING TO BE OVERHEAD VACUUM
06:24:17 STATIONS?
06:24:18 I WAS LOOKING AT THE PICTURES OF THE ONE IN NAPLES.
06:24:21 THERE'S QUITE A BIT OF ACTIVITY HAPPENING OVERHEAD.
06:24:30 >> HE SAYS IT'S GOING TO BE UNDERGROUND.
06:24:32 >>Barry Jones: THANK YOU.
06:24:35 >> HE'S TRYING TO KEEP FROM HAVING A LOT OF THAT --
06:24:38 >>Barry Jones: YEAH, WHAT I WAS SEEING IN THE NAPLES ONE,
06:24:40 WHEN I WAS JUST RUNNING THROUGH SOME IMAGES OF IT, IT WAS
06:24:43 NOT CONSISTENT WITH WHAT WE WOULD BE LOOKING FOR, LITTLE
06:24:47 MORE INDUSTRIAL THAN ANYTHING WE'D LIKE TO SEE.
06:24:53 CERTAINLY DIDN'T SEE ANYTHING ON THE PLANS THAT REPRESENTED

06:24:55 HOW THE VACUUM STATIONS WERE GOING TO FUNCTION.
06:24:57 >> ONE MORE SUGGESTION, ANYTHING YOU CAN DO IN THIS DESIGN
06:25:03 TO MITIGATE NOISE WOULD BE APPRECIATED.
06:25:08 THESE BUILDINGS TEND TO GENERATE A LOT OF RACKET WHEN THE
06:25:13 MACHINERY IS GOING AND THE CARS ARE GOING THROUGH.

06:25:18 >> SURE DO.
06:25:21 >>William Glass: THERE ARE WAYS VERY EASILY TO DEFLECT OR
06:25:24 ABSORB THAT SOUND SO IT DOESN'T GO INTO THE NEIGHBORHOOD.
06:25:26 I CAN TELL YOU, IF THIS GETS UP INTO THE 70, 75 DB LEVEL,
06:25:31 LIKE SOME OF THESE PLACES DO, I THINK THERE'S GOING TO BE
06:25:34 SOME CONCERN.
06:25:37 THAT'S NOT A DESIGN ELEVATION ARCHITECTURAL VIEW, BUT
06:25:40 ACOUSTICS IS WHAT WE DO, TOO.
06:25:42 I WOULD BE COGNIZANT OF THAT.
06:25:44 IF THERE'S ANYTHING THAT YOU CAN DO THAT MIGHT BE A LITTLE
06:25:48 OUT OF THE ORDINARY TO ABSORB THE SOUND SO IT DOESN'T GO
06:25:52 INTO THE NEIGHBORHOODS, THEY WOULD PROBABLY APPRECIATE IT.
06:25:58 >>Stephen Seaton: OKAY.
06:25:59 >>Jim Wallace: ARE YOU ASKING FOR SOME KIND OF DECORATIVE
06:26:06 WALL OR SOMETHING?
06:26:07 >>Barry Jones: NO.
06:26:09 THAT WAS BILL WAS ASKING THAT QUESTION.
06:26:11 HE WAS OFFERING CONCERN ABOUT SOUND AND ASKING THEM TO
06:26:17 PROVIDE SOME SORT OF MITIGATION.
06:26:19 I DON'T THINK HE WAS DEFINING WHAT IT WOULD BE BUT TO
06:26:23 INCORPORATE IT IN THEIR DESIGN.
06:26:26 JUST LIKE WE'RE NOT DESIGNING THE BUILDING, WE'RE NOT GOING
06:26:30 TO TELL THEM WHAT TYPE OF SOUND BARRIER TO USE, BUT TO MAKE
06:26:33 SURE THAT SOUND IS A CONCERN, AND THEY NEED TO ADDRESS THAT
06:26:37 AS PART OF THEIR APPLICATION I THINK IS THE INTENT, IS THAT

06:26:40 CORRECT, BILL?
06:26:46 >>William Glass: END UP BEING REFLECTIVE INSIDE.
06:26:48 ALL THE SOUND GENERATED IN THE BUILDING GETS PUSHED OUT THE
06:26:53 DOORS.
06:26:53 IF YOU DO CREATIVE SOUND ABSORPTION INSIDE THE BUILDING,
06:26:56 YOU'LL CUT DOWN THREE-QUARTERS OF SOUND THAT IS BEING PUSHED
06:26:59 OUTSIDE.
06:26:59 THAT'S ALL I'M GETTING AT.
06:27:01 I'M NOT TELLING HOW TO DO IT.
06:27:03 IT SHOULD BE LOOKED AT.
06:27:08 >> I THOUGHT YOU WERE REFERRING TO THE VACUUMING MACHINES.
06:27:10 SO OFTEN I SEE IN LANDSCAPING, WE ALL KNOW LANDSCAPING
06:27:16 DOESN'T -- MAYBE WHEN THEY COME BACK THEY CAN ADDRESS THE
06:27:20 WHOLE THING.
06:27:21 >> YES, WE WILL.
06:27:23 I WAS SPEAKING WITH THE CLIENT AND HE SAYS WE WILL ADDRESS

06:27:26 THAT.
06:27:26 >>Barry Jones: GENERAL QUESTIONS, WHAT ARE THE PROPOSED
06:27:28 HOURS OF OPERATION OF THIS FACILITY?
06:27:35 >>D. Brent Addison: 7 A.M. TO 8 P.M.
06:27:39 >>Barry Jones: AND A TYPICAL FACILITY LIKE YOU HAVE ONE IN
06:27:43 NAPLES, WHAT IS THE FREQUENCY OF YOUR GARBAGE COLLECTION?
06:27:46 IS THAT ONCE A WEEK?
06:27:47 THREE TIMES A WEEK?
06:27:50 WHAT IS YOUR TRAFFIC GENERATION?

06:27:52 >>D. Brent Addison: TWICE A WEEK.
06:27:53 >>Barry Jones: TWICE A WEEK.
06:27:54 IS THERE A WAY THAT CAN BE MINIMIZED BY INCREASING THE SIZE
06:27:58 OF THE CONTAINERS OR IF YOU DO HAVE A CHALLENGE WITH YOUR
06:28:03 VEHICULAR INTERACTION WITH YOUR GARBAGE TRUCK BECAUSE YOU
06:28:07 CAN'T DICTATE WHAT TIME OF DAY HE'S COMING.
06:28:10 ALL YOU CAN DO IS MITIGATE HOW FREQUENTLY HE COMES OR THE
06:28:14 INTERACTION WITH THE OTHER TRAFFIC.
06:28:15 >>D. Brent Addison: WE'LL LOOK INTO THAT.
06:28:16 >>Barry Jones: AGAIN, I DON'T KNOW.
06:28:20 THE CANOPY MATERIAL THAT'S TO BE PROPOSED, WOULD PROBABLY
06:28:24 WANT TO SEE A SAMPLE OF THE MATERIAL TO GET A COLOR AND
06:28:28 SENSE OF IT.
06:28:30 I DON'T KNOW IF THEY'VE CONSIDERED DOING A HARD ROOF INSTEAD
06:28:32 OF A CANOPY SOMETHING, THAT MAY BE A LITTLE MORE CONSISTENT
06:28:37 WITH THE ESTERO CODE.
06:28:39 >>D. Brent Addison: WE'LL LOOK INTO IT.
06:28:42 >>Barry Jones: THE VACUUM UNITS THEMSELVES, HAVE SUBSURFACE
06:28:46 TYPING, IS THAT A CENTRAL VACUUM SYSTEM THAT'S LOCATED
06:28:50 SOMEWHERE?
06:28:50 >>D. Brent Addison: YES.
06:28:51 >>Barry Jones: IS THAT INTERIOR TO THE BUILDING ITSELF?
06:28:57 >>D. Brent Addison: YES, IN THE BUILDING.
06:28:58 >>Barry Jones: SO THE TURBINES GENERATING THE NOISE PRODUCER
06:29:01 WOULD BE IN THE BUILDING, AND THAT COULD BE A

06:29:03 SOUND-INSULATED TYPE ROOM.
06:29:07 >> THAT'S THE PLAN.
06:29:08 THAT'S HOW THEY INTENDED TO DESIGN IT.
06:29:10 >>Barry Jones: THOSE TYPE OF DETAILS WILL BE CRITICAL WHEN
06:29:12 YOU COME BACK IN.
06:29:14 >>D. Brent Addison: SURE.
06:29:14 >>Barry Jones: SOME OF THE OTHER THINGS THAT HAD BEEN
06:29:17 MENTIONED, THERE ARE SOME BIG COMMUNITIES BACK HERE AND THE
06:29:23 SCHOOL BUSES TYPICALLY DON'T GO INTO THE COMMUNITIES.
06:29:25 THEY PICK UP OUT FRONT.
06:29:28 I DON'T KNOW WHAT'S HAPPENING AT THE FRONT OF THIS COMMUNITY
06:29:31 OR HOW IT'S GOING TO BE IMPACTED IF YOU ARE 7 A.M. TO 8 P.M.

06:29:37 I ASSUME, ESPECIALLY IN THE MORNINGS, THERE MAY BE SOME
06:29:41 CONCERN.
06:29:43 SO WE WOULD ASK TO YOU AT LEAST DISCUSS WITH THE SCHOOL
06:29:47 BOARD WHAT'S GOING ON.
06:29:49 I'M ASSUMING THE TRAFFIC STATEMENTS ARE GOING TO DISCUSS THE
06:29:54 QUEUING LENGTHS AS TO WHAT YOU GOT AS FAR AS THE THROW
06:29:57 DISTANCE THERE.
06:29:58 I GUESS THAT'S WHY YOU WENT DOUBLE BARREL WAS TO TRY AND
06:30:02 ACCOMMODATE THAT.
06:30:03 >>D. Brent Addison: YES.
06:30:08 >>Barry Jones: WHAT ELSE DID I HAVE HERE?
06:30:10 VACUUM NOISE, ROOF SLOPES, GABLE ENDS.
06:30:13 I THINK I'VE TOUCHED ON ALL MY NOTES, THE QUESTIONS THAT I

06:30:22 WOULD BE LOOKING TO BE RESOLVED WHEN YOU CAME BACK IN.
06:30:25 I THINK IT'S IMPORTANT THAT THE COMMUNITY UNDERSTAND THAT
06:30:28 THIS IS AN ALLOWABLE USE ON THE PROPERTY.
06:30:33 AND I'M SURE I'LL GET CORRECTED BY THE ATTORNEY IF I SPEAK
06:30:36 OUT OF PLACE HERE, BUT AS A DESIGN REVIEW BOARD, IT'S OUR
06:30:43 FUNCTION TO MAKE SURE IT FITS IN THE COMMUNITY AND MEETS THE
06:30:48 DESIGN STANDARDS OF THE COMMUNITY, AND IT DOESN'T HAVE AN
06:30:51 ADVERSE IMPACT ON THE SURROUNDING NEIGHBORS.
06:30:55 IT'S NOT WITHIN OUR CONTROL TO DETERMINE WHAT SORT OF USE IS
06:30:59 ALLOWED OR IS NOT ALLOWED HERE.
06:31:01 THAT'S SET FORTH IN THE ZONING.
06:31:05 SO I JUST THINK IT'S IMPORTANT THAT EVERYBODY UNDERSTAND
06:31:08 THAT.
06:31:08 THAT'S NOTHING THAT WE CAN CONTROL.
06:31:11 WHAT WE CAN HAVE INPUT ON IS HOW IT LOOKS, HOW IT FUNCTIONS,
06:31:17 AND WHAT CAN BE DONE TO NOT NEGATIVELY IMPACT THE
06:31:22 SURROUNDING PROPERTIES.
06:31:23 I DID HAVE ANOTHER QUESTION, MARY.
06:31:25 THE TWO ACRES ACROSS THE STREET, WHAT'S THE ZONING ON THAT?
06:31:29 IS IT THE SAME?
06:31:30 >>Mary Gibbs: ACROSS THE STREET?
06:31:32 WHAT STREET?
06:31:33 THE LITTLE SUBDIVISION --
06:31:36 >>Barry Jones: ACROSS THE ACCESS ROAD.
06:31:39 >>Mary Gibbs: I THINK IT'S ALL CC IN THAT AREA.

06:31:41 >>Barry Jones: IT'S ALL CC.
06:31:43 AND THERE'S NO RESTRICTIONS OR ANYTHING PLACED ON THAT
06:31:47 EITHER THEN.
06:31:48 >>Mary Gibbs: NO.
06:31:48 THAT WAS JUST ALL ZONED CONVENTIONAL COMMERCIAL.
06:31:52 >>Barry Jones: AND THAT IS STILL SUBJECT TO FUTURE
06:31:54 DEVELOPMENT.
06:31:55 >> YES.

06:31:57 >>Barry Jones: OBVIOUSLY, ANY FUTURE DEVELOPMENT THAT
06:31:59 OCCURRED BETWEEN THIS PROPERTY AND THE EXISTING RESIDENTIAL
06:32:02 IS GOING TO MINIMIZE WHATEVER IMPACT THIS HAS FROM THAT
06:32:09 STANDPOINT, BUT WE HAVE TO DESIGN AND CONSIDER AS IF THAT'S
06:32:12 NEVER GOING TO BE DEVELOPED.
06:32:13 IT'S NOT LOST UPON US THAT THERE IS A TRACT THERE THAT WILL
06:32:17 HAVE FUTURE DEVELOPMENT, BUT IN THE INTERIM, WE HAVE TO MAKE
06:32:20 SURE THAT WHAT YOU'RE DOING HERE IS NOT NEGATIVELY IMPACTING
06:32:23 THE NEIGHBORS.
06:32:28 THAT'S ALL I HAD TO OFFER.
06:32:30 MARY, ANYTHING?
06:32:32 >>Mary Gibbs: NO.
06:32:34 WE DO HAVE QUITE A FEW SPEAKER CARDS, I THINK.
06:32:36 >>Barry Jones: YEAH, THAT WAS THE NEXT WAS TO OPEN IT UP TO
06:32:38 PUBLIC COMMENT.
06:32:40 IF THERE WERE NO OTHER COMMENTS, JIM, DID YOU HAVE ANY OTHER
06:32:42 COMMENTS OR THOUGHTS?

06:32:49 >>Tammy Duran: THE OWNER WANTED TO SPEAK AS WELL.
06:32:53 >>Barry Jones: YES, PLEASE.
06:33:12 >>Mary Gibbs: READY FOR THE OWNER.
06:33:18 >> FOR THE RECORD, MY NAME IS DAN O'BERSKI.
06:33:22 I AM THE CURRENT PROPERTY OWNER.
06:33:23 >> SPEAK INTO THE MICROPHONE, PLEASE.
06:33:25 >> MY NAME IS DAN O'BERSKI.
06:33:27 I AM THE CURRENT PROPERTY OWNER.
06:33:29 GRATEFUL FOR YOUR GUYS' COMMENTS.
06:33:31 I WOULD LIKE TO SPEAK TO YOUR SPECIFIC COMMENTS WITH REGARDS
06:33:34 TO ZONING AND TO THE PUBLIC AS A WHOLE.
06:33:36 OUR INTENT, WHEN WE CONSIDERED THIS, WE HAVEN'T JUST
06:33:39 PURCHASED THIS PROPERTY.
06:33:41 WE'RE NOT QUICKLY FLIPPING A PROPERTY.
06:33:43 THE WHOLE MARKET HAS DEVELOPED OUT AND WE'VE BEEN
06:33:45 INTENTIONAL TO WATCH THE ZONING USES, WHAT WE CAN AND CAN'T
06:33:48 DO ON THE SITE.
06:33:49 AND TO TRY AND IDENTIFY AN APPROPRIATE BUYER FOR THIS
06:33:53 PARCEL.
06:33:54 ONE OF MY FAVORITE ELEMENTS WERE THE OAKS ON THE SITE, THE
06:33:59 DEVELOPMENT BEHIND IT AND ALL THAT THE COMMUNITY OF ESTERO.
06:34:01 I HAVE LIVED IN ESTERO FOR TEN YEARS WHEN WE PURCHASED THE
06:34:04 PROPERTY.
06:34:05 IT WAS OF GREAT CONCERN TO MAINTAIN THE QUALITY OF DESIGN,
06:34:08 QUALITY OF CONCEPT.

06:34:10 AND SO ALL OF YOUR COMMENTS TO ARCHITECTURAL FEATURES I
06:34:12 THINK YOU WILL FIND WILL BE UNIQUELY RECEIVED.
06:34:17 WE'VE WORKED WITH A LOT OF DEVELOPMENTS AND A LOT OF
06:34:19 STRATEGIES, AND THIS PURCHASER, THIS OPERATOR IS VERY

06:34:23 CONCERNED AND CONSIDERATE OF THE COMMUNITY.
06:34:25 IN ADDITION, WE DIDN'T GO OUT AND TRY AND IDENTIFY THE MOST
06:34:29 IMPACTFUL USE.
06:34:31 WE TECHNICALLY HAVE THE USES THAT ALLOW FOR SELF-SERVICE
06:34:34 FUEL AND OTHER THINGS THAT WOULD INCREASE THE TRAFFIC TO THE
06:34:38 OVERALL COMMUNITY.
06:34:39 WE WANTED TO FIND SOMETHING THAT WE THOUGHT COULD PROVIDE AN
06:34:41 APPROPRIATE DESIGN AND ELEMENT AND SERVICE TO THE COMMUNITY.
06:34:44 SO I JUST WANTED TO STATE THAT, AND, AGAIN, GRATEFUL FOR
06:34:47 YOUR COMMENTS, YOUR KNOWLEDGE AND YOUR INSIGHT AS TO HOW WE
06:34:51 CAN ENHANCE THE COMMUNITY.
06:34:52 SO THANK YOU VERY MUCH.
06:34:52 >>Mary Gibbs: DAN, MAY I ASK A QUESTION?
06:34:56 SO TRINITY COMMERCIAL IS THE OWNER -- PROPERTY OWNER?
06:34:58 >> I'M SORRY.
06:34:59 DAN O'BERSKI IS THE OWNER.
06:35:03 WE OPERATE TRINITY COMMERCIAL GROUP.
06:35:04 IT'S A COMPANY THAT I OWN.
06:35:05 WE ARE A FULL-SERVICE BROKERAGE COMPANY IN THE COMMUNITY.
06:35:09 OUR OFFICES ARE HERE, BUT TRINITY COMMERCIAL GROUP DOES NOT
06:35:12 OWN THE PROPERTY FOR CLARITY.

06:35:13 >>Mary Gibbs: I JUST WANTED TO MAKE SURE.
06:35:15 THANK YOU.
06:35:15 IS ANYONE ELSE SPEAKING FROM YOUR GROUP NOW?
06:35:24 NO?
06:35:32 >>Barry Jones: NO QUESTIONS OR COMMENTS FROM THE ARCHITECT?
06:35:36 ALL RIGHT.
06:35:37 HEARING NONE, WE'LL OPEN IT UP TO PUBLIC COMMENT.
06:35:39 WE HAVE COMMENT CARDS.
06:35:42 >>Tammy Duran: CHRIS PATRICCA WILL GO FIRST.
06:36:51 >> GOOD EVENING.
06:36:52 MY NAME IS CHRIS PATRICCA.
06:36:54 THE FIRST THING I WANT TO DO IS THANK YOU FOR YOUR SERVICE.
06:36:57 I BELIEVE I LIVE IN PARADISE.
06:36:59 I'M A RESIDENT OF THE VILLAGE OF ESTERO HERE, AND IT'S
06:37:02 BECAUSE YOU'RE WILLING TO GIVE YOUR TIME AND TALENT TO THE
06:37:05 VILLAGE THAT WE'RE ABLE TO MAINTAIN THAT PARADISE.
06:37:08 I'VE NOT BEEN IN FRONT OF THE DESIGN REVIEW BOARD BEFORE, SO
06:37:11 THIS IS A FIRST FOR ME.
06:37:13 I AM HERE FROM LEE COUNTY SCHOOL BOARD.
06:37:18 CHAIR JONES, YOU MENTIONED POTENTIAL IMPACTS ON SAFETY FOR
06:37:21 STUDENTS.
06:37:22 THAT'S REALLY WHAT I'M HERE TO ADDRESS.
06:37:24 I'M SURE YOU'RE ALL AWARE THAT WE'VE HAD SOME SCHOOL BUS
06:37:28 STOP ISSUES.
06:37:29 IN 2019, WE LOST TWO STUDENTS.

06:37:32 ONE WAS AT A BUS STOP AND THE OTHER WAS WALKING HOME FROM A
06:37:35 BUS STOP.
06:37:35 SO WHEN I LEARNED ABOUT THE LOCATION OF THE BUSINESS HERE, I
06:37:39 REACHED OUT TO PLANNING AND TRANSPORTATION AT THE SCHOOL
06:37:42 DISTRICT AND THIS IS WHAT I LEARNED.
06:37:46 THE LOCATION OF THE CAR WASH ON THE PROPOSED SITE WOULD
06:37:48 CREATE ADDITIONAL TRAFFIC ON THE ACCESS ROAD WHERE THE
06:37:51 ENTRY/EXIT WOULD BE LOCATED.
06:37:54 FOR DESIRED SAFETY OF STUDENTS AND OTHER PEDESTRIANS,
06:37:57 SIDEWALKS ALONG VINTAGE PARKWAY CROSSING THE ACCESS ROAD TO
06:38:02 INCLUDE A CROSSWALK WOULD BE APPROPRIATE.
06:38:05 THESE DO NOT APPEAR CURRENTLY ON THE SITE PLAN.
06:38:07 THE ACCESS ROAD ONLY -- IS CURRENTLY ONLY SERVING TYSON EYE
06:38:14 AT THIS TIME, AND THE LOCATION OF THE CAR WASH WOULD
06:38:17 GENERATE MUCH MORE TRAFFIC THAN THE ACCESS ROAD CURRENTLY
06:38:20 SERVES.
06:38:21 FROM A TRANSPORTATION PERSPECTIVE, LOCATING CAR WASH ON
06:38:24 PROPOSED SITE WITHOUT SIDEWALKS AND CROSSWALKS WOULD CREATE
06:38:28 SAFETY HAZARDS WHEN WE HAVE BUS STOPS AT THAT LOCATION AND
06:38:32 WE HAVE HAD BUS STOPS THERE IN THE PAST AND WE CERTAINLY
06:38:35 ANTICIPATE HAVING THEM THERE IN THE FUTURE.
06:38:37 THOSE ARE MY COMMENTS.
06:38:38 DO YOU HAVE ANY QUESTIONS FOR ME?
06:38:39 >>Barry Jones: THE SITE PLAN THAT WE'RE LOOKING AT ON THE
06:38:41 SCREEN HERE, IT DOES HAVE A SIDEWALK ALONG VINTAGE PARKWAY

06:38:45 AT LEAST UP TO THE INTERSECTION ACROSS THEIR PROPERTY
06:38:48 FRONTAGE AND THEN ALONG THE ACCESS ROAD.
06:38:51 WHERE ELSE WERE YOU REFERRING TO?
06:38:54 WERE YOU REFERRING FURTHER INTO THE NEIGHBORHOOD YOU'D LIKE
06:38:56 TO SEE SIDEWALKS?
06:38:58 >> YES, AND I WOULD HAVE TO GET BACK TO STAFF FOR THAT LEVEL
06:39:02 OF DETAIL.
06:39:02 THIS WAS REALLY INFORMATION PROVIDED TO ME BY STAFF.
06:39:04 >>Barry Jones: UNDERSTOOD.
06:39:06 THE SAFE TO SCHOOLS FUNDING IS THAT JUST FOR IN PROXIMITY TO
06:39:10 SCHOOLS OR ALSO APPLY FOR SIDEWALKS TO BUS STOPS AND BACK.
06:39:14 >> SORRY, THE SAFE --
06:39:16 >>Barry Jones: THERE IS A STATE FUNDING SOURCE FOR SIDEWALK.
06:39:18 I THOUGHT IT WAS CALLED SAFE TO SCHOOLS.
06:39:22 I'M TRYING TO -- FROM A CODE PERSPECTIVE, WE REQUIRE THAT
06:39:28 THEY PUT SIDEWALKS ON THEIR PROPERTY, SIDEWALKS OUTSIDE
06:39:31 THEIR PROPERTY.
06:39:33 I DON'T KNOW THAT WE HAVE A FOUNDATION TO FORCE THEM TO DO
06:39:36 SOMETHING LIKE THAT, EVEN THOUGH I UNDERSTAND IT CERTAINLY
06:39:39 WOULD BE HELPFUL.
06:39:40 MAYBE MAKE A CONTRIBUTION TO THE COMMUNITY OF GOOD FAITH,
06:39:45 SOMETHING LIKE THAT.

06:39:46 I DON'T KNOW.
06:39:46 THE ACCESS ROAD, I BELIEVE IT'S ALSO GOING TO SERVE ALDI'S.
06:39:51 IS THAT NOT CORRECT?

06:39:53 YEAH, SO, IT WILL BE SEEING A SIGNIFICANT ADDITIONAL TRAFFIC
06:39:58 FROM ALDI'S, JUST FYI, IF YOU DIDN'T HAVE THAT INFORMATION.
06:40:02 I JUST WANTED TO SHARE THAT WITH YOU.
06:40:05 >> I APPRECIATE THAT.
06:40:05 THE FOCUS ON SCHOOL BUS SAFETY HAS BECOME VERY IMPORTANT TO
06:40:11 US, GIVEN THE TWO RECENT TRAGEDIES THAT WE'VE HAD.
06:40:14 SO WE'RE TRYING TO WORK CLOSELY WITH MUNICIPALITY AS NEW
06:40:19 PROJECTS COME IN TO MAKE SURE WE'RE PROVIDING FOR THAT.
06:40:21 >>Barry Jones: WE APPRECIATE THAT.
06:40:23 I DO THE SAME ON THE PROJECTS I HAVE TO WORK ON.
06:40:25 DO YOU KNOW THE CIRCULATION OF THE SCHOOL BUSES AND WHAT
06:40:28 THEY DO AT THIS INTERSECTION AT THIS POINT?
06:40:30 >> I DO NOT.
06:40:31 I'M SORRY, THIS IS LIKE A BOARD-LEVEL VIEW YOU'RE GETTING
06:40:34 HERE.
06:40:35 I CAN GET ANSWERS.
06:40:37 >>Barry Jones: I UNDERSTAND.
06:40:38 WE'LL DEFER TO THE ENGINEER TO MAKE SURE THEY BRING THE
06:40:40 INFORMATION BACK WITH THEM SO THEY WILL BE IN TOUCH WITH
06:40:42 YOU.
06:40:43 >> ABSOLUTELY.
06:40:43 >>Barry Jones: THANK YOU FOR YOUR PARTICIPATION.
06:40:44 >>Tammy Duran: JAKE SLOUT.
06:41:10 >> GOOD AFTERNOON.
06:41:13 GOOD EVENING, BOARD MEMBERS.

06:41:14 THANK YOU SO MUCH FOR GIVING US THE OPPORTUNITY FOR BEING
06:41:17 HERE TODAY.
06:41:18 YOU CERTAINLY TOUCHED ON A LOT OF POINTS THAT WE'RE PROBABLY
06:41:21 GOING TO DUPLICATE BUT WE CERTAINLY APPRECIATE YOUR
06:41:23 RECOGNIZING A LOT OF THE POINTS WE HAVE.
06:41:25 MY NAME IS JAKE SLOUT.
06:41:27 I'M A RESIDENT OF LOST CREEK VILLAGE, WHICH IS A DIVISION
06:41:30 WITHIN THE VINES.
06:41:31 THERE ARE 48 HOMESITES WITHIN THE LOST CREEK, SPEAKING ON
06:41:37 BEHALF OF.
06:41:38 WE HAVE FOUR POINTS HERE THAT I'D LIKE TO TOUCH BASE ON.
06:41:43 THE EXCESSIVE ADDITIONAL TRAFFIC ON OUR COMMUNITY ENTRANCE
06:41:47 IS A MAJOR CONCERN.
06:41:49 THE SCHOOL BUS ISSUE IS SOMETHING THAT'S EVEN ADDED TO IT,
06:41:52 AND I SEE THAT IN THE MORNINGS, THEY MAKE TURNAROUND IN
06:41:56 THERE, SO THAT IS GOING TO BE A PROBLEM.
06:41:57 THE NOISE AND AIR POLLUTION IN CLOSE PROXIMITY TO THE HOMES
06:42:01 ON VILLAGE TRACE WILL BE UNACCEPTABLE.

06:42:05 I DON'T LIVE ON THE VILLAGE TRACE, HOWEVER THEY ARE VERY
06:42:10 CLOSE TO THE NEW BUILDING.
06:42:14 THE COMMON TURN LANE DRIVING NORTH ON 41, WHICH IS NOW OUR
06:42:18 ENTRY INTO THE VINES, I WOULD THINK THAT THE PEOPLE COMING
06:42:22 NORTH AND GOING TO THE CAR WASH ARE GOING TO ADD TO THAT
06:42:25 TRAFFIC.
06:42:26 AND THE THING THAT WE'RE WORRIED ABOUT IS THAT THE COMMON

06:42:29 TURN LANE WILL ALSO CREATE A LOT OF CONGESTION, SUCH AS THE
06:42:32 STACKING OF CARS WAITING TO GET IN TO THE DOUBLE LANE WHICH
06:42:36 WILL HELP SOMEWHAT, BUT I THINK YOU'RE GOING TO STILL HAVE A
06:42:39 BACKING UP OF THE TRAFFIC AND THAT WILL COME INTO OUR
06:42:42 ENTRANCE.
06:42:42 THE LIMITED DISTANCE FROM THE MAIN ENTRANCE OF VINTAGE
06:42:46 PARKWAY AND THE ENTRANCE OF THE CAR WASH IS VERY LIMITED AND
06:42:49 IT WILL SURELY RESULT IN CONGESTION.
06:42:51 AND THE NOISE AND THE CONGESTION IS REALLY OUR MAIN CONCERN
06:42:55 AS RESIDENTS OF LOST CREEK.
06:42:57 THE RESIDENTS OF THE VINES COMMUNITY AGREE AND PROPOSE THE
06:43:04 AREA OF SAID CLEAN CAR WASH IS HIGHLY INAPPROPRIATE FOR AN
06:43:06 ENTERPRISE OF THIS, RESULTING INSURMOUNTABLE AND UNFORESEEN
06:43:11 PROBLEMS.
06:43:11 WE AS RESIDENTS OF LOST CREEK VILLAGE AND THE VINES REQUEST
06:43:14 AND APPRECIATE YOUR CONSIDERATION OF OUR COMMON CONCERNS IN
06:43:16 THIS MATTER.
06:43:17 WE THANK YOU FOR THIS OPPORTUNITY TO ADDRESS YOU.
06:43:21 THANK YOU.
06:43:23 >>Tammy Duran: MARK KING.
06:43:38 >> THANK YOU FOR THE PROPER CDC GUIDELINES THERE, MARY.
06:43:42 MARK KING.
06:43:43 I WORK AS A PRACTICE MANAGER WITH DR. TYSON AT THE
06:43:46 OPHTHALMOLOGY PRACTICE JUST ADJACENT TO THE PROPOSED SITE
06:43:50 CALLED TYSON EYE.

06:43:52 I'M HERE WITH A LETTER THAT'S PRESENTED TO THE BOARD FROM
06:43:56 DR. TYSON.
06:43:57 I WOULD LIKE TO GIVE A COUPLE OF BRIEF POINTS.
06:43:59 POINT NUMBER ONE IS THAT THIS TYPE OF BUSINESS ENCOURAGES
06:44:02 AFTER HOURS LOITERING AROUND THE BUSINESS OF THE OPERATION
06:44:06 HOURS PROPOSED FROM 7 A.M. TO 8 P.M.
06:44:08 TYPICALLY, WE SEE THAT EXTENDS PAST 8 P.M. VERY OFTEN.
06:44:14 ALSO, IT'S AN INAPPROPRIATE USE OF THE AREA BY NEGATIVELY
06:44:17 AFFECTING THE TRAFFIC PATTERN.
06:44:18 WE LOOK FORWARD TO SEEING THE TRAFFIC IMPACT STUDY AS THOSE
06:44:22 DEVELOP.
06:44:23 WE ALSO FEEL IT'S INCONSISTENT WITH THE VILLAGE OF ESTERO'S
06:44:27 VISION, WHICH IS PLACE A PRIORITY ON THE MAINTAINING OF THE
06:44:30 QUALITY OF LIFE THAT THE RESIDENTS ENJOY AND THE VARIOUS

06:44:33 NEIGHBORHOODS AROUND ESTERO.
06:44:34 IT DOESN'T FALL WITHIN THE COMPREHENSIVE PLAN, WHICH IS
06:44:43 PLANNING OF TARGETING INDUSTRIES SUCH AS HEALTH CARE,
06:44:46 TECHNOLOGIES, ARTS AND RESEARCH.
06:44:49 AND THAT THERE'S ALSO SEVERAL FREE-STANDING CAR WASHES
06:44:53 CURRENTLY IN EXISTENCE, TO MY COUNT, SEVEN WITHIN A
06:44:58 THREE-MILE RADIUS, ONE JUST NORTH AND ONE JUST SOUTH.
06:45:01 SO WITH THAT, I'LL ADJOURN AND TAKE ANY QUESTIONS.
06:45:10 >>Barry Jones: IS I'M JUST CURIOUS, WHAT WOULD BE A GOOD
06:45:13 PROPOSED USE, IN YOUR OPINION?
06:45:16 >> I THINK THE ONES I JUST MENTIONED, WHICH WOULD BE HEALTH

06:45:18 CARE, TECHNOLOGY, ARTS, AND RESEARCH.
06:45:20 >>Barry Jones: YOU UNDERSTAND THE EXISTING ZONING ALLOWS
06:45:23 THIS PROPOSED USE.
06:45:24 >> TOTALLY UNDERSTAND.
06:45:25 >>Barry Jones: AND THERE'S NOTHING THAT WE CAN DO SHORT OF
06:45:28 BUYING THE PROPERTY AND CONDEMNING IT TO LEGALLY PREVENT THE
06:45:33 PROPOSED USE.
06:45:37 >> AGREE.
06:45:38 >>Barry Jones: WE'RE GOING TO DO THE BEST WITH WHAT WE HAVE.
06:45:43 WHEN YOU SAY YOU'RE CONCERNED ABOUT LOITERING ON YOUR
06:45:49 PROPERTY, WHAT'S THE BASIS OF THAT CONCERN SO I CAN
06:45:52 UNDERSTAND HOW WE COULD SUGGEST AN ALTERNATIVE TO PREVENT
06:45:56 IT?
06:45:57 >> IF THE HOURS OF THE OPERATION SIMPLY CLOSE AT 8 P.M.,
06:46:01 TYPICALLY, IF YOU HAVE OUT STANDING CAR WASHES OR
06:46:07 SPECIFICALLY THE VACUUM AREAS, TYPICALLY PEOPLE USE THOSE
06:46:10 AFTER HOURS UNLESS THEY ARE NOT ABLE TO GET INTO THE SITE.
06:46:14 >>Barry Jones: IF IT'S SHUT DOWN SO THEY ARE NOT OF USE,
06:46:27 DOES THAT HELP ALLEVIATE SOME OF YOUR CONCERNS?
06:46:29 >> ABSOLUTELY.
06:46:29 >>Barry Jones: THANK YOU.
06:46:30 APPRECIATE YOUR PARTICIPATION.
06:46:31 >>Tammy Duran: JOANN SOUKUP.
06:46:59 >> GOOD EVENING, AND THANK YOU FOR THE OPPORTUNITY TO SPEAK
06:47:01 ON BEHALF OF MY ASSOCIATION REGARDING THE PROPOSED CLEAN

06:47:06 MACHINE CAR WASH.
06:47:07 MY NAME IS JOANN SOUKUP.
06:47:10 MY HUSBAND AND I HAVE BEEN RESIDENTS OF THE VINES COMMUNITY
06:47:13 FOR 28 YEARS.
06:47:14 IN THAT TIME, I'VE BEEN ON THE BOARD OF THE ESTERO COUNTRY
06:47:17 CLUB AND THE VINES COMMUNITY ASSOCIATION AND MY SILVER OAKS
06:47:21 ASSOCIATION.
06:47:23 I'M SPEAKING ON BEHALF OF THE 64 HOMEOWNERS AT SILVER OAKS.
06:47:29 THERE ARE TWO POINTS I'D LIKE TO ADDRESS AND THAT IS THE
06:47:32 NOISE LEVEL OF HAVING THE CAR WASH AT OUR ENTRANCE AND THE

06:47:35 AMOUNT OF TRAFFIC THIS LOCATION WILL INCREASE.
06:47:39 NOW, AS WE ALL KNOW, THERE IS A HIGH LEVEL OF NOISE
06:47:43 ASSOCIATED WITH ANY CAR WASH THAT YOU AND I HAVE ATTENDED.
06:47:46 HIGH-POWERED VACUUM CLEANERS, THE SCRUBBING ONES, THE
06:47:50 FINISHING WIND TUNNEL.
06:47:51 AND WHAT DO WE DO?
06:47:52 WE ALL CHOOSE TO STAY INDOORS BEHIND THE THICK GLASS WINDOWS
06:47:56 AND WALLS AS FAR AWAY AS POSSIBLE THEN TO RETRIEVE OUR CAR
06:48:02 IN ORDER TO AVOID THE DEAFENING SOUND.
06:48:05 THERE'S OUR DILEMMA AT THE VINES.
06:48:07 WE HAVE NOTHING TO ACT AS A SOUND BARRIER.
06:48:10 RIGHT INSIDE OUR GATE, WE WALK, RIDE OUR BIKES, DRIVE OUR
06:48:15 GOLF CARTS, AND THIS CONSTANT NOISE WILL ALSO EASILY CARRY
06:48:19 TO THE HOMES AND THE GOLF COURSE -- BE AVOIDED.
06:48:25 WE TALKED EARLIER ABOUT THEM STARTING AT 7:00 IN THE

06:48:27 MORNING.
06:48:28 WE HAVE ASKED ALL OF OUR LANDSCAPERS NOT TO START BEFORE
06:48:33 8:00, TO KEEP THE RESIDENTS HAPPY AND IN THEIR HOMES AND
06:48:37 QUIET.
06:48:37 MY SECOND POINT IS THE INCREASE IN TRAFFIC TO OUR FRONT
06:48:41 ENTRANCE.
06:48:43 CAR WASHES HAVE AN EXTREME HIGH VOLUME OF CARS, AND THERE IS
06:48:47 JUST ONE STOP SIGN THAT WILL STOP A CAR LEAVING THE CAR WASH
06:48:52 AND ENTER INTO OUR ENTRANCE AND EXIT, WHICH IS VERY ACTIVE
06:48:56 WITH OUR MEMBERS, DELIVERY TRUCKS, REPAIRMEN AND MAIL.
06:49:01 I ASK ON BEHALF OF OUR MEMBERS TO REFUSE THE CAR WASH AND
06:49:06 POINT THEM INTO MANY PRIME VACANT LOTS IN ESTERO THAT WILL
06:49:11 SERVE THEIR NEEDS BETTER.
06:49:14 AND I'M THANKING YOU AGAIN FOR YOUR ATTENTION IN THIS
06:49:17 CRUCIAL MATTER, AFFECTING THE VINE RESIDENTS AND IMPLORE YOU
06:49:20 TO NOT ALLOW THE CAR WASH AT THIS LOCATION.
06:49:23 THANK YOU.
06:49:25 >> THANK YOU.
06:49:27 >>Tammy Duran: MARK MILLER.
06:49:47 >> GOOD EVENING.
06:49:48 MY NAME IS MARK MILLER.
06:49:49 I'M A RESIDENT OF FAIRWAY BEND, ONE OF THE SUBCOMMUNITIES
06:49:53 INSIDE THE VINES.
06:49:54 FIRST OF ALL, I WANT TO SAY I APPRECIATE THE OPPORTUNITY TO
06:49:58 BE HERE AND PARTICIPATE IN THIS PROCESS.

06:50:02 I'M FILLING IN FOR TOM WORTMAN, WHO IS THE PRESIDENT OF THE
06:50:08 FAIRWAY BEND HOMEOWNERS ASSOCIATION.
06:50:11 HE COULD NOT BE HERE TODAY AND HE ASKED ME TO COME AND READ
06:50:14 THIS LETTER FROM OUR HOMEOWNERS ASSOCIATION.
06:50:17 TO THE VILLAGE OF ESTERO.
06:50:18 IT'S DATED 2 JUNE 2020 REGARDING THE CAR WASH APPLICATION.

06:50:23 AS I SAID, TOM IS OUR PRESIDENT.
06:50:26 FAIRWAY BEND IS ONE OF SIX COMMUNITIES WITHIN THE VINES.
06:50:30 WE'VE GOT 60 HOMES AND APPROXIMATELY 80 TO 90 CARS WITH
06:50:35 THOSE UNITS.
06:50:36 THIS LETTER IS REGARDING OUR STRONG OPPOSITION TO THE
06:50:38 APPLICATION OF A CAR WASH THAT WOULD BE BUILT NEXT TO TYSON
06:50:43 EYE CLINIC.
06:50:44 THE REASONS I WILL GO INTO.
06:50:47 AS WE ALL KNOW, THIS TYPE OF BUSINESS CAN CREATE LONG LINES
06:50:51 AND THE ENTRANCE TO THE CAR WASH COULD INTERFERE WITH THE
06:50:54 VINES ENTRANCE.
06:50:55 WE ALSO HEARD THE ISSUE THIS EVENING REGARDING THE SCHOOL
06:50:58 BUS AS WELL.
06:50:58 THIS TYPE OF TRAFFIC HAS THE POTENTIAL TO CAUSE A TREMENDOUS
06:51:02 PROBLEM FOR THE HOMEOWNERS AND GUESTS, DELIVERY MEN, REPAIR
06:51:07 SERVICES, WORKERS, MEMBERS OF OUR COUNTRY CLUB THAT COME IN.
06:51:11 THE FAIRWAY BEND COMMUNITY ALONE CAN ADD TO THE TRAFFIC
06:51:14 PROBLEMS THAT THE CAR WASH CAN PRODUCE.
06:51:17 WE'VE ALL BEEN AT CAR WASHES.

06:51:19 VERY AWARE OF THE NOISE LEVEL SUCH AS WHEN A DRYER STARTS
06:51:23 UP, ALSO THE VACUUMS WERE DISCUSSED TONIGHT.
06:51:25 AND THIS IS NOT JUST A ONE-TIME NOISE.
06:51:28 IT IS A NOISE THAT WILL GO ON FROM 7 IN THE MORNING UNTIL 8
06:51:33 IN THE EVENING.
06:51:34 IT APPEARS ALSO AT THE TIME THE LETTER WAS WRITTEN, I DON'T
06:51:39 BELIEVE MR. WORTMAN HAD SEEN THE PROPOSALS THAT WE SAW
06:51:46 TONIGHT, BUT HE BROUGHT UP A POINT CONCERNING IT MIGHT NOT
06:51:49 BE UP TO THE EXISTING ZONING ORDINANCE THAT IS IN PLACE AT
06:51:51 THIS TIME.
06:51:51 I'M NOT VERY WELL AWARE OF THAT.
06:51:53 LIKE I SAID, HE HAS NOT SEEN IT AT THE TIME, I DON'T
06:51:56 BELIEVE, THE INFORMATION THAT WAS PROVIDED.
06:51:59 WE STRONGLY URGE THE VILLAGE NOT TO PASS THE APPLICATION FOR
06:52:03 A CAR WASH ON THIS SITE.
06:52:06 REGARDS, TOM WORTMAN, PRESIDENT OF THE FAIRWAY BEND
06:52:09 HOMEOWNERS ASSOCIATION.
06:52:10 THANK YOU.
06:52:11 ANY QUESTIONS?
06:52:19 >>Tammy Duran: BILL MATREY.
06:52:30 >> I'M BILL MATREY, A RESIDENT OF THE GRAND PALM
06:52:34 CONDOMINIUM.
06:52:35 I'M HERE IN TWO CAPACITIES.
06:52:37 ONE ON BEHALF OF THE ASSOCIATION, I DO HAVE A LETTER FROM
06:52:41 THE PRESIDENT OF THE ASSOCIATION I WANT TO READ TO YOU.

06:52:45 ALSO HERE ON MY OWN BEHALF.
06:52:47 FROM THE ASSOCIATION, WE UNDERSTAND THAT CLEAN MACHINE CAR

06:52:54 WASH IS INTERESTED IN LOCATING ON A PIECE OF PROPERTY NEXT
06:52:59 TO THE ENTRANCE OF THE VINES AT ESTERO COUNTRY CLUB.
06:53:02 WE ARE VERY CONCERNED ABOUT THE APPLICATION TO BUILD THIS
06:53:05 BUSINESS RIGHT ON OUR DOORSTEP FOR THE FOLLOWING REASONS:
06:53:08 VINTAGE TRACE, THE MAIN ROAD INTO THE VINES, WHICH ARE
06:53:13 LOCATED ESTATE HOMES, IS ONLY 50 YARDS FROM THIS BUSINESS.
06:53:16 I THINK IT SAYS WITHOUT MUCH THOUGHT THAT THE VALUE OF THESE
06:53:19 HOMES WOULD BE REDUCED DRAMATICALLY WITH THE CAR WASH
06:53:23 BASICALLY RIGHT ACROSS THE STREET FROM THEM.
06:53:26 EVEN WITH THIS REDUCTION IN VALUE, IT MAY BE NEXT TO
06:53:28 IMPOSSIBLE TO SELL THESE HOMES.
06:53:30 THE NOISE FROM ADDITIONAL TRAFFIC ON ROUTE 41, CARS WAITING
06:53:35 IN LINE FOR WASHES, AND THE RUNNING OF THE WASHING
06:53:38 EQUIPMENT, ESPECIALLY THE BLOWER TO DRY THE CARS WOULD BE
06:53:41 MOST DISRUPTIVE.
06:53:42 THE VINES IS AN OLDER, ESTABLISHED AND BEAUTIFUL COMMUNITY.
06:53:45 IT'S HARD TO BELIEVE THAT ALL THIS NOISE POLLUTION IS GOING
06:53:49 TO ADD ANYTHING TO OUR CURRENT ENVIRONMENT.
06:53:52 THE BUSINESS WOULD BE OPEN 7 A.M. TO 8 P.M., SEVEN DAYS A
06:53:56 WEEK.
06:53:57 THAT IS A LONG TIME EVERY DAY TO ASK RESIDENTS IN THE VINES
06:54:01 TO ENDURE THIS CONSTANT NOISE.
06:54:03 IF CARS NEED TO ENTER THE CAR WASH USING THE ENTRANCE TO THE

06:54:10 VINES, TRAFFIC COULD COME TO A HALT.
06:54:12 WHEN RESIDENTS WANT TO ENTER THE VINES, THEY MAY BECOME
06:54:15 CAUGHT IN A LINE OF CARS WAITING FOR THE CAR WASH.
06:54:17 ALSO, IF RESIDENTS OF THE VINES ARE TRAPPED IN THE CAR WASH
06:54:21 LINE ON ROUTE 41, MAKING IT A LONG LINE IT MAY DISCOURAGE
06:54:25 OTHER PEOPLE WHO WANT TO GET THEIR CAR WASH TO DRIVE ON BY,
06:54:28 BAD FOR BUSINESS.
06:54:29 CLEAN MACHINE HAS A FLEET OPTION.
06:54:32 COULD SOME COMPANY THAT NEEDS A LARGE NUMBER OF CARS WASHED
06:54:36 BACK UP TRAFFIC DRAMATICALLY ON ROUTE 41 CAUSING RESIDENTS
06:54:40 NOT TO BE ABLE TO GET TO THEIR HOME OR POSSIBLY CAUSE CAR
06:54:45 CRASHES AS DRIVERS TRY TO PULL AROUND TO GET OUT OF THE CAR
06:54:47 WASH LINE?
06:54:49 CLEAN MACHINE HAS ANOTHER CAR WASH AT 11899 BONITA BEACH
06:54:54 ROAD.
06:54:54 THAT IS ONLY 12 MILES FROM THE VINES.
06:54:56 HOWEVER, IF THEY ARE LOOKING AT WALMART AND ALDI CUSTOMERS
06:55:00 AS POTENTIAL CAR WASH CUSTOMERS, HOW WILL THE ACCESS ROADS
06:55:05 BE DEVELOPED.
06:55:06 DO THEY NEED TO GET BACK ONTO ROUTE 41 AND THEN TURN BACK
06:55:10 INTO AN ACCESS ROAD FOR THE CAR WASH?
06:55:12 WHAT A DISASTER THAT WILL BE FOR EVERYONE TRAVELING ON ROUTE
06:55:16 41.
06:55:16 ESTERO GOLF CLUB, WHICH IS LOCATED WITHIN THE VINES HAS THE

06:55:21 DESIGNATION OF AN AUDUBON CERTIFIED SANCTUARY.

06:55:25 THE AUDUBON SOCIETY COULD VERY WELL RECONSIDER THIS
06:55:27 DESIGNATION WITH THE ADDITIONAL NOISE FROM THE CAR WASH.
06:55:31 NATURE SHOULD BE IMPORTANT TO ALL OF US.
06:55:34 PLEASE STRONGLY CONSIDER NOT ALLOWING THIS BUSINESS TO
06:55:37 LOCATE SO CLOSE TO A RESIDENTIAL NEIGHBORHOOD.
06:55:42 AND I HAVE MY OWN LETTER I'D LIKE TO READ BRIEFLY.
06:55:48 AS TO MYSELF, I BELIEVE THE PRIMARY CONCERN WITH RESPECT TO
06:55:51 THE PROPOSED DEVELOPMENT IS TRAFFIC AND SAFETY.
06:55:54 WE HAVE NO IDEA HOW MANY NEW ALDI -- HOW THE NEW ALDI STORE
06:55:59 WILL AFFECT TRAFFIC ON VINTAGE TRACE PARKWAY AS WELL AS THE
06:56:03 CONNECTOR ROAD ON WHICH THE PROPOSED BUILDING WOULD BE
06:56:06 LOCATED AND ON ROUTE 41 ITSELF.
06:56:08 THE VINES ACCESS ROAD, VINTAGE TRACE PARKWAY IS VERY SHORT
06:56:13 AND CANNOT SUPPORT ANY SIGNIFICANT ADDITIONAL TRAFFIC.
06:56:18 EVEN THE ALDI STORE MAY WELL BE ALREADY THREATENING THE
06:56:21 VIABILITY OF VINTAGE TRACE PARKWAY.
06:56:25 THIS IS ALREADY A DANGEROUS ENTRANCE.
06:56:27 THERE IS A TURNING LANE ON SOUTHBOUND ROUTE 41 INTO THE
06:56:32 VINTAGE TRACE PARKWAY ENTRANCE.
06:56:34 ONE MUST CROSS THREE NORTHBOUND LANES ON ROUTE 41 TO ENTER
06:56:38 AND SPEED IS DEFINITELY NEEDED.
06:56:41 IF YOU'VE EVER DONE THIS, YOU'LL KNOW WHAT I MEAN WHEN YOU
06:56:45 GET ON THE TURN LANE, THERE ARE CARS COMING THE OTHER WAY AT
06:56:48 50, 60 MILES AN HOUR AND YOU HAVE TO PICK YOUR SPOTS.
06:56:51 IN ADDITION, VEHICLES LEAVING VIA VINTAGE PARKWAY ALREADY

06:56:57 HAVE TO WAIT OUT THREE NORTHBOUND LANES OFF OF ROUTE 41 AS
06:57:02 WELL AS VEHICLES U-TURNING FROM SOUTH TO NORTH ON ROUTE 41.
06:57:08 ANY BACK UP OF CARS ON THE CONNECTOR ROAD AND VINTAGE TRACE
06:57:13 PARKWAY WILL MAKE AN ALREADY BAD SITUATION WORSE, AND COULD
06:57:16 RESULT IN ANGRY DRIVERS OR SERIOUS ACCIDENTS.
06:57:19 IN ADDITION, VEHICLES COMING OUT OF THE PROPOSED OPERATION
06:57:22 ON THE CONNECTING ROAD WILL NEED TO TURN LEFT ONTO VINTAGE
06:57:26 TRACE PARKWAY AND CROSS OVER INBOUND TRAFFIC OVER A VERY
06:57:30 SHORT DISTANCE.
06:57:32 WITH SUCH A SHORT ENTRANCE ROAD, CONFUSION AND A DANGEROUS
06:57:37 CONDITION WILL RESULT.
06:57:38 DOES THAT MEAN MY TIME IS UP?
06:57:40 I WAS HERE ON TWO DIFFERENT --
06:57:42 >>Tammy Duran: DOESN'T MATTER.
06:57:44 SORRY.
06:57:45 >> ANYWAY, I APPRECIATE THE TIME, AND I'M SURE YOU'LL DO
06:57:49 EVERYTHING YOU CAN TO PROTECT US.
06:57:50 THANK YOU.
06:57:53 >>Tammy Duran: BOBBY DUMONT.
06:58:10 >> GOOD EVENING, EVERYBODY.

06:58:11 THANK YOU FOR HEARING ME.
06:58:12 MY NAME IS BOB DUMONT.
06:58:14 AND I REPRESENT THE SOUTHLAND NEIGHBORHOOD OF THE VINES,
06:58:18 WHICH THERE'S 84 UNITS.
06:58:21 I WON'T READ THIS LETTER BECAUSE SOMEONE JUST READ MY ENTIRE

06:58:24 LETTER.
06:58:25 I'VE BEEN PLAGIARIZED.
06:58:27 I DON'T KNOW HOW THEY GOT IT, BUT WORD FOR WORD.
06:58:30 I WON'T READ THE ENTIRE LETTER AT ALL.
06:58:33 I'LL MAKE A FEW STATEMENTS.
06:58:35 MY CONCERNS OF THE CAR WASH IS THEY ARE JUST NOT COMPATIBLE
06:58:38 WITH OUR AREA.
06:58:41 IT SHOULDN'T BE PUT IN AN AREA WHERE THERE ARE RESIDENTS.
06:58:45 IT SHOULD BE PUT IN, LIKE THEY HAVE IN BONITA SPRINGS, RIGHT
06:58:49 BY A HOME DEPOT OR SOME AREA LIKE THAT.
06:58:53 IT DOESN'T BELONG IN OUR COMMUNITY.
06:58:56 AND I DON'T THINK THERE'S ANYTHING THEY CAN DO TO MAKE IT
06:59:00 FIT IN.
06:59:01 THE NOISE POLLUTION, THE EFFECTS IT CAN HAVE AS WE ARE AN
06:59:04 AUDUBON SOCIETY IN OUR VINES COMMUNITY, AND NOT MUCH I CAN
06:59:12 SAY.
06:59:13 IF WE DON'T APPROVE IT, WE'RE NOT SAYING ANYTHING AGAINST
06:59:15 THE CAR WASH.
06:59:16 THE CAR WASH IS A GREAT BUSINESS.
06:59:19 I'VE SEEN HIS BUSINESS IN BONITA SPRINGS.
06:59:21 IT JUST DOESN'T BELONG NOR IS IT COMPATIBLE WHERE IT'S BEING
06:59:26 BUILT HERE AND I DON'T THINK THERE'S ANYTHING YOU CAN DO TO
06:59:28 MAKE IT FIT.
06:59:29 SO THANK YOU SO MUCH FOR LISTENING TO ME.
06:59:31 >>Tammy Duran: GLORIA BECK.

06:59:57 >> GOOD EVENING.
06:59:58 THANK YOU FOR ALLOWING ME TO SPEAK.
07:00:00 MY NAME IS GLORIA BECK.
07:00:02 I HAVE BEEN A MEMBER OF THE VINES FOR OVER 25 YEARS, BOTH AS
07:00:06 A SNOWBIRD AND FOR THE LAST 13 YEARS AS A FULL-TIME
07:00:10 RESIDENT.
07:00:10 I HAVE ENJOYED THE PEACE AND SERENITY OF BEING THE SLEEPY
07:00:13 LITTLE SOUTH END OF SOUTH FORT MYERS.
07:00:16 I HAVE SEEN MANY CHANGES IN GROWTH THROUGHOUT THE AREA AND
07:00:19 HAVE EMBRACED THE IDEA OF THE VILLAGE OF ESTERO FROM THE
07:00:22 BEGINNING LOOKING FORWARD TO SOMETHING NEW AND VIBRANT.
07:00:25 I AM ALSO THE PAST PRESIDENT OF THE VINES COMMUNITY
07:00:29 ASSOCIATION AND WROTE TO THE ENTIRE VILLAGE BOARD AFTER
07:00:32 RECEIVING A PLAN LAYOUT FOR THE CLEAN MACHINE CAR WASH
07:00:37 ASKING THEIR HELP IN PREVENTING THIS TYPE OF BUSINESS BEING
07:00:40 BUILT OUTSIDE OUR FRONT ENTRANCE.

07:00:42 I WENT TO THE BONITA BEACH ROAD CLEAN CAR WASH AND PARKED IN
07:00:45 THE BANK OF AMERICA LOT THE LAST PARKING SPOT AWAY FROM THE
07:00:48 CAR WASH AND JUST LISTENED.
07:00:50 THERE ARE BEEPS AND BUZZERS, SWISHING, GURGLING, VACUUMING,
07:00:54 SLAMMING OF DOORS AND ENGINE RUNNING SOUNDS THAT MAKE UP A
07:00:56 SMALL PORTION OF THE SOUNDS OF THE CAR WASH.
07:00:58 THIS CALLIOPE OF NOISES WILL FILTER DOWN OUR FRONT ENTRANCE
07:01:02 LIKE A FUNNEL THAT NO AMOUNT OF TREES, SHRUBS OR FENCING
07:01:05 COULD DETER AND ENTER INTO THE PEACE AND CALM OF OUR

07:01:09 COMMUNITY.
07:01:09 THESE SOUNDS WOULD DIRECTLY AFFECT SIX TO EIGHT ESTATE HOMES
07:01:13 JUST INSIDE OUR FRONT ENTRANCE.
07:01:15 AS THE SOUNDS TRAVEL AND SEEP INTO THE REST OF THE
07:01:17 COMMUNITY, DISTURBING THE RESIDENTS AND GOLFERS.
07:01:21 THESE SOUNDS ALONE SHOULD BE ENOUGH OF A DETERRENT FOR THE
07:01:24 VILLAGE TO PREVENT THIS TYPE OF BUSINESS OUTSIDE OUR FRONT
07:01:26 GATE.
07:01:27 THE INCREASE IN TRAFFIC ALL DAY WILL HAVE AN ADVERSE EFFECT
07:01:31 ON OUR MAIN ENTRANCE.
07:01:32 WE HAVE PROVEN IN THE PAST THAT OVER 6,000 VEHICLES USE THE
07:01:36 ENTRANCE.
07:01:37 OUR FRONT ENTRANCE IS A SCHOOL BUS STOP.
07:01:40 CHILDREN AND TRAFFIC ARE NOT A GOOD COMBINATION.
07:01:43 LET US PROTECT OUR CHILDREN TODAY, NOT TOMORROW.
07:01:47 THERE ARE MANY AREAS INSIDE THE VILLAGE OF ESTERO WHERE THIS
07:01:50 CAR WASH CAN BE BUILT AND USED BY THE COMMUNITY.
07:01:53 I HOPE THE VILLAGE WOULD DIRECT THE COMPANY TO THESE SITES.
07:01:57 I AM ASKING AGAIN, PLEASE HELP US.
07:01:59 DO NOT LET THIS TYPE OF BUSINESS BE OUTSIDE OUR FRONT
07:02:02 ENTRANCE.
07:02:03 THANK YOU.
07:02:05 >>Barry Jones: THANK YOU.
07:02:05 >>Tammy Duran: JAMES ROBERTSON.
07:02:20 >> GOOD EVENING.

07:02:21 THANK YOU FOR ALLOWING ME TO BE HERE.
07:02:25 I'M THE PRESIDENT OF THE VINES COMMUNITY ASSOCIATION, AND AS
07:02:30 THE PRESIDENT, IT'S COMPRISED OF 440 HOUSEHOLDS.
07:02:37 WE HEREWITH OPPOSE THE INSTALLATION OF THE CLEAN MACHINE CAR
07:02:40 WASH FOR THE FOLLOWING REASONS:
07:02:42 YOU ALREADY HEARD THEM ALL, THE ONE ABOUT THE EXCESSIVE
07:02:45 TRAFFIC, THE ONE ABOUT THE AIR AND NOISE POLLUTION, THE
07:02:48 COMMON TURN LANE, THE LIMITED DISTANCE, PROBLEMATIC ISSUES
07:02:52 OF ACCESSIBILITY, PRESENCE OF A SCHOOL BUS STOP.
07:02:56 OUR COMMUNITY IS DESIGNATED AS AN AUDUBON SANCTUARY.
07:03:04 BUT, AS YOU AND THE CLEAN MACHINE MANAGEMENT MAY KNOW, THIS
07:03:08 BUSINESS WOULD BECOME A DUES-PAYING MEMBER OF THE VINES

07:03:12 COMMUNITY ASSOCIATION IN A SIMILAR MANNER AS TYSON EYE,
07:03:18 ALDI, FAMILY MEDICAL CENTER, THESE BUSINESSES HAVE A
07:03:22 MAINTENANCE AND SAFETY AGREEMENT WITH THE VCA.
07:03:28 IT INCLUDES WAYS TO REDUCE NOISE AND SLIGHT POLLUTION
07:03:32 ISSUES, HOURS OF OPERATION, WASTE MANAGEMENT, WATER DAMAGE,
07:03:35 ET CETERA.
07:03:36 THESE AGREEMENTS WERE IN PLACE BEFORE THE VILLAGE WOULD
07:03:40 ISSUE A CERTIFICATE OF OCCUPANCY.
07:03:43 IF CLEAN MACHINE DECIDES TO PURSUE THIS LOCATION, THEN WE
07:03:47 WILL ENGAGE THEM IN MAINTENANCE AND SAFETY AGREEMENTS.
07:03:50 THE VINES COMMUNITY IS NOT OPPOSED TO THE CLEAN MACHINE CAR
07:03:54 WASH, PER SE.
07:03:57 WE WOULD LIKE TO SEE THEM LOCATE WITHIN THE VILLAGE OF

07:04:00 ESTERO.
07:04:00 I HAVE VISITED THEIR FACILITY IN BONITA SPRINGS AND WAS
07:04:08 IMPRESSED WITH THEIR ENTIRE OPERATION.
07:04:10 EVEN GOT A CAR WASH.
07:04:14 IT'S LOCATED IN AN ENTRANCE TO HOME DEPOT, WHICH IS VERY
07:04:18 APPROPRIATE, VERY COMPATIBLE.
07:04:19 AS PRESIDENT OF THE VINES COMMUNITY ASSOCIATION, I WOULD
07:04:26 CALL ON CLEAN MACHINE CORPORATION TO WITHDRAW THIS
07:04:28 APPLICATION AND SEEK A MORE COMPATIBLE LOCATION.
07:04:34 THANK YOU FOR YOUR TIME.
07:04:35 >>Tammy Duran: JUDY FREEMAN.
07:04:38 CHAIRMAN JONES, SHE THINKS SHE MAY GO OVER THE FIVE MINUTES.
07:04:51 IS THAT AN ISSUE?
07:04:53 SHE'S READING FOUR LETTERS FROM RESIDENTS WHO CAN'T ATTEND.
07:04:56 FIVE MINUTES.
07:04:58 >>Barry Jones: IF THEY ARE REPETITION OF THE ISSUES WE'VE
07:05:01 ALREADY COVERED, WE UNDERSTAND THE CHALLENGES THAT THIS
07:05:04 PARTICULAR INDUSTRY FACES AT THIS LOCATION.
07:05:09 >> I WILL BE SENSITIVE TO THAT.
07:05:10 MY NAME IS JUDY FREEDMAN.
07:05:12 GOOD EVENING.
07:05:13 I LIVE AT 19785 VINTAGE TRACE CIRCLE WITH MY HUSBAND.
07:05:19 I'M HERE TO SPEAK FOR MYSELF AND FIVE OF MY NEIGHBORS WHO
07:05:23 COULD NOT BE HERE THIS EVENING.
07:05:24 AND IN ORDER TO SAVE SOME TIME, I WILL SUMMARIZE THEIR

07:05:31 COMMENTS.
07:05:32 THIS IS FROM DAVE AND SANDY BOUSMAN WHO LIVE AT 19171
07:05:37 VINTAGE TRACE CIRCLE.
07:05:40 THE BASIS FOR OUR OBJECTION IS THREEFOLD.
07:05:44 ADDITIONAL NOISE POLLUTION, ADDITIONAL LIGHT POLLUTION,
07:05:47 ADDITIONAL TRAFFIC ON VINTAGE PARKWAY.
07:05:51 THIS IS FROM JIM AND NORM EAVES WHO LIVE AT 19307 VINTAGE
07:05:58 TRACE CIRCLE.

07:05:59 I SUGGEST IT WOULD BE MORE APPROPRIATE AND BETTER TOWN
07:06:03 PLANNING TO LOCATE BUSINESSES OF THIS NATURE ON THE OPPOSITE
07:06:07 SIDE OF U.S. 41 WHERE THERE'S ALREADY SUBSTANTIAL COMMERCIAL
07:06:12 DEVELOPMENT.
07:06:13 THIS IS FROM DEBRA MOLTEN WHO LIVES AT 19227 VINTAGE TRACE
07:06:19 CIRCLE.
07:06:20 ON A PERSONAL LEVEL, MY HOME IS IMMEDIATELY ON THE OPPOSITE
07:06:25 SIDE OF VINTAGE TRACE CIRCLE FROM THE PROPOSED CLEAN MACHINE
07:06:29 CAR WASH.
07:06:30 THE DISTANCE BETWEEN MY HOME AND THIS BUSINESS WOULD BE
07:06:34 APPROXIMATELY 75 YARDS.
07:06:37 TRAFFIC NOISE FROM 41 AND LIGHT POLLUTION INCREASE
07:06:44 CONSIDERABLY WHEN THE LOT NOW OCCUPIED BY ALDI WAS CLEARED
07:06:48 OF VEGETATION AND LIGHTS INSTALLED.
07:06:53 DRYER BLOWERS, VACUUMS AND OTHER EQUIPMENT ASSOCIATED WITH
07:06:57 THIS BUSINESS WILL LIMIT MY ENJOYMENT OF THE OUTDOOR SPACES
07:07:04 ON MY PROPERTY AND RESULT IN A DECREASE OF MY PROPERTY

07:07:06 VALUE.
07:07:08 DON AND NANCY DEBRITA, 19267, THE VOLUME OF TRAFFIC ENTERING
07:07:15 AND LEAVING THIS PROPOSED BUSINESS VIA VINTAGE PARKWAY WILL
07:07:19 CREATE TRAFFIC CONGESTION AND ALSO CREATE A DANGEROUS
07:07:24 SITUATION FOR CHILDREN ACCESSING THE BUS STOP ON VINTAGE
07:07:28 PARKWAY.
07:07:29 AND FROM STEVEN AND KATHY BENNETT 10291 VINTAGE TRACE
07:07:35 CIRCLE, IT IS NOT AT ALL COMPATIBLE WITH THE SURROUNDING
07:07:39 OUTPARCELS.
07:07:40 MY FELLOW RESIDENTS AND I NOW UNDERSTAND THAT IT IS NOT THE
07:07:47 PURVIEW OF THIS BOARD TO SIMPLY REJECT AN APPLICANT.
07:07:53 MY UNDERSTANDING IS THAT YOU ARE CHARGED WITH MAKING SURE
07:07:56 THE APPLICANT ADHERES TO VILLAGE ARCHITECTURAL STANDARDS,
07:08:01 LANDSCAPING, NOISE, LIGHT POLLUTION, AND SO ON.
07:08:06 YOU MIGHT ASK CLEAN MACHINE TO CHANGE THE BUILDING'S LOOK,
07:08:11 HEIGHT, COLORS, AND STYLE.
07:08:13 YOU MIGHT ASK THEM TO BUILD A TEN-FOOT WALL AROUND THEIR
07:08:18 PROPERTY TO REDUCE NOISE POLLUTION.
07:08:21 PERHAPS YOU'LL ASK THEM TO ADJUST THEIR OPERATING HOURS.
07:08:25 YOU MIGHT EVEN REQUIRE THEM TO WIDEN THE ROADWAYS TO ASSURE
07:08:30 THERE IS APPROPRIATE TRAFFIC FLOW INTO THE COMMUNITY AND
07:08:34 OTHER BUSINESSES IN THIS AREA.
07:08:37 YOU MIGHT ASK THEM TO CONSTRUCT A COVERED AREA FOR STUDENTS
07:08:41 TO SIT WHILE WAITING FOR THE SCHOOL BUS OR TO WAIT FOR THEIR
07:08:46 PARENTS TO PICK THEM UP AFTER SCHOOL.

07:08:49 ALL OR SOME OF THIS MIGHT ALSO BE PART OF A MAINTENANCE AND
07:08:53 SAFETY AGREEMENT BETWEEN CLEAN MACHINE AND THE VINES
07:08:57 COMMUNITY, SIMILAR TO THOSE AGREEMENTS WE HAVE WITH WALMART,
07:09:01 ALDI, FAMILY MEDICAL, AS WELL AS TYSON EYE.

07:09:04 WHILE I UNDERSTAND YOU HAVE GIVEN THE APPLICANT A LOT OF
07:09:10 FEEDBACK ON THEIR PRESENTATION, I AM HERE TO TALK TO
07:09:16 MR. RASKIN AND ASK THAT HE WITHDRAW HIS APPLICATION AND SEEK
07:09:22 ANOTHER LOCATION IN ESTERO.
07:09:26 HE HAS HEARD FROM MANY OF US THIS EVENING AND WILL LIKELY
07:09:30 HEAR FROM A FEW MORE, THERE ARE SERIOUS OBJECTIONS TO THIS
07:09:34 KIND OF BUSINESS LOCATING ON THE PROPOSED LOT.
07:09:40 I CAN'T IMAGINE WHY HE -- AND HE SEEMS LIKE A LOVELY MAN --
07:09:45 I CAN'T IMAGINE WHY HE WOULD WANT, IN VIEW OF THE SERIOUS
07:09:51 OBJECTIONS, WHY HE WOULD WANT TO PUT HIMSELF IN AN
07:09:56 ADVERSARIAL POSITION WITH THE 440 RESIDENTS OF THE VINES AND
07:10:02 SURROUNDING BUSINESSES.
07:10:03 NOT ONLY DO WE FEEL THAT THE APPLICANT SHOULD WITHDRAW THEIR
07:10:12 APPLICATION, THE VILLAGE COUNCIL AT AN APPROPRIATE HEARING
07:10:17 SHOULD SAY, THIS IS NOT RIGHT FOR THIS LOCATION.
07:10:22 I THANK YOU FOR YOUR KIND ATTENTION.
07:10:24 >>Barry Jones: THANK YOU.
07:10:29 >>Tammy Duran: GARY GREEN.
07:10:31 WE HAVE TWO MORE AFTER THIS.
07:10:47 >> GOOD EVENING.
07:10:47 THANK YOU.

07:10:48 ESPECIALLY THANK ALL OF THE BOARD MEMBERS FOR THEIR
07:10:53 QUESTIONS OF THE APPLICANT AND EXPRESSING THEIR CONCERNS.
07:10:58 THAT WAS REFRESHING TO MYSELF.
07:11:00 I HAVE PREPARED A STATEMENT.
07:11:02 MY NAME IS GARY GREEN.
07:11:03 I'M PRESIDENT OF BRECKENRIDGE GOLF AND TENNIS CLUB.
07:11:07 I'VE CONSULTED WITH OUR EXECUTIVE COMMITTEE ABOUT OUR
07:11:10 OPPOSITION TO THIS APPLICATION, AND I STRONGLY BELIEVE THAT
07:11:13 MANY OF OUR 842 UNITS WOULD PROBABLY BE IN FAVOR OF TURNING
07:11:22 THIS ONE DOWN.
07:11:25 I UNDERSTAND WHERE THAT'S COMING FROM.
07:11:26 SOME OF YOU WILL REMEMBER I THINK A FEW YEARS AGO, WE STOOD
07:11:32 BEFORE YOU WHEN TERRACAP WAS BRINGING ESTERO GRANDE BEFORE
07:11:40 THE DESIGN REVIEW BOARD AND SO FORTH.
07:11:41 I REMIND EVERYBODY, THEY MADE DRASTIC MODIFICATIONS OF THEIR
07:11:49 PLAN THANKS TO THE PEOPLE THAT WERE SPEAKING UP AND FOR THE
07:11:55 BOARD SUPPORT.
07:11:56 AND IN PARTICULAR, I THINK IT WAS MR. HAGENBUCKLE THAT OWNED
07:12:01 THAT PROPERTY, WITHDREW THE APPLICATION OF A GAS STATION
07:12:06 WHICH WAS A CONCERN FOR MANY OF THE SAME REASONS WE'RE
07:12:09 TALKING ABOUT HERE.
07:12:11 WE'RE ON THE OPPOSITE SIDE OF THE STREET, BUT WE'RE STILL --
07:12:17 WE'RE STILL BOTHERED BY THE NOISE.
07:12:19 I'M GOING TO SHORTEN IT UP A LITTLE BIT.
07:12:24 IN REVIEWING THE SITE PLAN, IT IS OUR OPINION, LIKE MANY

07:12:28 OTHERS HAVE SAID, THAT A NOISY CAR WASH IS NOT DESIRABLE USE
07:12:33 OF A SMALL PIECE OF PROPERTY.
07:12:35 MORE IMPORTANTLY, WE FEEL THAT ANY ADDITIONAL TRAFFIC WILL
07:12:38 LEAD TO MORE U-TURN TRAFFIC THAT ALREADY CONFUSING
07:12:42 INTERSECTION OF PINE STREET, WHICH IS ACTUALLY IN SAN CARLOS
07:12:47 AND 41.
07:12:48 YOU HAVE TO PICTURE FROM OUR SIDE OF THE STREET, IF WE'RE
07:12:52 COMING SOUTHBOUND, IT'S ALREADY A MYSTERY ON HOW WE'RE GOING
07:12:57 TO NAVIGATE THROUGH TRAFFIC COMING FROM ABOUT FOUR DIFFERENT
07:13:02 DIRECTIONS, OUT OF PINE STREET, DOWN 41, PEOPLE MAKING A
07:13:06 U-TURN.
07:13:07 YOU GET THE PICTURE.
07:13:08 SO, IN FACT, I'M GOING TO JOIN NOW THOSE PEOPLE THAT ARE
07:13:12 CALLING THAT THIS APPLICATION BE WITHDRAWN.
07:13:16 I THINK THAT'S A REASONABLE REQUEST.
07:13:18 AND VERY INTERESTING, BARRY, THAT YOU MADE THE COMMENT THAT
07:13:22 THE ONLY THING THAT THIS BOARD COULD DO IS HAVE THE VILLAGE
07:13:25 BUY IT, AND WHAT A GREAT PLACE TO HAVE SOME OPEN SPACE.
07:13:29 THANK YOU VERY MUCH.
07:13:30 >>Barry Jones: THAT WAS NOT A SUGGESTION, BY THE WAY.
07:13:31 [LAUGHTER]
07:13:33 >> IT WAS A COMMENT.
07:13:35 >>Barry Jones: IT WAS A COMMENT.
07:13:36 ABOUT THE ONLY --
07:13:39 >> ONLY WAY TO CONTROL IT IS OWN IT.

07:13:41 >>Tammy Duran: ANTHONY GIOLITTI.
07:13:44 I HOPE I SAID IT RIGHT.
07:13:56 >> THANK YOU TO THE DESIGN REVIEW BOARD FOR ALLOWING US TO
07:13:59 DISCUSS THIS PROJECT.
07:14:02 MY NAME IS ANTHONY GIOLITTI.
07:14:03 I AM THE COMMUNITY DEVELOPMENT COUNCIL CHAIR FOR THE ESTERO
07:14:06 COUNCIL OF COMMUNITY LEADERS.
07:14:07 THAT'S A MOUTHFUL, SO I'M GOING TO SAY ECCL FROM HERE ON
07:14:10 OUT.
07:14:10 WE, THE ECCL, HAVE BEEN CONTACTED BY RESIDENTS AND COMMUNITY
07:14:14 ASSOCIATIONS REGARDING THE EFFECT OF DEVELOPING A CLEAN
07:14:18 MACHINE CAR WASH AT THE ENTRANCE OF THE VINES COMMUNITY AND
07:14:20 ROUTE 41.
07:14:21 WE VISITED THE SITE SEVERAL TIMES AND LISTENED TO THE
07:14:25 CONCERNS WITH RESIDENTS.
07:14:25 WE'VE CONCLUDED THAT DEVELOPING A CAR WASH WILL DISRUPT THE
07:14:29 SERENITY TO THOSE HOMES AND BUSINESSES IN CLOSE PROXIMITY
07:14:32 AND MAY BE HAZARDOUS TO RESIDENTS DUE TO UNFAVORABLE TRAFFIC
07:14:36 CONDITIONS AND NOISE THAT COULD POTENTIALLY BE HARMFUL.
07:14:38 THE PLAN LOCATION IS TOO CLOSE TO HOMES AND THE NOISE FROM
07:14:42 SAID CAR WASH WOULD BE A SUBSTANTIAL ANNOYANCE.
07:14:44 WE DID TAKE MEASUREMENTS OF DECIBEL LEVELS OF THE CLEAN

07:14:47 MACHINE CAR WASH, AND WHILE RUNNING, REGISTERED 72 DECIBELS
07:14:51 AT 75 YARDS.
07:14:52 THE DISTANCE TO SOME OF THE ESTATE HOMES IN THE VINES.

07:14:56 THE CDC STATES NOISE ABOVE 70 DECIBELS OVER A PROLONGED
07:15:00 PERIOD OF TIME MAY START TO DAMAGE THE HEARING.
07:15:02 THAT COMES STRAIGHT FROM THEIR WEBSITE.
07:15:04 THE INCREASE IN TRAFFIC IS INEVITABLE, CAUSING DANGEROUS
07:15:07 CONDITIONS FOR RESIDENTS ENTERING OR LEAVING THE COMMUNITY.
07:15:12 THERE'S A LITANY OF OTHER ITEMS THAT HAVE ALREADY KIND OF
07:15:14 BEEN DISCUSSED HERE, SO I'M NOT GOING TO REALLY GO INTO THE
07:15:17 MAJORITY OF THEM.
07:15:18 BUT FOR ME PERSONALLY, ACTUALLY, YOU KNOW, THE ECCL, THEY
07:15:22 ARE NOT OPPOSED TO THE CLEAN MACHINE CAR WASH IN ESTERO, BUT
07:15:24 THEY STRONGLY BELIEVE THAT THIS PLAN SITE IS NOT COMPATIBLE
07:15:28 WITH THE SURROUNDING NEIGHBORHOODS AND BUSINESSES.
07:15:30 MYSELF PERSONALLY, MY FATHER-IN-LAW AND MOTHER-IN-LAW OWNED
07:15:33 A FULL-SERVICE CAR WASH IN OHIO FOR A LONG PERIOD OF TIME.
07:15:37 AND SOME OF THE ISSUES THAT WE HAVE BEEN DISCUSSING
07:15:40 REGARDING TO STACKING OF THE VEHICLE AT CERTAIN TIMES OF THE
07:15:44 DAY CAN REALLY BACK UP.
07:15:46 I'VE SEEN 80 CARS IN LINE FOR CAR WASHES BEFORE.
07:15:49 I'M NOT SAYING THAT'S GOING TO HAPPEN AT THIS LOCATION, BUT
07:15:53 I'VE SEEN IT.
07:15:54 SOME OF THE HOURS AND SOME OF THE THINGS THAT HAPPEN AFTER
07:15:56 HOURS CAN -- THERE'S ALSO SOME ADVERSE TIME WHERE PARKING
07:16:03 LOTS CAN BE USED FOR THINGS.
07:16:05 AS A FATHER, I SEE STUDENTS WAITING FOR THE BUS WHILE THE
07:16:10 GARBAGE TRUCK IS COMING TWICE A WEEK, WHILE PEOPLE ARE

07:16:14 TRYING TO LEAVE THE COMMUNITY AND PEOPLE ARE TRYING TO LEAVE
07:16:17 ALDI'S OR GO TO ALDI'S.
07:16:20 I'M NOT OPPOSED TO THE CLEAN MACHINE CAR WASH IN ESTERO, BUT
07:16:24 THAT SITE SEEMS SO TINY TO BE ABLE TO HANDLE ALL OF THE
07:16:29 TRAFFIC AND NOISE THAT GOES ON THERE.
07:16:31 THANK YOU VERY MUCH.
07:16:32 >>Barry Jones: CAN I ASK A QUESTION ABOUT THE NOISE SURVEY
07:16:34 THAT YOU DID?
07:16:35 THE FACILITY IN BONITA SPRINGS, IS IT ENCLOSED LIKE THIS ONE
07:16:41 I'M LOOKING AT?
07:16:42 IT SEEMS LIKE THE ENTIRE LENGTH OF THE BUILDING IS CLOSED
07:16:44 WITH THE EXCEPTION OF THE TWO TERMINAL ENDS FACING NORTH AND
07:16:49 SOUTH.
07:16:49 THAT SIMILAR TO THE BONITA SPRINGS?
07:16:54 >> YES, I BELIEVE IT IS.
07:16:55 I'M NOT THE ACTUAL PERSON THAT TOOK THE MEASUREMENT.
07:16:58 I CAN FIND OUT THE EXACT DETAILS.
07:16:59 >>Barry Jones: DO WE KNOW WHICH ORIENTATION THAT ANALYSIS

07:17:02 WAS DONE FROM?
07:17:05 TO ME, AND I'M NOT AN ACOUSTICAL EXPERT, BUT IT SEEMS LIKE
07:17:09 THE NOISE OUT OF THIS CAR WASH IS GOING TO BE DEFLECTED
07:17:12 NORTH AND SOUTH THE WAY IT'S ORIENTATED.
07:17:15 IF YOU HAD TO DO IT THERE, THAT WOULD BE THE WAY TO DO IT,
07:17:18 IT WOULD SEEM.
07:17:19 I'M KIND OF CURIOUS IS THAT FROM A SPECTACULAR, OR IS THAT

07:17:24 DOWN THE CHUTE?
07:17:26 >> I BELIEVE THE READING WAS DONE AT 75 YARDS FROM THE CHUTE
07:17:29 OF THE CAR WASH, WHERE THE BLOWERS WERE BLOWING.
07:17:33 WHERE THE PEOPLE ARE COMING OUT OF THE TUNNEL AND THE -- BY
07:17:37 THE VACUUMS, THE BLOWERS ARE DRYING THEM.
07:17:40 >>Barry Jones: THAT IS THE PRIMARY, I GUESS, NOISE POLLUTION
07:17:42 WOULD BE DIRECTED TO THE NORTH-NORTHWEST -- OR NORTHEAST,
07:17:47 I'M SORRY, THE WAY IT IS ORIENTATED.
07:17:50 >> YES.
07:17:50 >>Barry Jones: ALL VERY HELPFUL.
07:17:51 THANK YOU.
07:17:52 >>Tammy Duran: OUR LAST SPEAKER IS JOSEPH IFE.
07:18:06 >> GOOD EVENING.
07:18:08 THANK YOU TO THE DESIGN REVIEW BOARD FOR ALLOWING ME TO
07:18:12 SPEAK.
07:18:12 GENERAL MANAGER OF ESTERO COUNTRY CLUB REPRESENTING 964
07:18:15 MEMBERS.
07:18:16 ON BEHALF OF THE MEMBERSHIP OF ESTERO COUNTRY CLUB, I WANT
07:18:19 TO SHARE A STRONG OPPOSITION TO THE INSTALLATION OF THE
07:18:23 CLEAN MACHINE CAR WASH FOR THE FOLLOWING REASONS.
07:18:26 YOU HAVE THE LETTER SUMMARIZING THE SAME ITEMS OTHERS HAVE,
07:18:30 POTENTIAL TRAFFIC IMPACT, NOISE, AND AIR POLLUTION.
07:18:34 THE POTENTIAL VOLUME OF THE TRAFFIC THAT CAN ACCESS THIS
07:18:38 BUSINESS ALONG WITH THE POSITIONING OF THE PARCEL.
07:18:42 GIVEN THE NATURE OF THE ADJOINING VINES COMMUNITY AND ESTERO

07:18:44 COUNTRY CLUB PRIVATE CLUB ENVIRONMENT, THE SIZE AND LOCATION
07:18:48 OF THE PROPOSED LAND USE FOR THE ENTERPRISE SUCH AS THIS
07:18:50 WILL NEGATIVELY IMPACT THE ADJACENT PROPERTIES.
07:18:53 THE MEMBERS OF ESTERO COUNTRY CLUB REQUEST AND APPRECIATE
07:18:56 YOUR CAREFUL CONSIDERATION FOR THE LONG-TERM EFFECTS THIS
07:19:00 WILL HAVE ON THIS AREA WITHIN THE VILLAGE OF ESTERO.
07:19:03 THANK YOU FOR LISTENING TO THE STRONG OBJECTIONS OF OUR 964
07:19:06 MEMBERS.
07:19:09 >>Barry Jones: THANK YOU.
07:19:11 >>Tammy Duran: THERE ARE NO E-COMMENTS.
07:19:13 THAT'S ALL.
07:19:15 >>Mary Gibbs: I DID RECEIVE A LETTER IN THE MAIL YESTERDAY
07:19:18 FROM JAMES AND NORMA EVES.
07:19:22 I THINK IT SAYS EVES.

07:19:23 BASICALLY THE SAME COMMENTS AND CONCERNS ABOUT THE NOISE AND
07:19:27 THE TRAFFIC AND USE LIKE TYSON MEDICAL WOULD BE MORE
07:19:37 APPROPRIATE.
07:19:39 >>Barry Jones: I BELIEVE THAT ENDS THE PUBLIC COMMENT
07:19:43 PORTION OF THE AGENDA.
07:19:46 I WOULD ASK IF THE BOARD HAS ANY OTHER QUESTIONS OR
07:19:49 COMMENTS, HAVING HEARD WHAT WE'VE HEARD TONIGHT.
07:19:55 >> NO.
07:19:55 >>Barry Jones: JIM, DO YOU HAVE ANYTHING?
07:19:59 >>Jim Wallace: I THINK THE PEOPLE HAVE SPOKEN.
07:20:01 THERE ARE A LOT OF ISSUES.

07:20:04 THE BOARD MEMBERS HAVE TALKED ABOUT A LOT OF ARCHITECTURAL
07:20:07 ISSUES.
07:20:08 I THINK THE APPLICANT HAS A LOT OF WORK TO DO.
07:20:12 >>Barry Jones: I GUESS I WOULD LIKE TO HAVE A BETTER
07:20:15 UNDERSTANDING OF WHAT THE MAINTENANCE AND SAFETY AGREEMENT
07:20:18 ALLOWS AND MAKE SURE THAT WHATEVER THEY DO THEY END UP IN
07:20:22 COMPLIANCE WITH THAT.
07:20:26 THE TRAFFIC IS OBVIOUSLY SOMETHING THAT WILL HAVE TO BE
07:20:28 LOOKED AT.
07:20:29 I DON'T KNOW IF AT SOME POINT THAT ACCESS ROAD TRAFFIC IS
07:20:35 GOING TO GENERATE ENOUGH TRAFFIC AT THAT INTERSECTION TO
07:20:37 MEET SIGNAL WARRANTS OR NOT.
07:20:42 I ASSUME THAT'S ALL BEING RAN UP, TOTALED UP AS IT COMES IN
07:20:46 ON THE TRAFFIC IMPACT STATEMENTS.
07:20:49 >>Mary Gibbs: IF I COULD MAKE A POINT.
07:20:51 WE HAVE NO APPLICATION IN AT THE MOMENT.
07:20:54 I THINK SOMEBODY SAID SOMETHING ABOUT THE APPLICATION, BUT
07:20:57 THERE ISN'T ONE.
07:20:59 SO IF WE DID HAVE A PRELIMINARY MEETING WITH THE APPLICANTS
07:21:01 A WHILE BACK SO WE'LL BE LOOKING AT ALL THAT INFORMATION AS
07:21:04 WELL WHEN IT COMES IN.
07:21:05 >>Barry Jones: THANK YOU VERY MUCH.
07:21:09 WITH THAT, I DIDN'T HAVE ANY OTHER COMMENTS UNLESS ANYBODY
07:21:12 ELSE HAD ANYTHING FROM THE BOARD, I'D OPEN IT UP TO BOARD
07:21:16 COMMUNICATIONS.

07:21:17 >> I WOULD JUST SUGGEST THAT WE HAVE THE CIVIL ENGINEERS AND
07:21:24 LANDSCAPE ARCHITECTS AND ARCHITECTS, I THINK IT WOULD BE A
07:21:27 REAL GOOD IDEA FOR YOU TO CONSULT WITH AN ACOUSTIC
07:21:33 CONSULTANT TO FIND OUT WHAT MITIGATION CAN BE DONE, WHAT HAS
07:21:37 BEEN DONE OR MAYBE COME UP WITH OTHER IDEAS.
07:21:39 I HAVE SOME IDEAS ON HOW TO TRAP THE SOUND UP IN THAT ROOF,
07:21:44 BUT THAT WOULD BE A REAL GOOD IDEA.
07:21:47 BECAUSE IF WE GET INTO AN ARGUMENT ON NOISE, I THINK THIS IS
07:21:50 GOING TO BE A PROBLEM.
07:21:56 >>Barry Jones: YEAH, THERE COULD BE ACOUSTICAL STUDY OR

07:21:58 ANALYSIS DONE AS TO WHAT IT'S ANTICIPATED TO GENERATE SO
07:22:01 THAT WE COULD MAYBE SET A STANDARD THAT COULD BE ADHERED TO,
07:22:07 IF YOU WILL, GOING FORWARD.
07:22:12 >>William Glass: YOU MADE A BIG STEP BY BRINGING THE VACUUM
07:22:15 MACHINE INSIDE THE BUILDING.
07:22:16 SO ALL THAT NOISE COMES IN AND IT GETS -- IT'S INSIDE THE
07:22:18 BUILDING.
07:22:18 IT'S NOT GOING TO GET OUT.
07:22:19 IT'S NOT LIKE A LOT OF THESE VACUUMS THAT ARE ROARING
07:22:21 OUTSIDE.
07:22:22 THEY DO MAKE A LOT OF RACKET.
07:22:23 KUDOS FOR THAT.
07:22:25 BUT I THINK IT'S THE IN AND OUT WHERE THE NOISE OF THE
07:22:28 MACHINERY IS GOING TO COME OUT.
07:22:30 I THINK THAT'S WHERE YOU NEED TO FOCUS YOUR ATTENTION.

07:22:32 >>Barry Jones: YEAH, PRIMARY CONCERNS ARE NOISE, THE SCHOOL
07:22:36 BUS STOP AND THE TRAFFIC.
07:22:38 >>Jim Wallace: BARRY, THIS IS JIM.
07:22:45 ONE OF THE THINGS THAT WE DID WITH LARGE POOL HEATERS IS
07:22:51 ENCLOSE THEM AND TRY TO SEND SOUND AROUND A VARIETY OF
07:22:57 CORNERS.
07:22:58 IT'S AMAZING HOW IT SELF-BAFFLED AND NO SOUND LEFT THE
07:23:03 ROOMS.
07:23:04 SO WE KNOW THAT KIND OF SOUND ABATEMENT TECHNOLOGY.
07:23:09 WITHOUT GETTING FANCY AND WITHOUT SPENDING A LOT OF MONEY,
07:23:12 STRICTLY A DESIGN ISSUE IT CAN BE ACCOMPLISHED.
07:23:14 WE'VE DONE IT WITH POOL HEATERS.
07:23:16 SO TO BILL'S POINT, IT CAN BE DONE.
07:23:19 >>Barry Jones: I THINK THE CHALLENGE IS YOU HAVE A STRUCTURE
07:23:22 THAT YOU'RE DRIVING A VEHICLE THROUGH.
07:23:24 BUT THERE'S CERTAINLY WAYS THEY CAN GET CREATIVE TO SOLVE
07:23:27 THE PROBLEM.
07:23:28 I DON'T THINK WE'RE HERE TO SOLVE THE PROBLEM FOR THEM.
07:23:31 WE'RE HERE TO TELL THEM WHAT THE CONCERN IS AND LET THEM
07:23:35 OFFER THE POTENTIAL SOLUTIONS.
07:23:39 >>Barry Freedman: I AM PRIVY TO THE MANNER IN WHICH THE
07:23:41 DECIBEL UNIT STUDY WAS COMPLETED ON THIS LOCATION AND AT
07:23:45 THEIR LOCATION ON BONITA BEACH ROAD.
07:23:48 IF YOU STAND ON THE CORNER OF VINTAGE PARKWAY AND U.S. 41,
07:23:53 NORMAL BUSINESS TRAFFIC, THE DECIBEL UNIT LEVEL NEVER GOT

07:23:57 ABOVE 50 ON THE DECIBEL METER.
07:24:00 STANDING 75 YARDS FROM THE END OF THE TUNNEL AT THEIR
07:24:05 OPERATION ON BONITA BEACH ROAD, WHICH WOULD PROXIMATE THE
07:24:08 DISTANCE TO THE FIRST ESTATE HOME ON VINTAGE PARKWAY, THE
07:24:13 DECIBEL LEVEL GOT TO 72-DECIBEL UNITS, AN INCREASE OF 40%.
07:24:17 NOW, THAT'S STRICTLY FROM THE END OF THE TUNNEL WHERE THE

07:24:22 DRYERS BLOW.
07:24:24 IN ADDITION, IN THE PARKING LOT, THEY SHOW THESE CANOPIES
07:24:29 COVERING AREAS WHERE PEOPLE CAN PULL IN AND VACUUM THE CARS.
07:24:32 WHEN THE VACUUMS TURN ON, THERE IS A CONTINUOUS SUCKING
07:24:37 SOUND THAT OBVIOUSLY RAISES THE LEVEL OF THE DECIBEL UNITS
07:24:41 JUST IN THAT AREA.
07:24:42 AND IF PEOPLE DON'T PUT THE VACUUM CLEANER BACK IN THE SLOT
07:24:46 FROM WHICH THEY TAKE IT OUT, THE SOUND JUST CONTINUES UNTIL
07:24:51 SOMEBODY FROM THE MAINTENANCE DEPARTMENT OF THE CAR WASH
07:24:55 PHYSICALLY WALKS OVER AND STICKS IT BACK IN.
07:24:58 THAT'S A REAL PROBLEM.
07:25:00 AND IT WAS MEASURED.
07:25:06 >>Jim Wallace: CLEARLY THE APPLICANT HAS A LOT TO DO.
07:25:10 >>Barry Jones: AGREED.
07:25:11 THIS BUILDING IS NOT ORIENTATED TO BE POINTED DIRECTLY AT
07:25:14 ANY HOMES, IS IT?
07:25:19 >> IF YOU COULD LOOK DIRECTLY NORTH FROM THE END OF THE
07:25:22 TUNNEL, THAT'S WHERE ONE OF THE RESIDENTS WHO READ A LETTER
07:25:30 IS DIRECTLY 75 YARDS FROM THAT SPOT.

07:25:33 >>Barry Jones: OKAY.
07:25:34 THANK YOU SO THAT.
07:25:35 I THINK YOU'VE HEARD THE CONCERNS AND THE CHALLENGES THAT
07:25:39 CONFRONT YOU ON THIS.
07:25:43 IF YOU DECIDE TO PROCEED FORWARD WITH IT, AND THAT'S THE
07:25:50 PURPOSE OF THE MEETING IS TO GIVE YOU FEEDBACK.
07:25:52 I THINK YOU GOT POSITIVE -- OR CONSTRUCTIVE FEEDBACK TODAY.
07:25:55 IF YOU DECIDE TO COME FORWARD, WE LOOK FORWARD TO THE
07:26:03 SOLUTIONS THAT YOU PROPOSE.
07:26:06 ISN'T THERE A COMMERCIAL, BIG COMMERCIAL BUILDING DIRECTLY
07:26:12 NORTH OF THIS LOT?
07:26:16 >>Barry Freedman: FAMILY MEDICAL IS JUST NORTH OF IT ON THE
07:26:18 OTHER SIDE OF VINTAGE PARKWAY.
07:26:23 >>Barry Jones: YEAH, IT WOULD BE POINTED AT FAMILY MEDICAL,
07:26:26 IF YOU WILL.
07:26:28 >> DIRECTLY POINTED AT FAMILY MEDICAL.
07:26:31 >>Barry Jones: I DIDN'T THINK THERE WERE ANY HOMES DIRECTLY
07:26:34 NORTH OF THIS SITE.
07:26:37 JUST TRYING TO MAKE SURE I UNDERSTOOD WHAT WAS HAPPENING
07:26:39 HERE.
07:26:40 BOARD COMMUNICATIONS, NEXT MEETING, AUGUST 26th.
07:26:46 ANYTHING ELSE?
07:26:49 >>Mary Gibbs: I THINK WE'LL HAVE A COUPLE OF ITEMS FOR YOU
07:26:51 ON THE 26th.
07:26:52 I THINK WE'LL HAVE A COUPLE MORE INFORMATION MEETINGS.

07:26:55 >>Barry Jones: VERY GOOD.
07:26:56 HOPEFULLY WE CAN GET AS MUCH PUBLIC PARTICIPATION AT THAT

07:27:00 ONE, TOO.
07:27:00 WE ALWAYS ENJOY HAVING PEOPLE JOIN US AND OFFER THEIR INPUT.
07:27:05 >>Mary Gibbs: I THINK IT'S PAST MY BEDTIME, THOUGH.
07:27:08 [LAUGHTER]
07:27:11 >> JUST FROM MY PERSPECTIVE, I WANT TO THANK YOU ALL FOR
07:27:14 COMING AND PARTICIPATING IN THIS VERY IMPORTANT HEARING.
07:27:20 >> MOTION TO ADJOURN.
07:27:23 >> SECOND.
07:27:23 >>Barry Jones: ALL IN FAVOR SAY AYE?
07:27:26 [SOUNDING GAVEL]
07:27:27