

VILLAGE OF ESTERO DESIGN REVIEW BOARD MEETING  
WEDNESDAY, JANUARY 13, 2021, 5:30 P.M.

DISCLAIMER:  
THIS FILE REPRESENTS AN UNEDITED VERSION OF REALTIME  
CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE  
ACCURACY NOR USED AS A VERBATIM TRANSCRIPT.  
ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE  
PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

05:31:30 >>Barry Jones: I CALL THE MEETING TO ORDER.  
05:31:33 [INAUDIBLE]  
05:31:43 PLEDGE OF ALLEGIANCE.  
05:31:44 [PLEDGE OF ALLEGIANCE]  
05:31:56 >>Barry Jones: THANK YOU.  
05:31:57 WE'LL HAVE A ROLL CALL.  
05:32:05 >>Tammy Duran: BOARD MEMBER FREEDMAN?  
05:32:07 >>Barry Freedman: HERE.  
05:32:08 >>Tammy Duran: BOARD MEMBER GLASS I JUST SAW WALK BY.  
05:32:11 HE SHOULD BE IN MOMENTARILY.  
05:32:14 BOARD MEMBER JEANNIN IS NOT HERE.  
05:32:16 >>Michael Sheeley: HERE.  
05:32:18 >>Jim Wallace: HERE.  
05:32:20 >>Barry Jones: HE'S ON ZOOM.  
05:32:23 >>Tammy Duran: CHAIRMAN JONES HERE.  
05:32:31 NANCY STROUD IS ON ZOOM AS WELL.  
05:32:34 >>Barry Jones: ALL RIGHT.  
05:32:37 THE FIRST ITEM ON THE AGENDA TODAY IS TO GET THE AGENDA  
  
05:32:41 APPROVED.  
05:32:42 >> SO MOVED.  
05:32:42 >> SECOND.  
05:32:43 >>Barry Jones: ALL IN FAVOR SAY AYE.  
05:32:45 THE FIRST ITEM UP TODAY IS I BELIEVE WE'RE GOING TO DO THE  
05:32:57 CAR WASH FIRST, WEREN'T WE?  
05:32:58 >>Mary Gibbs: NO.  
05:32:59 THE ESTERO COUNTRY CLUB EXPANSION.  
05:33:02 I'LL INTRODUCE THAT.  
05:33:06 YOU HAVE SEEN THIS BEFORE BECAUSE THERE WAS A PUBLIC  
05:33:09 INFORMATION MEETING LAST AUGUST.  
05:33:13 THE VINES IS ASKING TO DO A SMALL EXPANSION OF THE  
05:33:16 CLUBHOUSE.  
05:33:17 THEY ARE ADDING BOCCE COURTS, AND THEY ARE ACTUALLY  
05:33:20 REPLACING SOME PICKLEBALL COURTS THAT WERE TEMPORARY IN  
05:33:25 MAKING THEM PERMANENT AND MINOR MODIFICATIONS TO PARKING AND  
05:33:31 LANDSCAPING.  
05:33:31 THE PICKLEBALL COURTS ARE ADJACENT TO ANOTHER DEVELOPMENT,

05:33:35 SO BECAUSE OF THAT, WE TOLD THEM THEY NEEDED TO COME TO THE  
05:33:40 DESIGN REVIEW BOARD FOR REVIEW.  
05:33:42 THEY DID COME FOR THE INFORMATION MEETING BEFORE, AND I  
05:33:46 THINK WHAT THEY ARE GOING TO DO TODAY IS KIND OF UPDATE YOU  
05:33:48 ON WHERE THEY ARE IN THE PROCESS.  
05:33:50 I'LL TURN IT OVER TO KRISTINA JOHNSON.  
05:33:56 >> HI.

05:33:57 GOOD EVENING.  
05:33:58 THANK YOU, MARY.  
05:33:59 I DO WANT TO MAKE ONE CLARIFICATION.  
05:34:02 WE ARE SEEKING THE DESIGN REVIEW BOARD APPROVAL TONIGHT FOR  
05:34:05 THE PROJECT.  
05:34:06 >>Mary Gibbs: NOW WE HAVE AN ISSUE BECAUSE THIS WAS NOT  
05:34:10 ADVERTISED AS A PUBLIC HEARING.  
05:34:15 AND THE STAFF HAS NOT QUITE FINISHED THE REVIEW AND PREPARED  
05:34:19 EVERYTHING.  
05:34:19 THAT'S WHY I HAD THOUGHT WHEN WE SCHEDULED IT, I WASN'T  
05:34:23 QUITE SURE WHY WE'RE HAVING TWO PUBLIC INFORMATION MEETINGS.  
05:34:27 GLITCH NUMBER ONE.  
05:34:31 YOU CANNOT VOTE ON IT TONIGHT BECAUSE WE DID NOT ADVERTISE  
05:34:35 IT THAT WAY.  
05:34:37 SO TWO OPTIONS.  
05:34:39 YOU CAN EITHER EXPLAIN WHERE YOU ARE TONIGHT BECAUSE I KNOW  
05:34:43 WE'RE CLOSE.  
05:34:43 WE'RE CLOSE TO HAVING IT READY FOR APPROVAL, OR WE CAN JUST  
05:34:49 BRING IT BACK TO THE NEXT MEETING AND HAVE THE PUBLIC  
05:34:52 HEARING AT THE NEXT MEETING, WHICH IS IN TWO WEEKS.  
05:34:55 >> TWO WEEKS IS THE NEXT ONE.  
05:34:58 WOULD THAT GIVE ENOUGH TIME FOR THE ADVERTISING?  
05:35:01 >>Mary Gibbs: WELL, WE POST.  
05:35:03 BECAUSE IT IS A LIMITED DEVELOPMENT ORDER, WE JUST POST IT  
05:35:05 ON OUR WEBSITE.

05:35:08 >> KRISTINA JOHNSON: CAN I ASK IF THEY WANT ME TO EVEN  
05:35:13 PRESENT?  
05:35:15 >>Mary Gibbs: WE'LL HAVE A QUICK BREAK.  
05:35:17 >>Barry Jones: I DON'T KNOW IF WE NEED A PRESENTATION, BUT  
05:35:20 IF YOU WANTED TO ANSWER ANY QUESTIONS, BECAUSE I THINK THE  
05:35:24 MAJOR QUESTIONS BEFORE WAS ABOUT SOUND ABATEMENT IMPACT TO  
05:35:27 THE NEIGHBORS, IF I RECALL THIS ONE CORRECTLY.  
05:35:30 >> KRISTINA JOHNSON: YES.  
05:35:35 >>Barry Jones: IF YOU WANTED TO OFFER FEEDBACK ON THAT, IT  
05:35:37 MAY BE HELPFUL WHEN YOU COME BACK IN.  
05:35:39 >>Kristina Johnson: ACTUALLY, ALL THE QUESTIONS THAT WE  
05:35:42 RECEIVED AT THE AUGUST MEETING ARE IN HERE.  
05:35:44 JUST A QUICK RECAP ON THE PROJECT, THE PROPERTIES THAT ARE  
05:35:50 HIGHLIGHTED IN RED ARE THE PROPERTY OWNERS IN WHICH

05:35:54 NOTIFICATIONS WERE MAILED TO.  
05:35:56 WE HAVE NOT RECEIVED ANY OBJECTIONS FROM THOSE NEIGHBORS ON  
05:36:02 THE PROPOSED PROJECT.  
05:36:04 I'M GOING TO SKIP THROUGH.  
05:36:07 JUST A QUICK REMINDER, CLUBHOUSE EXPANSION IN THE BACK.  
05:36:09 BOCCIE BALL BEHIND THE CLUB.  
05:36:11 THE REPLACEMENT PICKLEBALL COURTS ADJACENT TO THE TENNIS  
05:36:15 COURTS.  
05:36:15 THROUGH THE DO PROCESS, WE'RE ALSO MAKING IMPROVEMENTS TO  
05:36:18 THE PARKING LOT.  
05:36:23 JUST TO TOUCH ON THE COMMENTS FROM LAST TIME, THE EXISTING  
  
05:36:25 PICKLEBALL AREA WILL BE THE TEMPORARY STRIPING WILL BE  
05:36:32 REMOVED AND THE ENTIRE PARKING LOT, THEY ARE GOING TO REDO  
05:36:35 THE ASPHALT.  
05:36:36 SO THAT'S GOING TO BE REMOVED.  
05:36:38 THE COURTS WILL NOT BE LIST.  
05:36:40 THEY ARE NOT GOING TO BE USED AFTER DARK.  
05:36:43 WE HAVE NOT RECEIVED ANY COMPLAINTS FROM THE NEIGHBORS ON  
05:36:49 THE USE OF THOSE EXISTING PICKLEBALL COURTS.  
05:36:52 EFFORTS TO BUFFER THE NOISE, THE CLUB WILL COMMIT TO USING  
05:36:57 THE GREEN PADDLES AND BALLS AS A MEANS TO LESSEN THE NOISE  
05:37:01 GENERATED FROM THOSE COURTS.  
05:37:05 THERE ARE A COUPLE OF OTHER QUESTIONS.  
05:37:07 IS THERE A FENCE OR WALL?  
05:37:09 IT SAYS DEL LAGO, BUT I ACTUALLY THINK IT'S BELLE LAGO  
05:37:14 COMMUNITY.  
05:37:14 THERE IS AN EXISTING FENCE ALONG THAT SHARED PROPERTY LINE.  
05:37:18 DID YOU LOOK AT ANY ALTERNATE LOCATIONS FOR THE PICKLEBALL  
05:37:22 COURTS?  
05:37:23 VERY BRIEFLY, BUT IT'S REALLY THE DESIRE OF THE CLUB TO HAVE  
05:37:26 THE PICKLEBALL COURTS NEXT TO THE EXISTING TENNIS.  
05:37:30 ALSO, THAT'S IN CLOSE VICINITY TO WHERE THOSE TEMPORARY  
05:37:34 COURTS ARE LOCATED.  
05:37:37 AND THEN THE LAST QUESTION WAS REPLACING ONE OF THE TENNIS  
05:37:40 COURTS WITH TWO PICKLEBALL COURTS.  
05:37:42 UNFORTUNATELY, IT'S JUST NOT FEASIBLE WITH THE USE OF THOSE  
  
05:37:44 TENNIS COURTS.  
05:37:46 THAT'S REALLY THE UPDATE.  
05:37:52 ANY OTHER QUESTIONS FROM THE BOARD THAT WE CAN ADDRESS IN  
05:37:55 THE NEXT COUPLE OF WEEKS?  
05:37:58 >> I HAVE NONE.  
05:38:01 >>Barry Jones: ANY QUESTIONS?  
05:38:05 >>Jim Wallace: THE ONLY QUESTION I HAD WAS BEING A NEOPHYTE  
05:38:12 ON PICKLEBALL, WHAT IS THE SOUND REDUCTION OR NOISE  
05:38:17 ABATEMENT GOING FROM THE PADDLES THAT YOU HAVE NOW TO THE  
05:38:24 GREEN PADDLES.

05:38:26 >>Barry Jones: I'M NOT SURE THEY HAVE THAT ANSWER RIGHT NOW,  
05:38:29 JIM.  
05:38:30 IF I RECALL FROM A PREVIOUS ONE AND WORKING ON MY MEMORY IS  
05:38:34 A SCARY THOUGHT, BUT IT WAS IN THE 30 TO 35 PERCENT  
05:38:37 REDUCTION.  
05:38:38 I GOT A CONFIRMATION FROM MY PARTNER HERE.  
05:38:44 THAT GIVES YOU AN IDEA.  
05:38:47 >>Jim Wallace: THE NEW PICKLEBALL COURTS ARE A LITTLE CLOSER  
05:38:51 TO BELLE LAGO THAN THE OLD ONES, AND WE JUST WANT TO MAKE  
05:38:55 SURE WE DO DUE DILIGENCE IN REDUCING IT TO THE ABSOLUTE  
05:38:57 MINIMUM.  
05:38:58 >>Barry Jones: AREN'T THEY IN THE SAME SPOT AS THEY WERE,  
05:39:01 THEY ARE JUST BEING MADE PERMANENT PLUS OR MINUS?  
05:39:04 >>Kristina Johnson: THE PROPOSED LOCATION -- ACTUALLY, I  
05:39:06 WROTE DOWN THOSE MEASUREMENTS FOR YOU.

05:39:08 IT'S SLIGHTLY FURTHER AWAY.  
05:39:10 THE PROPOSED PICKLEBALL COURTS ARE ABOUT 140 FEET AWAY FROM  
05:39:15 BELLE LAGO.  
05:39:17 THE EXISTING COURTS, THERE ARE TWO OF THEM ARE 75 AND 95  
05:39:20 FEET AWAY RESPECTIVELY.  
05:39:23 IT'S A LITTLE BIT FARTHER AWAY, ABOUT 40 FEET.  
05:39:26 NOT CLOSER.  
05:39:28 >>Barry Jones: THE ORIGINAL COURTS WERE IN A PAVED PARKING  
05:39:31 AREA AND THEY WERE CLOSER TO THE PROPERTY LINE THAN THE  
05:39:33 PROPOSED ONE IS.  
05:39:34 >>Jim Wallace: I SEE.  
05:39:37 THEY ARE NOT WHERE I THOUGHT THEY WERE.  
05:39:38 OKAY.  
05:39:39 IT DOESN'T SHOW ON HERE -- OR IT DOESN'T SHOW ON MY COPY OF  
05:39:45 WHERE THEY WERE ORIGINALLY.  
05:39:47 THAT'S GOOD.  
05:39:47 THAT'S GREAT.  
05:39:49 ANSWERED MY QUESTION.  
05:39:50 >>Barry Jones: ANYTHING ELSE?  
05:39:55 >>Mary Gibbs: I HAVE A QUESTION.  
05:39:57 WHEN YOU COME BACK AND WE'RE LOOKING AT THE APPROVAL, I'M  
05:40:00 NOT SURE -- I DON'T QUITE UNDERSTAND THE GREEN PADDLES  
05:40:05 BECAUSE WHEN WE DID THE OTHER PICKLEBALL, I THINK WE HAD  
05:40:08 SOME, THEY WERE CALLED CLASS A OR SOME DEFINITION OF WHAT  
05:40:12 THEY WERE.

05:40:12 IT MIGHT HELP IF YOU CAN KIND OF GIVE US A LITTLE MORE  
05:40:16 SPECIFICS OF WHAT EXACTLY.  
05:40:18 >>Barry Jones: IF YOU JUST WANT TO SUBMIT THE CUT SHEET TO  
05:40:21 THEM WHEN THEY DO THE REVIEW, THAT WAY THEY CAN ANSWER,  
05:40:24 WRITE IT INTO THE REPORT THAT THE APPLICANT AGREED TO USE  
05:40:27 EQUIPMENT THAT RESULTS IN AN X PERCENT REDUCTION IN NOISE.

05:40:30 >>Jim Wallace: EXCELLENT.  
05:40:32 GREAT.  
05:40:36 >>Kristina Johnson: WELL, I APOLOGIZED FOR THE MIX-UP ON OUR  
05:40:40 END.  
05:40:41 WE THOUGHT WE HAD IT SORTED OUT, AND IT SOUNDS LIKE WE'LL BE  
05:40:45 SEEING EACH OTHER IN A COUPLE OF WEEKS.  
05:40:48 >>Mary Gibbs: IT MIGHT HAVE BEEN A MIX-UP ON OUR END, SO NO  
05:40:51 NEED FOR APOLOGY.  
05:40:53 BUT I THINK WE'LL BE ABLE TO GET IT ON THE AGENDA FOR THE  
05:40:56 27th.  
05:40:58 >>Kristina Johnson: THANK YOU.  
05:40:59 >>Barry Jones: ALL RIGHT.  
05:41:00 WITH THAT BEING SAID, WE'VE HAD A COUPLE OF ADDITIONAL  
05:41:03 MEMBERS JOIN US.  
05:41:03 IF YOU WANT TO UPDATE THE ROLL CALL OR AT LEAST LET THE  
05:41:06 RECORD REFLECT.  
05:41:07 >>Tammy Duran: I DID MARK THE TIME THAT THEY CAME.  
05:41:11 >>Mary Gibbs: MAY WE TAKE A QUICK TWO-MINUTE BREAK BECAUSE  
05:41:15 I'VE GOT TO GET THE NEXT CONSULTANTS FOR SOCIAL DISTANCING,  
  
05:41:18 LET THESE LEAVE AND WE'LL BRING IN.  
05:41:21 THEY ARE ALREADY HERE.  
05:41:22 WE HAVE TO BRING IN THE NEXT GROUP.  
05:41:24 CAN WE JUST HOLD OFF FOR LIKE TWO MINUTES.  
05:41:29 >>Barry Jones: WE'LL TAKE A SHORT RECESS.  
05:41:31 [RECESS]  
05:45:09 >>Barry Jones: WE'RE BACK IN ORDER.  
05:45:11 THE SECOND PROJECT IS THE CLEAN MACHINE CAR WASH.  
05:45:15 THE APPLICANT IS HERE READY TO MAKE A PRESENTATION.  
05:45:18 DID STAFF HAVE ANYTHING THEY WANTED TO OFFER FIRST?  
05:45:22 >>Mary Gibbs: I JUST WANT TO REMIND YOU WE HAD AN  
05:45:24 INFORMATION MEETING ON THIS.  
05:45:26 IT WAS SOME TIME AGO, LAST AUGUST, AND THIS IS IN FRONT OF  
05:45:30 THE VINES ON U.S. 41 NEAR ALDI.  
05:45:34 AT THE TIME, I THINK YOU ASKED FOR ADDITIONAL INFORMATION ON  
05:45:37 THE ARCHITECTURE, SOME OF THE NOISE ABATEMENT METHODS, AND I  
05:45:41 THINK THERE WERE A COUPLE OF QUESTIONS ABOUT A SCHOOL BUS  
05:45:45 STOP.  
05:45:45 I THINK THE APPLICANT IS HERE TO EXPLAIN WHAT THEY'VE BEEN  
05:45:47 DOING SINCE THEY'VE BEEN GONE.  
05:45:49 THEY WILL BE GOING OVER SOME OF THEIR REVISIONS.  
05:45:53 >>Barry Jones: THANK YOU.  
05:45:55 >> GOOD EVENING, EVERYBODY.  
05:45:57 BRENT ADDISON FOR THE RECORD.  
05:46:00 REGISTERED ENGINEER WITH BANKS ENGINEERING.  
  
05:46:02 AS MARY SAID, WE'RE HERE TO TALK ABOUT -- THIS IS OUR SECOND  
05:46:06 MEETING FOR THE CLEAN MACHINE CAR WASH IN FRONT OF THE

05:46:09 VINES.  
05:46:10 AGAIN, AS SHE SAID, WE CAME IN AND MET AND TOOK NOTES AND  
05:46:15 ADDRESSED -- AND LISTENED TO YOUR CONCERNS, THE CONCERNS OF  
05:46:19 THE PUBLIC AND THE BOARD AND HAVE GONE BACK AND TRIED TO  
05:46:23 COME BACK WITH SOMETHING THAT WE THINK HOPEFULLY WE CAN ALL  
05:46:26 AGREE ON.  
05:46:30 HERE WITH US TONIGHT, OF COURSE, MYSELF, LANDSCAPE  
05:46:33 ARCHITECT, GREG DISERIO, ARCHITECT STEPHEN SEATON, WHO IS IN  
05:46:40 THE BOTTOM SCREEN ON ZOOM, AND TRAFFIC ENGINEER JIM BANKS,  
05:46:44 AND OUR ACOUSTICAL CONSULTANT, SAM SHROYER.  
05:46:48 FOR THOSE OF YOU WHO ARE NOT FAMILIAR WITH THE LOCATION,  
05:46:54 THIS IS IT NEXT TO VINTAGE PARKWAY, NEXT TO THE EYE CARE  
05:46:59 CENTER AND JUST TWO DOORS DOWN FROM THE NEW ALDI THAT JUST  
05:47:02 OPENED UP.  
05:47:03 THIS IS JUST THE SUMMARY FROM LAST TIME.  
05:47:09 PRETTY CONSISTENT WITH WHAT WE DID LAST TIME.  
05:47:11 HERE'S AN AERIAL OF THE SITE JUST TO BETTER FAMILIARIZE  
05:47:17 YOURSELF WITH IT.  
05:47:18 THIS IS OUR UPDATED SITE PLAN.  
05:47:23 SO I'M GOING TO GO THROUGH A LIST OF THE NOTES THAT I TOOK  
05:47:28 AND HOW WE'VE ADDRESSED THE CONCERNS THAT WERE DISCUSSED  
05:47:32 PREVIOUSLY.  
05:47:32 THE FIRST ITEM ON MY LIST WAS COORDINATION WITH THE SCHOOL  
  
05:47:36 BOARD ON THE BUS STOP FOR THE SAFETY OF THE STUDENTS TO SEE  
05:47:41 IF WE CAN HELP WITH SOMETHING THERE.  
05:47:44 WE CONTACTED THE SCHOOL BOARD AND HAVE AN E-MAIL HERE FROM  
05:47:48 THE SCHOOL BOARD AND JUST IN SUMMARY, BASICALLY SAYING THERE  
05:47:52 ARE NO ACTIVE STOPS ON VINTAGE PARKWAY, AND THEY HAVE HAD  
05:47:59 STOPS THERE IN THE PAST.  
05:48:00 AND THEY SAID THAT IF THERE WAS A NEED FOR A BUS STOP, THEY  
05:48:05 WOULD INSTALL IT.  
05:48:06 ONE OF THE OTHER ITEMS THAT WAS DISCUSSED WAS THE DUMPSTER  
05:48:11 ENCLOSURE, WHICH IS LOCATED HERE.  
05:48:17 ONE OF THE THINGS THAT WE WERE ASKED ABOUT WAS GETTING A  
05:48:21 LARGER DUMPSTER ENCLOSURE TO REDUCE THE NUMBER OF PICKUPS,  
05:48:24 TRIPS FOR THE GARBAGE TRUCK TO COME IN AND PICK IT UP.  
05:48:26 WE LOOKED AT THE SITE PLAN.  
05:48:30 WE REALLY CAN'T ACCOMMODATE A LARGER ENCLOSURE.  
05:48:34 HOWEVER, MY CLIENT HAS CURRENT FACILITIES THAT ARE OPERATING  
05:48:39 RIGHT NOW, ONLY ONE PICKUP PER WEEK.  
05:48:43 I BELIEVE THAT'S WITH A SIX YARD DUMPSTER.  
05:48:47 IN THIS ENCLOSURE WE CAN FIT AN EIGHT YARD DUMPSTER.  
05:48:51 WE WOULD ASK THE SOLID WASTE FOR THE LARGEST DUMPSTER  
05:48:53 POSSIBLE TO ACCOMMODATE THAT CONCERN.  
05:48:55 ANOTHER SUBJECT ON THE DUMPSTER WAS MOVING THE DUMPSTER, BUT  
05:49:01 WITH THE FUNCTION OF THE CAR WASH AND THE SITE AS IT IS, WE  
05:49:05 JUST FEEL LIKE THIS IS THE BEST LOCATION FOR IT AND PROBABLY

05:49:08 OUR ONLY LOCATION FOR IT SO THAT WE CAN HAVE ACCESS FOR THE

05:49:13 GARBAGE TRUCK -- IF WE TRIED TO PUT IT NEAR THE ENTRANCE OF  
05:49:16 THE CAR WASH, WE MAY HAVE CONFLICTS WITH THE CARS THAT MIGHT  
05:49:20 BE WAITING TO GET THEIR CAR WASHED.  
05:49:24 THERE WAS SOME DISCUSSION ABOUT THE ESCAPE LANE, WHICH IS  
05:49:29 LOCATED RIGHT HERE.  
05:49:36 REALLY, WITH THE ESCAPE LANE, IT NEEDS TO BE RIGHT AT THE  
05:49:39 ENTRANCE TO THE TUNNEL.  
05:49:41 THE IDEA FOR THE ESCAPE LANE IS FOR IF THE CARS GET UP TO  
05:49:44 THE FRONT AND THE CONVEYER MALFUNCTIONS, THEN THEY NEED TO  
05:49:48 BE ABLE TO GET OUT.  
05:49:50 IF WE MOVED IT ANYWHERE ELSE AROUND THE SITE, IT WOULD BE --  
05:49:54 IF THERE WERE CARS BEHIND THE CAR THAT'S IN FRONT OF THAT,  
05:49:58 IT WOULD BE DIFFICULT TO GET THEM OUT.  
05:50:00 WE DETERMINED THIS IS THE OPTIMUM LOCATION FOR THE ESCAPE  
05:50:05 LANE.  
05:50:05 THIS IS WHERE MAYBE THE WINDOW WON'T GO UP IN THE CAR.  
05:50:16 THEY DON'T WANT TO GO IN THE CAR WASH, THEY DON'T WANT TO  
05:50:20 GET WASHED AS WELL.  
05:50:22 THERE WAS ANOTHER ITEM ABOUT THE SAFETY FENCE TO PROTECT THE  
05:50:28 TREES, THE EXISTING TREES.  
05:50:30 THERE ARE SEVERAL EXISTING TREES THAT YOU'LL SEE ON THE  
05:50:32 LANDSCAPE EXHIBIT.  
05:50:34 ACTUALLY, I THINK I HAVE THEM ON THIS ONE HERE, THE LARGE  
05:50:38 Xs AROUND THE SITE ARE TREES THAT WE'RE GOING TO BE SAVING  
05:50:42 AS A PART OF THE SITE PLAN.

05:50:45 ABSOLUTELY, WE WOULD HAVE A PLAN THAT HAS PROTECTION AROUND  
05:50:50 THOSE TREES.  
05:50:51 WE DON'T WANT TO TRY TO -- WE DON'T WANT TO LEAVE THE TREES  
05:50:54 THERE AND HAVE THEM DIE.  
05:50:56 IT WOULD BE OUR GOAL TO MAKE SURE THEY SURVIVE.  
05:50:58 THE STACKING, THERE WAS CONCERN ABOUT STACKING OR A  
05:51:05 DISCUSSION ABOUT STACKING.  
05:51:07 I DID NOT GET THIS IN THE PRESENTATION, BUT IN REVIEWING MY  
05:51:11 NOTES, I DID BRING A PLAN THAT I HAVE HERE.  
05:51:14 BUT CURRENTLY, WE CAN STACK 14 CARS IN THE DRIVE-THROUGH AS  
05:51:18 IT IS.  
05:51:19 IT'S A DOUBLE LANE, DOUBLE-STACK DRIVE-THROUGH.  
05:51:26 MY CLIENT OWNS SEVERAL CAR WASHES AND IS QUITE COMFORTABLE  
05:51:29 THAT WE WON'T HAVE ANY ISSUES WITH STACKING WITH THIS AND  
05:51:32 IT'S CONSISTENT WITH OUR TRAFFIC REPORT.  
05:51:35 HOURS OF OPERATION WERE MENTIONED BEFORE, AND I DON'T HAVE  
05:51:45 MY NOTES HERE, BUT WE DID DISCUSS WHAT THE HOURS OF  
05:51:47 OPERATION WERE.  
05:51:49 THERE WAS ALSO A QUESTION ABOUT ARE THE VACUUMS SHUT OFF AT  
05:51:52 CLOSING AND YES, THEY ARE.

05:51:54 NOBODY CAN GO IN AND USE THE VACUUMS AFTER IT'S CLOSED.  
05:51:58 THERE WAS A CONCERN ABOUT THE LOCATION OF THE VACUUM MACHINE  
05:52:04 I BELIEVE WITH RESPECT TO NOISE, AND AS WE STATED BEFORE AND  
05:52:09 IT'S STILL CONSISTENT WITH THIS PLAN, THE VACUUM MACHINE  
05:52:12 THAT POWERS THE VACUUMS IS LOCATED INSIDE THE BUILDING.

05:52:15 IT'S NOT GOING TO BE SITTING OUTSIDE ON A PAD.  
05:52:18 THERE SHOULDN'T BE ANY CONCERN WITH NOISE FOR THE VACUUM.  
05:52:23 ALSO, THE VACUUMS THEMSELVES, YOU'LL SEE A SLIDE LATER ON  
05:52:30 ABOUT WHAT THE CANOPIES AND THE VACUUM SPACES, BUT THE  
05:52:33 VACUUMS ARE RUN UNDERGROUND OUT TO THE CANOPY AREAS, SO YOU  
05:52:38 WON'T SEE THOSE.  
05:52:41 ALSO BROUGHT UP ABOUT OUR PUBLIC AREA, AND WE DID ADD THIS  
05:52:49 -- LET ME GO BACK TWO SLIDES.  
05:52:53 WE DID TWO THINGS HERE.  
05:52:58 IN RELOOKING AT THE SITE PLAN AND THE LOCATION OF THE  
05:53:02 SIDEWALK THAT WE HAD ALONG VINTAGE PARKWAY, IT PREVIOUSLY  
05:53:07 WAS MORE PARALLEL TO VINTAGE PARKWAY.  
05:53:10 SO WHEN WE STARTED LOOKING AT THAT AND THIS PUBLIC AREA THAT  
05:53:13 WE'VE ADDED, WE DETERMINED THAT WE WERE GOING TO END UP  
05:53:19 HAVING TO REMOVE TREES TO ACCOMMODATE THAT.  
05:53:23 WE WENT THROUGH AND LOOKED AT PICTURES AND LOOKED AT SOME OF  
05:53:26 OUR TREE LOCATIONS AND WE GOT THAT SIDEWALK MEANDERING WHERE  
05:53:30 WE WON'T HAVE TO DISRUPT THE LANDSCAPING THAT'S CURRENTLY IN  
05:53:33 THE ENTRANCE AND ALSO TO AVOID THE TREES.  
05:53:36 WE THINK THAT'S A BETTER LAYOUT FOR THE SIDEWALK.  
05:53:41 THERE WAS A COMMENT BROUGHT UP ABOUT OUR STORMWATER OUTFALL.  
05:53:47 AS I MENTIONED THE FIRST TIME, THIS SITE IS PART OF AN  
05:53:51 APPROVED MASTER STORMWATER PLAN THROUGH THE WATER MANAGEMENT  
05:53:54 DISTRICT THAT DOES FLOW INTO THE VINES.  
05:53:58 THE OUTPARCELS ARE REQUIRED TO PROVIDE A HALF INCH OF DRY

05:54:02 PRETREATMENT PRIOR TO DISCHARGE.  
05:54:04 THIS IS KIND OF IN THE WAY, BUT THERE IS AN EXISTING CONTROL  
05:54:20 STRUCTURE.  
05:54:22 THERE'S A DITCH THAT FLOWS THROUGH THIS PROPERTY, AND WE  
05:54:24 HAVE EASEMENTS AND RIGHTS TO GO THROUGH THIS PROPERTY TO  
05:54:27 DRAIN.  
05:54:28 I WENT OUT MYSELF AND LOCATED THIS STRUCTURE, IT IS EXISTING  
05:54:32 AND IT IS THERE.  
05:54:33 SO THAT WILL ACCOMMODATE OUR FLOWS, WHICH WILL EVENTUALLY GO  
05:54:37 INTO THE LAKE FOR THE VINES.  
05:54:40 WHICH IS THE WAY IT WAS DESIGNED MANY YEARS AGO WHEN THE  
05:54:47 VINES WAS DEVELOPED.  
05:54:52 AGAIN, THERE IS THE SITE PLAN.  
05:55:01 THERE IS THE AERIAL OVERLAY JUST TO REFAMILIARIZE YOURSELF  
05:55:05 WITH THAT.  
05:55:07 HERE'S THE TREE SURVEY THAT WAS DISCUSSED, AND NOW I'M GOING



05:55:12 TO CALL UP GREG DISERIO.  
05:55:18 >>Barry Jones: CAN I ASK A QUESTION FOR A BETTER  
05:55:21 UNDERSTANDING.  
05:55:22 WITH RESPECT TO WHAT GOES INTO THE STORMWATER SYSTEM, IS  
05:55:24 THAT BEING CONTAINED ON YOUR SITE AND BEING CONVEYED THROUGH  
05:55:27 THE SWALE?  
05:55:28 >>Brent Addison: CORRECT.  
05:55:29 >>Barry Jones: YOU'RE DOING YOUR HALF-INCH TREATMENT ON  
05:55:31 SITE.

05:55:32 >>Brent Addison: CORRECT.  
05:55:33 >>Barry Jones: THE WATER FROM THE CAR WASH ITSELF, I.E.  
05:55:36 DIRTY WATER, GRAY WATER, WHATEVER, THAT DOESN'T BLEND WITH  
05:55:39 THE STORMWATER THAT GOES TO THE STORMWATER SYSTEM.  
05:55:41 >>Brent Addison: IT DOES NOT.  
05:55:42 IT GOES THROUGH A RECYCLE SYSTEM.  
05:55:44 THEY ACTUALLY RECYCLE MUCH OF THE WATER THAT GOES THROUGH  
05:55:48 THE CAR WASH, IT GOES THROUGH A CLEANING SYSTEM.  
05:55:50 >>Barry Jones: DOES THE REST GO TO THE SANITARY SYSTEM OR  
05:55:53 HOW IS THAT TREATED?  
05:55:54 >>Brent Addison: IT DOES.  
05:55:57 THE STUFF THEY CAN'T USE, THE WATER THEY CAN'T USE THAT IS  
05:56:01 WHATEVER, IT'S NOT ACCEPTABLE TO USE FOR THE RECYCLE PART OF  
05:56:04 IT, THEN WHERE THEY MINGLE THAT IN WITH FRESHWATER, THAT  
05:56:07 WOULD BE DRAINED INTO THE SANITARY SEWER SYSTEM, WHICH IS  
05:56:12 CONSISTENT.  
05:56:12 >>Barry Jones: FOUR SPOTS THERE AT THE SOUTHERN SIDE OF YOUR  
05:56:15 PROPERTY RIGHT NOW, ARE -- THOSE ARE VACUUM BAYS, THOSE FOUR  
05:56:19 PARKING SPOTS?  
05:56:20 >>Brent Addison: THEY ARE.  
05:56:21 ALL THE PARKING SHOWN ON THIS SITE IS OUR VACUUM SPACES.  
05:56:25 >>Barry Jones: IN THE EVENT YOUR BUSINESS EVER GETS SO GOOD  
05:56:28 THAT IT WAS GOING TO CREATE A BACKUP INTO THE STREET, I.E.,  
05:56:32 YOU DIDN'T HAVE SUFFICIENT QUEUE, THERE'S NOTHING CODE  
05:56:37 PROHIBITIVE THAT WOULD PREVENT YOU FROM PUTTING A THIRD LANE

05:56:40 THERE, IS THERE?  
05:56:42 >>Brent Addison: JUST THE SPACE THAT WE HAVE ON THE SITE.  
05:56:46 >>Barry Jones: YOU'RE NOT REQUIRED TO HAVE THAT MANY VACUUM  
05:56:48 SPOUTS, THOUGH, IS WHAT I'M GETTING TO.  
05:56:52 >>Brent Addison: NO.  
05:56:53 >>Barry Jones: IF YOU HAD A CONDITIONAL APPROVAL THAT SAID  
05:56:55 IN THE EVENT THAT YOU EVER DID QUEUE UP INTO THE ROAD, YOU  
05:56:58 WOULD CREATE A THIRD QUEUE LANE.  
05:57:01 THAT'S SOMETHING SOMEBODY MAY CONSIDER.  
05:57:04 AND THAT'S JUST FOR DISCUSSION PURPOSES BECAUSE I HEAR WHAT  
05:57:09 PEOPLE ARE SAYING AND I UNDERSTAND THEIR CONCERN.  
05:57:11 IT DOESN'T SOUND LIKE I'M GETTING ANY TRAFFIC SUPPORT FOR

05:57:14 THAT.  
05:57:14 IT'S JUST THIS IS WHAT HAPPENED SOMEWHERE ELSE.  
05:57:18 WE HAVE TO BE COGNIZANT OF THAT.  
05:57:21 >>Brent Addison: I THINK WE WOULD BE OPEN TO THAT.  
05:57:23 WE DON'T THINK THERE'S GOING TO BE A PROBLEM, BUT WE WOULD  
05:57:25 BE OPEN TO THAT.  
05:57:26 >>Barry Jones: THE GARBAGE CAN, THE WAY IT'S ORIENTATED NOW,  
05:57:30 IF YOU TWISTED THAT MORE TO THE NORTH, BECAUSE RIGHT NOW  
05:57:33 YOUR GARBAGE TRUCK IS GOING TO BACK BACK OUT ONTO THE  
05:57:35 FRONTAGE ROAD AFTER HE PICKS UP, RIGHT?  
05:57:38 >>Brent Addison: RIGHT.  
05:57:38 >>Barry Jones: YOU CAN SEE HOW THAT CREATES A CHALLENGE THAT  
05:57:41 CLOSE TO THAT INTERSECTION.

05:57:43 SKEWED MORE TO THE NORTH, COULD HE PULL UP, SQUARE UP AND  
05:57:47 BACK UP IN YOUR PARKING LOT AND LEAVE GOING FORWARD?  
05:57:50 I DON'T KNOW THE GEOMETRY OR THE AUTO TURN ON THAT.  
05:57:52 >>Brent Addison: HE COULD DO THAT.  
05:57:54 THE PROBLEM I SEE WITH THAT IS IF HE ACTUALLY HAS TO GET IN  
05:57:57 AND TURN AROUND IN THE PARKING LOT AT THAT POINT IN THE  
05:58:00 PAVED AREA AND WHETHER HE WOULD HAVE ENOUGH ROOM TO MANEUVER  
05:58:05 TO COME IN, TURN, AND GET FACED TOWARDS THE DUMPSTER  
05:58:09 ENCLOSURE AND OBVIOUSLY BACK IT UP AND GETTING OUT WOULDN'T  
05:58:13 BE A PROBLEM.  
05:58:14 >>Barry Jones: IF YOU WERE COMING OFF VANTAGE WAY, IF IT WAS  
05:58:17 DEEP ENOUGH, MAYBE A LITTLE BIT FURTHER TOWARD THE SIDEWALK.  
05:58:20 I DON'T KNOW.  
05:58:21 I'D ASK YOU TO LOOK AT IT BECAUSE BACKING OUT TO THE ACCESS  
05:58:28 ROAD IS A TRANSPORTATION PROBLEM THAT CLOSE TO THE  
05:58:31 INTERSECTION.  
05:58:32 >>Brent Addison: HE WON'T BE STICKING OUT THERE WHEN HE'S  
05:58:35 PICKING UP THE CAN ITSELF.  
05:58:38 THERE'S SUFFICIENT ROOM FOR THAT.  
05:58:39 >>Barry Jones: HE HAS TO BACK UP IN THE ROAD AND EVERYBODY  
05:58:41 IS TRYING TO GO THREE DIFFERENT DIRECTIONS.  
05:58:45 GIVE AN OPPORTUNITY THERE.  
05:58:46 THAT'S ALL I'LL LEAVE IT AT.  
05:58:48 >>Jim Wallace: CAN I MAKE A COMMENT?  
05:58:52 I DON'T SEE WHY -- AND WHILE BRENT IS STILL THERE -- WHY

05:58:56 CAN'T THAT DUMPSTER BE MOVED FURTHER TO THE WEST AND NORTH?  
05:59:03 BECAUSE I'M CONCERNED WHEN THE DUMPSTER TRUCK IS THERE, IT'S  
05:59:06 GOING TO BLOCK EGRESS AND INGRESS IN THAT WHOLE ENTRANCE AND  
05:59:11 HOW DO CARS GET OUT OF THE PARKING LOT.  
05:59:14 >>Barry Jones: -- ENOUGH ROOM TO CLEAR THE ENTRANCE BUT THE  
05:59:17 FURTHER WEST AND THE FURTHER NORTH YOU MOVE IT, THE EASIER  
05:59:19 IT IS FOR HIM TO BACK UP INTO THE PARKING LOT.  
05:59:22 >>Jim Wallace: EXACTLY.

05:59:23 EXACTLY.  
05:59:25 FOR THE TIME THAT HE'S ACTUALLY -- BECAUSE THE TRUCK GOES IN  
05:59:28 AND THEN IT LIFTS UP THE DUMPSTER, PUTS IT IN, THE GUY  
05:59:32 CLOSES THE GATE, IT TAKES TIME.  
05:59:35 I DON'T THINK -- TO ME, ANYWAYS, AND I WOULD THINK THAT THE  
05:59:40 APPLICANT DOESN'T WANT ITS CUSTOMERS GETTING FRUSTRATED THAT  
05:59:44 THEY CAN'T GET OUT OF THE PARKING LOT.  
05:59:46 TO ME, THERE SEEMS TO BE ROOM, AND IT WOULD SEEM TO MAKE  
05:59:50 SENSE IF THEY MOVE THE DUMPSTER FURTHER WEST AND A LITTLE  
05:59:53 BIT NORTH THAT FOR THE MAJORITY OF THE TIME THAT THE TRUCK  
05:59:57 IS THERE, IT'S NOT OBSTRUCTING ANYBODY.  
06:00:01 >>Brent Addison: WE'LL TAKE A LOOK AT THAT.  
06:00:02 >>Jim Wallace: AS YOU SAY, BARRY, THEN THE TRUCK COULD  
06:00:05 BACK BACK UP TOWARDS THE PARKING LOT AND GO OUT FORWARD.  
06:00:10 >>Brent Addison: WE'LL TAKE A LOOK AT THAT.  
06:00:12 WE DO HAVE SOME RESTRICTIONS ON THAT SIDE BECAUSE OF THE  
06:00:14 EXISTING OAK TREES THAT OBVIOUSLY I DON'T THINK ANYBODY  
  
06:00:17 WANTS TO SEE REMOVED.  
06:00:18 >>Jim Wallace: I'M LOOKING, BRENT, AT THE TREES, THE X  
06:00:26 TREES, THE TREES WITH Xs, AND I DON'T SEE ANY NEAR THAT  
06:00:29 DUMPSTER.  
06:00:29 SO I DON'T KNOW THAT YOU HAVE A PROBLEM THERE.  
06:00:31 >>Brent Addison: RIGHT.  
06:00:32 WE'LL TRY TO LOOK AT THAT FOR MANEUVERABILITY IN THAT  
06:00:36 INTERSECTION.  
06:00:37 >>Jim Wallace: GREAT.  
06:00:42 >> CLARIFY SOMETHING.  
06:00:43 AM I LOOKING AT A MEANDERING SIDEWALK THAT YOU PLAN TO START  
06:00:49 -- RIGHT THERE.  
06:00:50 IT GOES ALL THE WAY AROUND TO THE CONNECTOR ROAD?  
06:00:54 >>Brent Addison: YES.  
06:00:55 >> THEN IT TAKES A RIGHT BUT IT STOPS AT THE DRIVEWAY SO  
06:00:58 THAT THE CARS CAN GET IN AND OUT.  
06:01:01 ARE YOU PLANNING ON HAVING THAT SIDEWALK CONTINUE ALL THE  
06:01:04 WAY DOWN TOWARDS THE ENTRANCE.  
06:01:06 >>Brent Addison: FOR THE LENGTH OF THE PROPERTY.  
06:01:08 >> IT'S A SIDEWALK.  
06:01:09 THE QUESTION IS, SIDEWALK IS, WHAT?  
06:01:12 TEN FEET.  
06:01:12 >>Brent Addison: FIVE.  
06:01:14 >>Barry Freedman: FIVE FEET.  
06:01:15 OKAY.  
  
06:01:15 AND YOU'VE GOT A 20-FOOT BUFFER FROM THE END OF THE AREA  
06:01:21 WHERE THE VACUUMS ARE TO THE CONNECTED ROAD.  
06:01:24 AM I READING THAT RIGHT?  
06:01:28 >>Brent Addison: CORRECT.

06:01:29 >>Barry Freedman: WOULD IT BE FEASIBLE, RATHER THAN  
06:01:33 PUTTING A SIDEWALK THERE, THAT YOU MAKE THAT A STACKING LANE  
06:01:37 WHEN YOU COME IN OFF OF VINTAGE PARKWAY?  
06:01:40 THE REASON IS, I KNOW YOU SAY YOU ONLY HAVE 14 CARS, BUT IF  
06:01:44 YOU SUCCEED, AS YOU SUSPECT YOU WOULD, YOU MIGHT HAVE CARS  
06:01:47 STACKED OUT ONTO THE BUFFER, ONTO THE CONNECTOR ROAD.  
06:01:51 IF YOU DO, THEN THE USE OF THE CONNECTOR ROAD IS GONE.  
06:01:54 YOU CAN'T USE IT.  
06:01:55 PEOPLE TRYING TO GET INTO TYSON EYE, THEY CAN'T.  
06:01:59 WHY NOT CREATE, INSTEAD OF USING THAT FOR A SIDEWALK, NOBODY  
06:02:02 IS GOING TO WALK THERE ANYWAY, MAKE THAT A STACKING LANE.  
06:02:07 >>Brent Addison: THE SIDEWALK IS A CODE REQUIREMENT THAT  
06:02:10 WE'RE REQUIRED TO PUT IN.  
06:02:11 THE OTHER SIDE OF THAT IS THE BUFFER THAT IS REQUIRED THERE,  
06:02:16 WE WOULDN'T BE ABLE TO PLANT ANY TREES THERE TO ACCOMMODATE  
06:02:18 THAT BUFFER.  
06:02:20 THAT WOULD VIOLATE TWO CODES.  
06:02:23 >>Barry Freedman: OKAY, IF YOU HAVE TO DO IT THAT WAY.  
06:02:25 WHAT ABOUT THE POSSIBILITY OF BUILDING A SOUND ABATEMENT  
06:02:30 WALL 10, 12 FEET ALL THE WAY ALONG THE BUFFER AT THE EDGE OF  
06:02:35 YOUR VACUUMS TO PREVENT THE NOISE FROM THE VACUUMS AND THE  
  
06:02:38 BLOWERS AND SO ON GOING TOWARDS THE VINES?  
06:02:42 >>Brent Addison: WE'LL TAKE THAT INTO CONSIDERATION, BUT WE  
06:02:45 DO HAVE A SOUND CONSULTANT THAT WILL BE SPEAKING LATER THAT  
06:02:49 CAN TALK ABOUT THE SOUND.  
06:02:50 THAT'S NOT MY AREA OF EXPERTISE.  
06:02:54 >>Barry Jones: THANK YOU.  
06:02:56 >>Jim Wallace: DID I UNDERSTAND -- I THOUGHT, BRENT, YOU  
06:03:00 WERE SAYING THE ACTUAL MACHINERY FOR THE BLOWERS WAS INSIDE  
06:03:05 THE MAIN BUILDING SO THAT YOU WOULD SEE -- YOU WOULD HEAR  
06:03:09 VIRTUALLY NO SOUND FROM THE VACUUMS.  
06:03:14 >>Brent Addison: THAT'S CORRECT.  
06:03:14 OF.  
06:03:16 >>Jim Wallace: WHY WOULD WE NEED A SOUND ABATEMENT WALL?  
06:03:19 I THINK THIS WAS AN EXCELLENT SOLUTION TO THE ISSUE OF SOUND  
06:03:21 ABATEMENT THAT IT JUST GOES AWAY.  
06:03:26 >> IT'S STILL A VACUUM.  
06:03:28 HOUSEHOLD VACUUM IS GOING TO MAKE SOUND.  
06:03:32 >>Brent Addison: THAT'S ONE OF THE THINGS WE DECIDED TO DO  
06:03:34 WITH THAT CONCERN ON THE LAST TIME.  
06:03:37 >>Barry Jones: WE NEED TO LISTEN TO THE SOUND CONSULTANT AND  
06:03:39 SEE WHAT HE --  
06:03:41 >>Barry Freedman: IS THIS PLAN SIMILAR -- ARE THE VACUUM  
06:03:45 SYSTEMS SIMILAR HERE AS TO THE ONES ON BONITA BEACH ROAD?  
06:03:50 >> [NOT SPEAKING INTO A MICROPHONE]  
06:03:53 >>Tammy Duran: YOU HAVE TO BE ON MIKE TO TALK.

06:03:56 >>Brent Addison: I'LL REITERATE WHAT HE SAID.  
06:03:58 HE SAID IT IS THE SAME SYSTEM AS BONITA BEACH ROAD BUT THE  
06:04:01 MACHINES THAT WE'RE TALKING ABOUT PUTTING IN THE BUILDING  
06:04:03 ARE OUTSIDE THE BUILDING IN BONITA.  
06:04:06 >>Barry Freedman: IF I'M VACUUMING MY CAR AND THAT 12-FOOT  
06:04:10 NUMBER 7 ON THE UPPER RIGHT THERE, THERE'S NO SOUND --  
06:04:15 THERE'S NO VACUUM SOUND WHEN I'M VACUUMING MY CAR THERE?  
06:04:19 >>Brent Addison: AGAIN, THAT'S NOT MY AREA.  
06:04:21 IT'S MINIMAL, I BELIEVE.  
06:04:23 >> [NOT SPEAKING INTO A MICROPHONE]  
06:04:25 >>Brent Addison: BASICALLY THAT SUCKING SOUND I GUESS IS  
06:04:28 WHAT YOU GET.  
06:04:31 >> MACHINES ARE GOING IN THE BUILDING AND JUST THE SOUND OF  
06:04:33 THE VACUUM AREA ITSELF OUT OF THE SPACES, RIGHT?  
06:04:38 >>Mary Gibbs: WE CAN'T HAVE -- YOU CAN'T TALK FROM THERE  
06:04:42 BECAUSE NOBODY CAN HEAR.  
06:04:43 >>Barry Jones: OUR NEXT WAS ARCHITECTURE.  
06:04:49 >>Brent Addison: LANDSCAPE.  
06:04:50 >>Barry Jones: LANDSCAPE.  
06:04:51 I'M SORRY.  
06:05:16 >>Greg Diserio: GOOD EVENING.  
06:05:17 FOR THE RECORD, GREG DISERIO, GREG JONES AND ASSOCIATES.  
06:05:24 THIS IS THE SITE CALCULATIONS THAT SHOW WE COMPLY WITH ALL  
06:05:52 THE LANDSCAPE CODE REQUIREMENTS.  
06:05:57 OVERLAID THE EXISTING TREES ON IT.

06:06:01 THE Xs DO SHOW THE ONES BEING REMOVED.  
06:06:07 BRENT SAID IT BACKWARDS.  
06:06:08 SO THAT ALL THESE OAKS UP AROUND -- THOSE ALL STAY.  
06:06:14 THOSE STAY.  
06:06:16 THERE IS ONE OAK HERE THAT, AGAIN, AT THIS STAGE, WITHOUT  
06:06:19 FINAL ENGINEERING BECAUSE OF ANTICIPATED FILL, UTILITIES,  
06:06:24 AND PROBABLY NEED TO COME OUT, THERE IS ONE TREE, OAK, THAT  
06:06:31 DOES MEET THE HERITAGE TREE REQUIREMENT IN SIZE.  
06:06:34 HOWEVER, STRUCTURALLY, IT'S NOT IN THE BEST SHAPE.  
06:06:39 IT'S PROPOSED TO COME OUT AT THIS TIME, TOO, BUT OBVIOUSLY  
06:06:42 WILL BE REPLACED PER THE CODE.  
06:06:43 MOST OF THE TREES COMING OUT ARE THE OLD CABBAGE PALMS.  
06:06:48 THE PROPOSED LANDSCAPE PLAN, AGAIN, THE EXISTING TREES AND  
06:06:55 SHRUBS ALONG VINTAGE PARKWAY ARE SCHEDULED TO REMAIN.  
06:06:59 THERE'S A BERM THERE WITH LANDSCAPING AND ACTUAL, SOME  
06:07:04 HARD-SCAPE ELEMENTS.  
06:07:06 OUR WALKWAY WILL BE BEHIND THAT, AND OUR BUFFER WILL BE  
06:07:10 BEHIND THAT, TOO.  
06:07:11 IN ESSENCE, THEY WILL HAVE VIRTUALLY A DOUBLE BUFFER THERE  
06:07:15 ALONG VINTAGE PARKWAY.  
06:07:16 AND, OF COURSE, THE LANDSCAPING AGAIN COMPLYING WITH  
06:07:21 REQUIREMENTS OF CODE WITH BUFFER TREES, BUILDING PERIMETER

06:07:25 PLANTINGS, ET CETERA.  
06:07:26 HERE ARE SOME PHOTOS OF THE SPECIES THAT WE'RE CURRENTLY  
06:07:31 PROPOSING TO USE.

06:07:32 OAKS, BUTTON WOODS, ROYALS, CABBAGE PALMS, SOME CRAPE  
06:07:38 MYRTLE.  
06:07:40 AND THEN A VARIETY OF -- A MIXTURE OF NATIVE AND COLORFUL  
06:07:47 SHRUBS AND GROUND COVER TO AUGMENT THE REST OF THE  
06:07:50 LANDSCAPING ON THE SITE.  
06:07:52 UNLESS THERE ARE ANY QUESTIONS --  
06:08:03 >>Kristin Jeannin: THE SHRUB LAYOUT HASN'T BEEN COMPLETED  
06:08:05 YET AND THIS IS A PALETTE.  
06:08:07 >>Greg Diserio: THAT IS CORRECT.  
06:08:08 IT'S JUST A PALETTE.  
06:08:13 WE HAVE SHOWN THE GENERAL LOCATIONS IN THERE.  
06:08:17 WE'VE IDENTIFIED MOST OF THE TREES, BUT WE HAVEN'T FINISHED  
06:08:24 UP THE SHRUB MATERIAL.  
06:08:25 THAT WILL BE DONE AT TIME OF DEVELOPMENT ORDER AND WE WILL  
06:08:27 SHOW THE TREE PROTECTION AND ALL THAT AT THAT TIME AS WELL.  
06:08:34 >>Kristin Jeannin: I JUST RECOMMEND OFF OF THE SHRUB PALETTE  
06:08:36 THAT YOU'VE PRESENTED TO PROBABLY STAY AWAY FROM OR USE AN  
06:08:42 ALTERNATIVE TO THE GREEN ISLAND FICUS BECAUSE OF RABBITS.  
06:08:48 HAD A LOT OF CLIENTS JUST HAVE THEM GET DESECRATED RIGHT  
06:08:52 AWAY.  
06:08:52 SIMPSON STOPPER, JUST MAKE SURE YOU'RE NOT USING IT FOR  
06:08:56 SCREENING.  
06:08:56 USE THE PITCH APPLE AND THE COCOPLUM FOR THAT.  
06:09:00 THE FIREBUSH, IF YOU'RE USING THE FULL SIZE FIREBUSH, MAKE  
06:09:04 SURE YOU'RE PUTTING IT IN PLACE THAT IT CAN GET LARGE.

06:09:08 EVEN THE DWARF GETS REAL LARGE.  
06:09:11 WE DON'T WANT IT TO BE IN A CIRCUMSTANCE WHERE IT'S  
06:09:14 CONSTANTLY BEING CUT BACK, AND THEN IT DOESN'T LOOK AS GOOD  
06:09:17 AS THIS BEAUTIFUL PHOTO.  
06:09:21 THAT'S THE ONLY COMMENT THAT I HAVE OTHER THAN POSSIBLY -- I  
06:09:26 LIKE THE CRAPE MYRTLE, BUT MAYBE A FLOWERING TREE THAT KEEPS  
06:09:31 ITS LEAF.  
06:09:34 >>Barry Jones: WHAT'S THE PROPOSED MAINTENANCE HEIGHT OF THE  
06:09:41 PERIMETER SHRUBBERY?  
06:09:43 >>Greg Diserio: CODE I BELIEVE IS MINIMUM THREE FOOT.  
06:09:47 THERE IS A SMALL BERM THAT WILL GO ALONG WITH IT HERE.  
06:09:53 LIKE I SAID HERE ON VINTAGE PARKWAY, THERE IS AN EXISTING  
06:09:56 BERM AND THE SHRUBS OUT THERE, THEY VARY IN HEIGHT BETWEEN  
06:10:01 MAINTENANCE CYCLES, THE WAY THEY ARE CURRENTLY BEING  
06:10:03 MAINTAINED.  
06:10:05 >>Barry Jones: MORE INTERESTED IN TRYING TO INCORPORATE A  
06:10:10 TYPE OR A SIZE OR A MAINTENANCE VERSUS THOSE VACUUM SPOTS  
06:10:15 THAT THERE WAS SOME CONCERN ABOUT, THAT MAYBE WE COULD USE A

06:10:19 COCOPLUM OR A CALUSA HATCH OR SOMETHING WITH AN ANGULAR EDGE  
06:10:25 TO ABSORB RATHER THAN TRY TO DEFLECT ANY SORT OF SOUND.  
06:10:31 I DON'T KNOW IF THAT'S POSSIBLE.  
06:10:32 I'LL DEFER TO THE SOUND EXPERT AS FAR AS USING VEGETATION TO  
06:10:35 ABSORB.  
06:10:36 IS IT POSSIBLE TO USE THAT HEDGE DOWN THROUGH THERE AT A  
06:10:41 HIGHER HEIGHT THAN THREE FOOT.

06:10:44 >>Greg Diserio: ALONG HERE?  
06:10:45 >>Barry Jones: CORRECT.  
06:10:46 >>Greg Diserio: YES.  
06:10:47 YES, IT IS POSSIBLE.  
06:10:49 >>Barry Jones: TRY AND OFFER SOME SORT OF MITIGATION.  
06:10:52 AGAIN, I'LL DEFER TO THE SOUND EXPERT TO TEACH ME SOMETHING.  
06:10:57 >>Greg Diserio: I'M NOT SURE HOW MUCH IT WILL HELP WITH  
06:10:59 SOUND, BUT IT MAY HELP A LITTLE BIT.  
06:11:04 VISUALLY, IT DEFINITELY WOULD.  
06:11:07 >>Barry Jones: COCOPLUM YOU COULDN'T FIGHT YOUR WAY THROUGH  
06:11:11 UNLESS YOU WERE REALLY MAD.  
06:11:13 YOU COULD, BUT IT WOULD HAVE TO BE AN EFFORT.  
06:11:15 YOU WERE TAKING OUT ONE 26-INCH OAK, I BELIEVE.  
06:11:24 >>Greg Diserio: YES.  
06:11:24 >>Barry Jones: IS THAT ONE A BAD TREE?  
06:11:26 DOES IT HAVE ISSUES?  
06:11:27 >>Greg Diserio: IF I REMEMBER RIGHT, IT'S AGAIN BECAUSE OF  
06:11:29 THE LOCATION AND THE BRANCHING STRUCTURE.  
06:11:35 >>Barry Jones: WE DO THAT, WE SUBMIT SOMETHING THAT SAYS  
06:11:37 HERE'S A PICTURE, BRANCHES ARE BROKEN OR LIGHTNING HIT IT.  
06:11:43 >>Mary Gibbs: WELL, I THINK WHEN THEY COME IN FOR A  
06:11:45 DEVELOPMENT ORDER, THEY ARE GOING TO HAVE TO EXPLAIN THAT.  
06:11:49 ONE THING I WAS GOING TO SUGGEST IS TO LOOK AT OUR NEW LAND  
06:11:52 DEVELOPMENT CODE BECAUSE THE NEW LAND DEVELOPMENT CODE MAY  
06:11:54 BE ADOPTED IN TWO WEEKS.

06:11:57 I THINK THERE MAY BE A LITTLE BIT MORE ON REPLACEMENT OR A  
06:12:01 LITTLE BIT STRICTER ON HERITAGE TREE REMOVAL SO THAT IT'S  
06:12:06 NOT JUST EASY PEASY, I WANT TO GET RID OF IT.  
06:12:10 >>Barry Jones: I SAW ONE, I UNDERSTOOD IT'S IN CONFLICT WITH  
06:12:14 A BUILDING.  
06:12:14 THE OTHER ONE, I DIDN'T UNDERSTAND WHY IT WAS COMING OUT  
06:12:17 WITH ITS PROXIMITY TO STUFF.  
06:12:24 >> I KNOW ONE OF THE LARGE OAKS OUT THERE I THOUGHT HAD SOME  
06:12:27 STRUCTURAL ISSUES.  
06:12:29 ALSO ANTICIPATING POSSIBLY NOT KNOWING WHAT THE FINAL  
06:12:34 ENGINEERING AND DRY DETENTION AND ALL THAT IS GOING TO BE.  
06:12:42 WE ALSO ARE TRYING TO OPEN UP SOME VIEW CORRIDORS, SIGNAGE  
06:12:45 AND THAT.  
06:12:45 WE CERTAINLY WILL LOOK AT ALL THAT.

06:12:49 >>Barry Jones: OFFER UP ADDING DRY DETENTION IS USUALLY NOT  
06:12:52 A VIABLE METHOD OR REASON TO TAKE OUT A HERITAGE TREE.  
06:12:56 THERE ARE WAYS TO GET CREATIVE TO SATISFY THAT.  
06:12:59 I'LL LEAVE IT AT THAT.  
06:13:02 >>Mary Gibbs: I SUGGEST YOU LOOK AT THAT.  
06:13:03 I THINK THAT IS A LITTLE STRICTER.  
06:13:05 AND ALSO LOOK AT THE BUFFERS.  
06:13:06 I THINK THEY ARE THE SAME, BUT I DON'T REMEMBER AND LOOK AT  
06:13:09 THE OPEN SPACE.  
06:13:11 >>Barry Jones: JIM, DID YOU HAVE ANYTHING YOU WANTED TO ASK  
06:13:15 ON THE LANDSCAPE?

06:13:16 >>Jim Wallace: I ONLY HAD TWO THINGS, AND IT MAY BE JUST THE  
06:13:20 DIFFERENCE BETWEEN THE LANDSCAPE PLAN AND THE RENDERING, BUT  
06:13:24 I APPRECIATE THAT YOU HAVE TO HAVE VIEW CORRIDORS,  
06:13:27 PARTICULARLY TO YOUR SIGNAGE, I MEAN, YOUR RETAILER.  
06:13:32 IF I LOOK AT ONE OF THE RENDERINGS, THE VIEW FROM U.S. 41  
06:13:39 SHOWS SOME VERY, VERY LOW BUFFER.  
06:13:45 IT LOOKS LIKE A COUPLE OF FEET.  
06:13:47 AND EVEN IF IT'S THREE FEET, YOUR SIGNAGE IS UP SO HIGH, I  
06:13:52 DON'T KNOW WHY YOU CAN'T PUT SOME MORE VEGETATION IN THAT  
06:13:57 AREA.  
06:13:57 IT'S NOT SHOWING ON THE RENDERING.  
06:14:00 THERE'S SOMETHING WHICH DOESN'T SEEM TO BE IDENTIFIED ON THE  
06:14:04 LANDSCAPE DRAWING.  
06:14:05 I DON'T SEE WHY YOU CAN'T GET SIX FEET OR SEVEN FEET, FIVE  
06:14:09 FEET, ET CETERA, ALONG THAT U.S. 41 AND STILL HAVE THE VIEW  
06:14:15 CORRIDOR TO THE SIGNAGE AND THE BUILDING ITSELF.  
06:14:19 I FIND THE SAME THING ALONG THE ACCESS ROAD, AND ONE OF THE  
06:14:23 RENDERINGS, IT SHOWS 18-INCH OR SOMETHING LIKE THAT.  
06:14:28 VERY, VERY LOW I GUESS BUFFER, AND IT'S A VIEW INTO THE  
06:14:35 VACUUMING AREA.  
06:14:36 NOW, WHEN THAT'S BUSY, THAT'S JUST GOING TO BE FILLED WITH  
06:14:39 CARS AND PEOPLE, NOTHING THAT WE REALLY -- NOTHING VERY  
06:14:43 ATTRACTIVE.  
06:14:46 I APPRECIATE WE WANT TO SEE THE BUILDING.  
06:14:48 YOU HAVE SOME NICE ARCHITECTS.

06:14:50 YOU WANT TO SEE YOUR SIGNAGE.  
06:14:53 SOME OF THE, I DON'T KNOW THE PROPER TERM, BUT CERTAINLY  
06:14:57 THERE SHOULD BE SOME BUFFERING THAT WE COULD DO THAT WOULD  
06:15:00 BE FOUR FEET, FIVE FEET, SIX FEET, RATHER THAN THREE-FOOT  
06:15:04 COCOPLUMS THAT ARE TRIMMED AND ARE REALLY GIVING US NO  
06:15:08 BUFFER AT ALL.  
06:15:15 >>Greg Diserio: WE CAN DO THAT.  
06:15:16 AT THIS STAGE, THERE ARE A FEW DISCREPANCIES BETWEEN THE  
06:15:21 RENDERINGS AND SKETCHES.  
06:15:23 THEY REALLY DON'T SHOW THE EXISTING OAKS THAT ARE OFF-SITE



06:15:28 IN THIS AREA, SOME OTHER ONES.  
06:15:31 >>Jim Wallace: MY CONCERN IS MORE U.S. 41 ON THE SOUTH SIDE.  
06:15:38 YOU HAVE A VIEW CORRIDOR, BUT WHEN I SEE THE BUFFERING  
06:15:42 THAT'S THERE, THE RENDERING AT LEAST SHOWS IT AS VIRTUALLY  
06:15:47 NOTHING.  
06:15:48 AND THE SAME THING UP WHERE YOU HAVE THE -- I DON'T KNOW  
06:15:56 WHAT -- ALONG THE ACCESS ROAD, IT SEEMS THAT THERE'S A --  
06:16:01 I'M JUST IMAGINING DRIVING ALONG IN MY CAR, AND I'M FOUR  
06:16:05 FEET OFF THE GROUND OR THREE FEET OFF THE GROUND AND MY VIEW  
06:16:08 THROUGH INTO THIS PARKING LOT FILLED WITH CARS AND PEOPLE  
06:16:11 VACUUMING THEIR CARS, NOT REALLY ATTRACTIVE.  
06:16:17 CERTAINLY, THERE'S SOMETHING THAT YOU CAN DO THAT MAINTAINS  
06:16:19 THE GOALS THAT YOU WANT TO ACHIEVE IN TERMS OF SEEING THE  
06:16:22 BUSINESS, SEEING THE SIGNAGE, AND STILL BUFFERING WHAT IS  
06:16:27 GOING TO BE A LOT OF CARS AND PEOPLE STANDING AROUND.

06:16:30 >>Greg Diserio: YES, WE CAN DO THAT.  
06:16:31 I THINK THAT GOES TO A LOT THE COMMENT BARRY HAD AS WELL.  
06:16:37 >>Jim Wallace: GREAT, SUPER.  
06:16:38 >>Barry Jones: I DON'T THINK THE RENDERINGS REFLECT VERY  
06:16:41 WELL THE AMOUNT OF VEGETATION THAT IS LEFT TO REMAIN.  
06:16:44 THANK YOU, GREG.  
06:17:03 >>Mary Gibbs: IS THE ARCHITECT ON ZOOM?  
06:17:05 WHO IS YOUR NEXT SPEAKER?  
06:17:10 >> OUR NEXT SPEAKER IS STEPHEN SEATON, THE ARCHITECT.  
06:17:16 I WILL BE CLICKING THE BUTTONS FOR HIM.  
06:17:18 JUST TWO THINGS, ONE OF THE THINGS I MEANT TO MENTION IN THE  
06:17:25 BEGINNING, JIM BANKS, OUR TRAFFIC CONSULTANT IS HERE  
06:17:27 TONIGHT.  
06:17:28 HE DOES NOT HAVE A PRESENTATION, BUT IF THERE ARE CONCERNS  
06:17:30 ABOUT TRAFFIC, AT THE END OF THE NIGHT, HE CAN COME UP AND  
06:17:34 TALK ABOUT THOSE.  
06:17:36 I ALSO HAVE REAL COLORS, LIKE THE SHERWIN WILLIAMS REAL  
06:17:41 COLORS FOR THE BUILDING THAT I CAN PASS AROUND AS PART OF  
06:17:45 THIS PRESENTATION FOR THE ARCHITECTURE.  
06:17:51 ALL RIGHT, STEVE.  
06:17:52 >>Stephen Seaton: CAN EVERYBODY HEAR ME?  
06:17:55 >> ABSOLUTELY.  
06:17:57 >>Stephen Seaton: OKAY.  
06:17:57 THIS FIRST PLAN, YOU'LL SEE IT'S A SIMPLE LAYOUT AS FAR AS  
06:18:03 THE ARCHITECTURAL PLAN GOES.

06:18:07 COMPOSED OF THE TUNNEL WITH A SMALL OFFICE AND SMALL WAITING  
06:18:11 PUBLIC AREA.  
06:18:13 THERE IS A FRONT AND ENTERING AND EXIT COVERED AREAS FOR THE  
06:18:17 CARS COMING IN AND GOING.  
06:18:19 YOU CAN GO TO THE NEXT SLIDE, PLEASE.  
06:18:21 THESE NEXT COUPLE OF SLIDES ARE WHAT WE PRESENTED BACK IN

06:18:26 AUGUST JUST AS A POINT OF REFERENCE TO KIND OF GIVE YOU AN  
06:18:30 IDEA OF WHAT IT WAS TO WHAT IT IS TODAY. THIS IS THE NEW  
06:18:35 PRESENTATION OF THE ELEVATIONS.  
06:18:37 YOU CAN SEE WHAT WE DID, WE TRIED TO COMPLY WITH THE  
06:18:39 ARCHITECTURAL STANDARDS OF ESTERO WITH THE MULTIPLE  
06:18:44 VARIATIONS OF HEIGHT AND DEPTH ALONG THE WAY WITH DIFFERENT  
06:18:48 TOWER ELEVATIONS.  
06:18:50 AS YOU CAN SEE, WE'RE USING HIP ROOFS MAJORITY, MONOSLOPE ON  
06:18:54 THE PARKING LOT.  
06:18:55 WE'RE HAVING AWNINGS ALONG THE FRONT TO GET MORE OF A  
06:19:00 STOREFRONT APPEARANCE.  
06:19:02 WE DO HAVE STOREFRONT WINDOWS.  
06:19:03 WE HAVE THE BASE OF IT IS STONE CLADDING ALONG THOSE.  
06:19:08 NEXT ONE, PLEASE, BRENT.  
06:19:10 THIS IS THE NORTH SIDE, WHICH IS THE EXIT SIDE.  
06:19:19 YOU CAN SEE THE VARIATIONS OF THE DIFFERENT HEIGHTS OF THE  
06:19:21 ROOFS AS YOU ENTER.  
06:19:22 THE FRONT TOWER AND THE ON TOWER.  
06:19:26 A SLOPE ROOF ON THE PARKING LOT AREA.

06:19:29 NEXT, PLEASE.  
06:19:30 THIS IS THE ENTRANCE AS YOU ENTER THE BUILDING.  
06:19:36 YOU CAN SEE ONCE AGAIN, ENTER THE HIP ROOF AS YOU ENTER WITH  
06:19:40 THE TOWER ELEMENT OVER TOP OF THAT.  
06:19:45 NEXT ONE, PLEASE.  
06:19:46 THIS GIVES YOU AN IDEA OF THE COLOR PALETTE WE'RE LOOKING AT  
06:19:49 WITH THE VARIATIONS OF THE MAIN COLOR, FIELD COLOR,  
06:19:54 SECONDARY COLOR.  
06:19:55 THE ROOFING ELEMENTS, SOME OF THE MAIN ROOF, FLAT CONCRETE  
06:20:01 SHINGLE.  
06:20:02 YOU CAN SEE THE STONE PALETTE WE'RE KIND OF LOOKING AT AND  
06:20:05 ALSO THINKING ABOUT IN THE CENTER OF THE FRONT, THE EAST AND  
06:20:08 THE WEST, MORE OF LIKE A STONE TILE TRAVERTINE APPLIED TO  
06:20:13 IT.  
06:20:14 NEXT ONE, PLEASE.  
06:20:15 BASICALLY THE ROOF, HOW IT IS.  
06:20:25 THESE ARE THE RENDERINGS.  
06:20:27 I KNOW YOU WERE DISCUSSING DIFFERENT VARIATIONS OF THE  
06:20:30 LANDSCAPING.  
06:20:30 WE DID TAKE SOME LIBERTIES WITH THE LANDSCAPING.  
06:20:33 I DIDN'T WANT TO OBSCURE THE ENTIRE ARCHITECTURE.  
06:20:40 WE TROY TO GIVE YOU AN IDEA OF THE FILL-IN.  
06:20:44 OBVIOUSLY, THE LANDSCAPE PLAN WOULD SUPERSEDE WHATEVER  
06:20:46 YOU'RE SEEING HERE.  
06:20:47 THIS IS THE ONE FROM 41.

06:20:52 WE HAVE TWO OF THESE.  
06:20:54 WE'RE TRYING TO SHOW YOU WHAT IT WOULD LOOK LIKE WITHOUT THE

06:20:56 VEGETATION.  
06:20:57 IT IS A LOW COVERING.  
06:20:58 YOU TALKED ABOUT RAISING IT UP NEXT SLIDE SHOWS YOU A KIND  
06:21:04 OF MORE REALISTIC OF WHAT THE TREES ARE GOING TO BE THERE.  
06:21:08 YOU CAN SEE THAT IS KIND OF OBSCURING THE BUILDING AS IT  
06:21:11 STANDS.  
06:21:12 THAT WAS THE INTENTION BEHIND THESE TWO RENDERINGS.  
06:21:15 NEXT ONE, PLEASE.  
06:21:15 THIS IS THE DUMPSTER ENCLOSURE WHERE THE DUMP TRUCK AND THE  
06:21:24 PATRONS WOULD EXIT AFTER THEY USE THE FACILITY.  
06:21:27 YOU'RE SEEING THE EXIT AND YOU'RE SEEING THE APPEARANCE OF  
06:21:31 THE VACUUM BAYS AND HOW THEY ARE COVERED FOR SHADE AND THE  
06:21:37 CURVE ELEMENT IS WHERE THE VACUUM HOSE WOULD BE LOCATED IN,  
06:21:41 SO YOU WON'T SEE THE HOSE.  
06:21:46 COMING OUT OF IT.  
06:21:47 THIS IS FROM THE FRONTAGE ROAD.  
06:21:49 IT KIND OF DOES OBSCURE THE ARCHITECTURE BUT KIND OF GIVES  
06:21:52 YOU AN IDEA OF WHAT WE'RE TALKING ABOUT AS FAR AS THE  
06:21:54 LANDSCAPING GOES AND VARIATION FROM THAT.  
06:21:57 NEXT ONE, PLEASE.  
06:21:59 THIS IS THE MAIN ENTRANCE INTO THE FACILITY.  
06:22:04 WE TALKED ABOUT THE TRAFFIC AND BACKING UP AND SEE HOW THE  
06:22:07 CARS WILL BE STACKING IN THIS AREA.

06:22:10 I THINK THAT'S A LAST ONE.  
06:22:11 AND THEN THE SIGNAGE.  
06:22:18 THE LAST COUPLE OF SLIDES ARE THE SIGNAGE WHICH WILL BE  
06:22:23 COMPLEMENTING THE ARCHITECTURE OF THE BUILDING AND THE COLOR  
06:22:25 SCHEME.  
06:22:25 THERE ARE A COUPLE OF THOSE, I BELIEVE.  
06:22:32 THIS WILL SHOW THE ACTUAL SIGNAGE ON THE BUILDING ITSELF IN  
06:22:38 REFERENCE TO THE ELEVATIONS.  
06:22:39 HAPPY TO ADDRESS ANY QUESTIONS YOU HAVE.  
06:22:56 >>Mary Gibbs: WERE YOU GOING TO PASS AROUND THE COLORS,  
06:22:59 BRENT?  
06:22:59 >>Brent Addison: I CAN.  
06:23:01 DO YOU WANT TO SEE THE COLOR CHIPS?  
06:23:03 >>Barry Jones: MAKE A RECOMMENDATION IF YOU COME BACK WITH  
06:23:05 THE RENDERINGS, TRY TO HAVE THEM MATCH THE COLORS IN YOUR  
06:23:08 PALETTE.  
06:23:10 ADD BLUE ROOFS AND EVERYTHING ELSE GOING IN THERE AND  
06:23:13 CANOPIES THAT I'M NOT SEEING -- AGAIN, WHAT I'M SEEING ON  
06:23:19 SCREEN IS A LITTLE BIT DIFFERENT COLOR THAN WHAT'S ON THE  
06:23:22 COLOR SHEETS.  
06:23:24 >>Michael Sheeley: THE COLOR ELEVATIONS AND THE COLOR  
06:23:26 RENDERINGS DON'T MATCH.  
06:23:28 ONE IS A GREENISH ROOF.  
06:23:29 ONE MORE BLUE.

06:23:30           LOOKING AT YOUR COLOR SAMPLES, IT LOOKS MORE TO THE  
  
06:23:33           BLUE-GRAY SIDE.  
06:23:36           MY COMMENTS WOULD BE ON THE BUILDING, FIRST OF ALL, YOU'VE  
06:23:40           COME A LONG WAY FROM THE LAST MEETING AND THE DESIGN IS MUCH  
06:23:44           IMPROVED.  
06:23:44           I THINK IT STILL HAS A BIT OF WORK TO GO.  
06:23:48           MY COMMENTS WOULD BE ON THE TALL TOWER, USING THE BANDING AS  
06:23:54           OUTLINING I DON'T THINK IS SUCCESSFUL HERE.  
06:23:58           THE HORIZONTAL AND VERTICAL CORNERS, I WOULD ENCOURAGE YOU  
06:24:05           TO LOOK A LITTLE MORE AT THE COLORS AND TRY TO GET SOME  
06:24:09           CONTRASTING COLORS IN HERE BECAUSE IT'S PRETTY  
06:24:12           MONOCHROMATIC.  
06:24:13           I'M NOT SURE ABOUT THE KIND OF BLUISH PALETTE AND THEN THE  
06:24:18           GREENISH.  
06:24:19           I KNOW IT'S KIND OF A GRAY TRIM COLOR, BUT I'M NOT SURE  
06:24:23           ABOUT THAT COMBINATION.  
06:24:27           YOUR BASE AND THE STONE IS NICE BUT IT'S COVERED BY HEDGE.  
06:24:34           MAYBE IT WOULD BE APPROPRIATE TO DO SOMETHING ELSE WITH THAT  
06:24:38           STONE.  
06:24:38           RAISE IT UP OR DO SOMETHING ELSE WHERE YOU CAN READ IT.  
06:24:41           THAT GRAY DOES READ KIND OF GREEN.  
06:24:47           LASTLY, YOU STILL HAVE THE SHED ROOF FORMS ON THE ONE SIDE  
06:24:51           OF THE BUILDING, AND I WOULD ENCOURAGE YOU, I THINK IT WOULD  
06:24:56           LOOK A LOT BETTER -- THAT'S THE OLD ONE RIGHT THERE -- IF  
06:25:01           THOSE SHED ROOF FORMS IF YOU LEFT IT THERE AND TURNED IT  
06:25:04           BACK AS A HIP AT EACH END, I THINK IT WOULD BE MUCH MORE  
  
06:25:07           CONSISTENT WITH THE BUILDING.  
06:25:13           AND A PART OF THE ORIGINAL DESIGN.  
06:25:15           THOSE ARE MY THOUGHTS.  
06:25:18           THANK YOU.  
06:25:26           >>Barry Jones: ANYTHING?  
06:25:30           >>Jim Wallace: THIS IS JIM.  
06:25:31           ON THIS NORTH ELEVATION THAT YOU'RE SHOWING RIGHT NOW, I  
06:25:36           NOTICED -- AND I'M SURE IT'S JUST AN OMISSION -- BUT THE  
06:25:39           UPPER AWNINGS ARE NOT SHOWN.  
06:25:46           ON THE NORTH ELEVATION.  
06:25:50           IT WOULD BE ON THE RIGHT-HAND SIDE, THE AWNING -- THE  
06:25:58           AWNINGS.  
06:26:02           >>Stephen Seaton: THE WAY THE AWNING IS SITUATED,  
06:26:04           UNFORTUNATELY THEY FALL BEHIND THE SLOPE ROOF AND EXTENSION  
06:26:07           OF THE STUCCO BAND.  
06:26:09           THEY DON'T EXTEND OUT MUCH.  
06:26:10           WHEN I DREW IT IN REAL LIFE, YOU WEREN'T SEEING THEM,  
06:26:13           BECAUSE YOU'RE LOOKING STRAIGHT ON, THAT'S WHY IT'S KIND OF  
06:26:16           ODD HERE.  
06:26:19           >>Jim Wallace: THE TOWER, THE END TOWER AND THE SIGNAGE

06:26:24 TOWER I'LL CALL THEM, SEEM TO LINE UP.  
06:26:27 SO I THOUGHT THAT THE VERY VERTICALLY SLOPED AWNING WOULD BE  
06:26:35 SEEN FROM THERE.  
06:26:36 THE OTHER QUESTION I HAD ON THE AWNING, I'M SURE THERE'S A  
06:26:42 REASON.

06:26:43 OBVIOUSLY YOU DID IT.  
06:26:44 YOU DECIDED TO DO THOSE IN A METAL.  
06:26:50 IS THERE A PARTICULAR REASON?  
06:26:54 >>Stephen Seaton: THE DIFFERENCE BETWEEN THE METAL AND  
06:26:56 CONCRETE, I THINK THE CONCRETE TILE, IN MY OPINION, IS TOO  
06:26:59 MUCH OF A LARGE CHUNKY APPEARANCE.  
06:27:01 I WAS TRYING TO GET SOMETHING A LITTLE MORE SLIM IN  
06:27:04 APPEARANCE, THAT'S WHY GO WITH THE METAL ROOFS FOR THE  
06:27:07 AWNING.  
06:27:07 >>Jim Wallace: YOU OBVIOUSLY OPTED NOT TO DO IT IN CANVAS.  
06:27:11 >>Stephen Seaton: CORRECT.  
06:27:13 >>Jim Wallace: I'M NOT AN ARCHITECT, SO I'M NOT GOING TO  
06:27:16 PRETEND TO --  
06:27:20 I DID HAVE ONE OTHER COMMENT.  
06:27:23 ONE OF THE THINGS THAT I SAW ON THE ORIGINAL, WE TALK ABOUT  
06:27:27 HOW YOU'RE GOING TO HIDE ALL THAT STONE.  
06:27:29 ON THE ORIGINAL ONE, IF I REMEMBER, IF WE COULD GO BACK TO  
06:27:33 THAT FOR A SECOND, YOU BROUGHT SOME OF THAT STONE UP THE  
06:27:39 COLUMNS.  
06:27:41 TO ME, I HAPPEN TO FIND IT ATTRACTIVE TO MY ARCHITECT BUT  
06:27:46 I'M A NEOPHYTE.  
06:27:48 MY ARCHITECT FRIENDS AND ASSOCIATES, DID YOU NOT FIND THAT  
06:27:53 ATTRACTIVE?  
06:27:55 THE OTHER THING WAS THAT THE TOWER ITSELF IS VERY TALL IN  
06:28:01 THE ORIGINAL, AIN'T PERHAPS OVERLY SIMPLISTIC IN THAT IT'S

06:28:08 JUST STUCCO, BUT THE PROPOSED, THE REVISED ONE LOOKS LIKE  
06:28:14 IT'S GONE TOO FAR.  
06:28:16 CAN WE LOOK AT THE ONE WITH THE SIGNAGE ON IT?  
06:28:21 CAN WE MOVE A COUPLE FORWARD?  
06:28:22 THERE.  
06:28:26 WHEN I LOOK AT THAT, IT'S ALMOST TOO MUCH GOING ON AND MAYBE  
06:28:30 I'M NOT SPEAKING CORRECTLY.  
06:28:31 BUT THOSE HORIZONTAL BANDS AND THE GRAY CORNER, NOW IT LOOKS  
06:28:39 LIKE IT'S GOT TOO MUCH GOING ON.  
06:28:40 I REALLY LIKE THE AWNINGS THAT YOU'VE ADDED.  
06:28:43 I THINK THAT ADDS SO MUCH TO THE BUILDING.  
06:28:45 THAT'S MY PERSONAL OPINION.  
06:28:47 I DO FIND THE TOWER TOO COMPLICATED, TOO COMPLEX.  
06:28:54 I DON'T KNOW, TO ME, IT'S THE WEAKEST PART OF THE BUILDING.  
06:28:58 I REALLY LIKE EVERYTHING ELSE IN THE BUILDING AN AWFUL LOT  
06:29:01 EXCEPT FOR THE TOWER.

06:29:03 THOSE ARE MY COMMENTS.  
06:29:05 ALBEIT I'M NOT AN ARCHITECT.  
06:29:08 DON'T PRETEND TO BE.  
06:29:10 I'M GIVING YOU MY OPINION AS A CREATIVE PERSON.  
06:29:18 >>Barry Jones: STEPHEN, ON THAT TOWER, MAYBE IT WILL HELP  
06:29:21 BREAK UP THE SYMMETRY, I DON'T KNOW BUT I'LL PUT IT OUT  
06:29:23 THERE FOR DISCUSSION.  
06:29:24 YOU TAKE THE TWO OPENINGS OR SOMETHING AND MOVED THEM UP  
06:29:27 THREE FEET OR SO TO WHERE THEY WERE NOT IN ALIGNED WITH  
  
06:29:31 EVERYTHING ELSE ON THE BUILDING AND GET RID OF THE LINEAR  
06:29:34 NATURE OF THE BANDING ON THE LOWER LEVEL THAT IT'S EXACTLY  
06:29:38 THE SAME COURSE.  
06:29:39 MAYBE INCORPORATED SOME SORT OF DIFFERENT MATERIAL OR  
06:29:45 DIFFERENT COLORS BETWEEN WHAT YOUR SEGMENTING INTO A  
06:29:48 TWO-THIRDS/ONE-THIRD TYPE SCENARIO AND THE HEIGHT OF THE  
06:29:51 TOWER MIGHT HELP.  
06:29:52 I'M WITH JIM, THE AWNING MATERIAL IS NOT VERY APPEALING TO  
06:30:00 MY EYE FOR THE BUILDING.  
06:30:02 IT DOESN'T SEEM TO LIVE UP TO THE STANDARDS OF THE MATERIALS  
06:30:04 THAT ARE BEING USED ELSEWHERE.  
06:30:09 >>Stephen Seaton: THEY CAN EASILY BE CANVASSED, TOO.  
06:30:14 >>Jim Wallace: STEPHEN, WHAT IF -- AND I HATE TO PLAY  
06:30:17 ARCHITECT BECAUSE YOU GUYS SPEND SO MUCH TIME DOING THIS AND  
06:30:20 STUDYING IT, DO WE REALLY NEED THAT SECOND -- ON THAT TOWER,  
06:30:26 DO WE REALLY NEED THE UPPER BAND?  
06:30:30 MAYBE YOU FEEL YOU DO.  
06:30:31 I THINK IT ACTUALLY WOULD BE -- THE LOGO WOULD BE STRONGER  
06:30:35 -- YOU KNOW THE OLD STORY OF WHITE SPACE GIVES YOU QUALITY?  
06:30:39 I COME FROM THE AD SIDE, SO I COME FROM THE VISUAL SIDE OF  
06:30:45 TELEVISION, NEWSPAPERS, MAGAZINES, WHITE SPACE MAKES THE  
06:30:51 STATEMENT AROUND THE LOGO OF A HIGHER QUALITY.  
06:30:55 TO ME, I THINK THAT'S PROBABLY, IN MY MIND, WHAT'S HURTING  
06:30:59 IT IS THERE ISN'T ENOUGH WHITE SPACE.  
06:31:02 MAYBE ELIMINATING THAT UPPER BAND, LET THE LOGO STAND ON ITS  
  
06:31:07 OWN A LITTLE MORE AND IT GETS A HIGHER FEEL OF QUALITY BY  
06:31:12 THE LOGO ITSELF.  
06:31:14 JUST A THOUGHT.  
06:31:16 >>Stephen Seaton: I AGREE.  
06:31:17 THAT WOULD BE FINE.  
06:31:20 >> THE OTHER THING YOU MIGHT THINK ABOUT IS TAKING THAT  
06:31:23 STONE BASE THAT WRAPS AROUND THE BUILDING AND MAYBE IN THE  
06:31:25 CENTER PANEL JUST ELIMINATE IT AND LET THE COLOR GO ALL THE  
06:31:29 WAY TO THE GROUND.  
06:31:30 I'D TAKE SOME OF THE PLANTING OUT, TOO.  
06:31:32 BECAUSE THE PLANTING ALMOST LOOKS LIKE GREEN BRAINS AROUND  
06:31:38 THE BOTTOM OF THE BUILDING.

06:31:39 IT NEEDS TO BREAK UP SOME.  
06:31:42 THAT WOULD REALLY HELP THE ELEVATION.  
06:31:44 YOU HAVE THESE HORIZONTAL LINES CONTINUING THROUGH THE  
06:31:48 TOWER.  
06:31:48 I THINK THAT'S HURTING YOU, TOO.  
06:31:50 I THINK JIM IS RIGHT ON WITH THAT.  
06:31:52 YOU MAY WANT TO CHANGE THE ELEVATION OF THOSE WINDOWS, TOO.  
06:31:55 AREN'T THOSE PHONY BALONEY WINDOWS?  
06:31:59 >>Stephen Seaton: YES, THEY ARE RECESSES IN THE STUCCO.  
06:32:02 >>William Glass: ALL IN ONE ROW, DROP THEM, DO SOMETHING  
06:32:05 OTHER THAN CARRYING THE HORIZONTAL LINES ACROSS.  
06:32:09 >>Jim Wallace: I THINK THAT HOLDS THE WHOLE BUILDING  
06:32:11 TOGETHER.

06:32:11 THE FACT THAT YOU'VE GOT THE RANDOM ROOFLINES IS NICE AND  
06:32:15 THEN YOU HAVE THE HIPS ON THE END, ET CETERA.  
06:32:18 AND THEN THE CANOPIES ACTUALLY TO ME THEY HOLD THE WHOLE  
06:32:24 BUILDING TOGETHER.  
06:32:25 I'M PLAYING ARCHITECT AGAIN, STEPHEN.  
06:32:28 I'M SORRY.  
06:32:28 I APOLOGIZE FOR THAT.  
06:32:34 >>William Glass: YOU MADE GREAT STRIDES SINCE THE LAST TIME.  
06:32:37 THIS LOOKS A LOT BETTER.  
06:32:39 I HAVE NO PROBLEM WITH THE MASSING OF THE BUILDING.  
06:32:41 >>Barry Jones: DO YOU HAVE A RECOMMENDATION ON ALTERNATIVE  
06:32:43 AWNING THINGS THAT MIGHT HELP?  
06:32:51 THAT SOLID TIN, I DON'T KNOW ANYBODY THAT --  
06:32:59 >> [INAUDIBLE]  
06:33:01 >>Jim Wallace: PART OF THE PROBLEMS ON THE CANOPIES IS THE  
06:33:04 SAMPLE WE SAW WAS NOT IN THE APPROPRIATE COLOR.  
06:33:08 YOU'RE STARTING TO SEE THAT VERY CORRUGATED LOOK  
06:33:13 EXEMPLIFIED.  
06:33:15 AND, STEPHEN, MAYBE YOU'RE RIGHT.  
06:33:17 IF WE SAW THE METAL IN THE RIGHT COLOR, RATHER THAN WHAT WAS  
06:33:23 IT SHOWN IN -- WHOOPS, GO BACK.  
06:33:25 IT'S SHOWN IN WHITE.  
06:33:28 SO YOU'RE SEEING ALL THE LITTLE DETAILS OF THE METAL ROOF,  
06:33:34 AND I GUESS WHAT YOU'RE SAYING IS, IF THAT COLOR MATCHES THE  
06:33:39 ROOF COLOR, YOU'RE NOT GOING TO SEE ALL THAT LITTLE DETAIL,

06:33:43 ARE YOU?  
06:33:48 >> CORRECT.  
06:33:48 WE LOOKED TO THIS BEFORE, AND THE METAL ROOF IS MORE  
06:33:56 EXPENSIVE THAN THE CANVAS MATERIAL, BUT WE FEEL THAT THE  
06:33:59 CANVAS MATERIAL DOESN'T LOOK AS ATTRACTIVE AS THE METAL AND  
06:34:06 CAN GET DIRTY AND DETERIORATE.  
06:34:08 THE METAL WE HAVE ON OTHER BUILDINGS, AND ALTHOUGH IT'S MORE  
06:34:16 EXPENSIVE, AESTHETICALLY, WE FEEL IT LOOKS BETTER.

06:34:19 MAYBE YOU DON'T QUITE SEE IT ON THESE RENDERINGS, I HAVE  
06:34:24 SEEN A RENDERING WITH CANVAS AND IT DOESN'T -- IT DOESN'T  
06:34:28 LOOK AS GOOD AS A METAL DOES, IN OUR VIEW.  
06:34:34 >>Kristin Jeannin: MAYBE JUST SOME PICTURES FROM THE  
06:34:37 PREVIOUS WOULD BE HELPFUL.  
06:34:39 >> WHEN WE WENT THROUGH THE CITY OF NAPLES, THEY DIDN'T WANT  
06:34:45 CANVAS.  
06:34:45 THEY WANTED THE METAL AND FOR THE SAME REASONS AS I JUST  
06:34:49 SAID.  
06:34:49 DESPITE IT COSTING A LOT MORE, I THINK IT LOOKS BETTER.  
06:34:53 IF WE GET YOU SOME PICTURES, THEN YOU'LL SEE HOW IT LOOKS.  
06:34:57 >>Jim Wallace: I WOULD AGREE THAT METAL IS A RICHER LOOK.  
06:35:01 THIS IS JIM WALLACE AGAIN.  
06:35:03 PERHAPS IT'S THE CORRUGATED THAT TO ME, CORRUGATED METAL  
06:35:08 BUILDINGS, METAL ROOFS TO ME SAY CHEAP.  
06:35:12 METAL I AGREE WITH YOU, CLEAN METAL SHEET REALLY NICELY DONE  
06:35:19 SAYS CLASS.

06:35:20 CORRUGATED METAL TO ME SAYS CHEAP.  
06:35:22 I DON'T THINK YOU WANT THIS TO BE CHEAP.  
06:35:24 >>Barry Jones: ORNAMENTAL.  
06:35:25 THEY ARE NOT FUNCTIONAL MEANT TO HOLD OUT RAIN OR ANYTHING,  
06:35:29 CORRECT?  
06:35:30 >> NO.  
06:35:30 WE CAN REMOVE THEM ALTOGETHER.  
06:35:32 >>Barry Jones: DID A SLOTTED METAL FRAME OR A SLOTTED TYPE  
06:35:36 INSTEAD OF A SOLID SURFACE --  
06:35:39 >>Michael Sheeley: A NICE STANDING SEAM WOULD BE MUCH  
06:35:42 RICHER LOOKING.  
06:35:44 THIS IS AN INDUSTRIAL LOOKING METAL HERE.  
06:35:48 >> IT DOESN'T HOLD A FUNCTION.  
06:35:50 IT'S PURELY AESTHETIC.  
06:35:53 IF YOU GUYS PREFER THE BANDING, THAT SUITS US, TOO.  
06:35:57 >>Barry Jones: YOU CAN TAKE ANY SORT OF METAL AND GET IT  
06:36:00 POWDER COATED AND IT'S GOING TO HOLD UP, ESPECIALLY IF YOU  
06:36:03 GET POWDER COATED ALUMINUM.  
06:36:07 I DEFER TO THE ARCHITECTS.  
06:36:08 THEY CAN SPEC IT OUT.  
06:36:09 I JUST KNOW WHAT I'VE SEEN.  
06:36:13 >>Jim Wallace: THIS LOOKS CHEAP.  
06:36:14 THIS LOOKS LIKE AN INDUSTRIAL ROOF.  
06:36:19 >> IF WE USE STANDING SEAM, IT HAS A MUCH MORE CLASSICAL  
06:36:23 LOOK.

06:36:24 I AGREE.  
06:36:29 >>Jim Wallace: I THINK YOU'RE RIGHT.  
06:36:30 THIS LOOKS LIKE IT BELONGS IN AN INDUSTRIAL PARK.  
06:36:35 I DON'T THINK THAT'S WHAT YOU'RE AFTER.



06:36:39 >>Barry Jones: ANYTHING ELSE ON THE ARCHITECTURE?  
06:36:42 >>William Glass: I'D LOOK AT SOME RAISED SEAM METAL PATTERN.  
06:36:45 THEY ARE LIKE 16 INCHES ON CENTER, AND THE SEAMS ACTUALLY  
06:36:50 SNAP ON, AND THEY LOOK LIKE A RAISED SEAM METAL ROOF AND  
06:36:53 LOOK GREAT.  
06:36:55 THIS HAS TOO MUCH GOING ON.  
06:36:56 YOU REALLY WANT TO KEEP THOSE VERTICAL LINES FURTHER APART.  
06:37:04 >>Mary Gibbs: MAY I ASK A QUESTION?  
06:37:07 WHAT IS THE ARCHITECTURAL STYLE OF THE BUILDING?  
06:37:14 >> PLANTATION.  
06:37:18 >>Mary Gibbs: I'M NOT THE ARCHITECT.  
06:37:20 THAT'S WHY I'M ASKING.  
06:37:21 >>Barry Jones: I BELIEVE I HEARD PLANTATION WAS THE ANSWER.  
06:37:26 >>Mary Gibbs: IS THAT LIKE A VERSION OF OLD FLORIDA?  
06:37:29 >> MEDITERRANEAN GRAB BAG.  
06:37:34 >>Jim Wallace: ISN'T IT MORE OLD-FLORIDA PLANTATION STYLE?  
06:37:41 >> I WOULD SAY SO.  
06:37:43 >>Mary Gibbs: I'M JUST ASKING THE QUESTION BECAUSE I'M NOT  
06:37:45 THE ARCHITECT.  
06:37:46 WE HAVE CERTAIN STYLES IN THE CODE, SO I'M JUST ASKING  
06:37:50 BECAUSE I THINK WHEN YOU COME IN WITH YOUR DEVELOPMENT  
  
06:37:53 ORDER, YOU -- YOU'RE GOING TO NEED TO EXPLAIN A LITTLE BIT  
06:37:57 ABOUT WHAT THE STYLE IS AND HOW IT COMPLIES.  
06:38:02 >>Michael Sheeley: I WOULD CALL IT A TRANSITIONAL STYLE.  
06:38:04 >>Barry Jones: THE IMPACT RATED ALUMINUM STORE FRONT THAT'S  
06:38:08 GONNA COMPOSE THE WINDOWS OR THE BOTTOM LAYER, I HAVE A HARD  
06:38:14 TIME VISUALIZING WHAT THAT IS.  
06:38:16 ANYTHING YOU CAN GIVE ME TO HELP UNDERSTAND WHAT THAT'S  
06:38:19 GOING TO LOOK LIKE.  
06:38:21 PICTURE, IMAGE, CUT SHEET, SOMETHING.  
06:38:23 >>Stephen Seaton: WE CAN SEND YOU PHOTOGRAPHS OF A PREVIOUS  
06:38:29 PROJECT THAT USED THE EXACT SAME SYSTEM.  
06:38:31 >>Barry Jones: ANYTHING ELSE FOR THE ARCHITECT?  
06:38:33 DID WE HAVE ADDITIONAL PRESENTATION?  
06:38:38 >>Kristin Jeannin: WHAT ABOUT THE SIGNAGE?  
06:38:42 >> THEY HAVE AN ACOUSTIC PERSON, RIGHT?  
06:38:45 >>Kristin Jeannin: SIGNAGE.  
06:38:46 THE OPTION ONE, OPTION TWO.  
06:38:47 >>Barry Jones: DO WE WANT TO REVIEW SIGNAGE?  
06:38:53 PUBLIC INFORMATION.  
06:38:53 ANY COMMENTS --  
06:38:55 >>Jim Wallace: I HAVE ONLY ONE COMMENT, AND IT'S THE SAME  
06:38:58 COMMENT I HAVE ON ALL SIGNAGE IS THE SIGN DESIGNERS ALWAYS  
06:39:02 SHOW A TWO-FOOT BASE.  
06:39:04 AS SOON AS YOU PUT LANDSCAPING IN FRONT OF IT, THE NUMBERS  
06:39:07 ARE GOING TO BE INVISIBLE, AND THAT EXPENSIVE FAUX STONE

06:39:12 THAT YOU HAVE ON THERE IS GOING TO BE INVISIBLE.  
06:39:15 SO I ALWAYS RECOMMEND SINCE THE CODE ALLOWS IT, THAT YOU DO  
06:39:19 THREE FOOT, 36-INCH BASE, SO THAT IT RAISES THE SIGN UP.  
06:39:26 HERE WE'RE SEEING IT WITHOUT LANDSCAPING.  
06:39:27 AS SOON AS YOU PUT LANDSCAPING IN FRONT OF IT, IF YOU PUT  
06:39:30 THREE FEET OF LANDSCAPING, YOU'RE GOING TO COVER THREE  
06:39:34 VACUUMS.  
06:39:41 >>William Glass: LIKE TO PUT THE NUMBERS ON THE EDGE, IF YOU  
06:39:44 CAN.  
06:39:45 IT'S REALLY FOR E.M.S. PEOPLE.  
06:39:48 >>Kristin Jeannin: WHAT IS THE KIND OF STORY BETWEEN OPTION  
06:39:52 ONE AND OPTION TWO?  
06:39:53 ARE THEY TO TALK ABOUT OUR PREFERENCES OR WAS ONE INITIAL  
06:40:00 AND ONE SECONDARY?  
06:40:03 >> WE'RE COMFORTABLE WITH BOTH OPTIONS.  
06:40:06 WE JUST WOULD LIKE YOUR INPUT AND WHAT'S YOUR PREFERENCE.  
06:40:12 AND IF THERE'S SOMETHING YOU'D LIKE US TO CHANGE.  
06:40:16 WE'RE COMFORTABLE WITH BOTH OPTIONS.  
06:40:17 I AGREE WITH THE STONE.  
06:40:20 IT'S A LOT OF MONEY AND WE'RE GOING TO COVER IT WITH  
06:40:23 LANDSCAPING.  
06:40:24 WE WANT TO RAISE THAT UP A LITTLE BIT.  
06:40:26 WE JUST WANTED TO RUN IT BY YOU GUYS AND GET YOUR INPUT.  
06:40:33 >>Kristin Jeannin: I PREFER OPTION TWO, ALTHOUGH IT'S  
06:40:36 MASSIVE.

06:40:37 LIKE THE STYLE OF IT BETTER, BUT I THINK TEN FEET IS  
06:40:46 EXCESSIVE.  
06:40:50 IT WOULD BE NICE TO SEE THAT IN THE RENDERING, TOO, HOW IT  
06:40:53 SITS.  
06:40:54 MAYBE IT'S ALREADY THERE AND I MISSED IT.  
06:41:00 >>Michael Sheeley: I WOULD SAY AESTHETICALLY I PREFER  
06:41:06 OPTION ONE.  
06:41:07 LITTLE VISUAL INTEREST.  
06:41:15 >>Jim Wallace: I WOULD AGREE.  
06:41:17 >>Barry Jones: TRY AND BRING THINGS DOWN TO PEDESTRIAN  
06:41:21 SCALE, AND OPTION TWO DOESN'T FEEL PEDESTRIAN SCALE TO ME.  
06:41:24 DON'T KNOW THAT OPTION ONE MEETS ALL THE ARCHITECTURAL  
06:41:35 REQUIREMENTS FOR SQUARE FOOTAGE REQUIRED FOR ARCHITECTURAL  
06:41:35 ENHANCEMENTS, BUT WE'LL DEFER TO STAFF TO QUALIFY THAT.  
06:41:40 IF I HAD A PREFERENCE, I WOULD BE ON OPTION ONE, TOO.  
06:41:50 >>Barry Freedman: LOOKING AT THE OTHER COMMERCIAL BUILDINGS  
06:41:51 IN THE AREA, WE'VE GOT WALMART AND SPROUTS AND ALDI, TYSON  
06:41:57 EYE AND FAMILY HEALTH CENTER.  
06:41:59 NONE OF THEM HAVE ANY KIND OF SIGNAGE ON THE TOP WALL OF  
06:42:03 THEIR BUILDING.  
06:42:04 THEY DON'T HAVE ANY BILLBOARDS.  
06:42:06 WOULD YOU BE COMFORTABLE LEAVING THAT OFF SO WE HAVE

06:42:08 MONUMENT SIGNS THROUGHOUT?  
06:42:12 >> THE PROBLEM IS THAT THE MONUMENT SIGN IS SO SMALL, WE'RE  
06:42:16 TRYING TO PRESERVE -- ON THE CORNER.

06:42:21 WE NEED SOME VISIBILITY SO PEOPLE KNOW WHO WE ARE.  
06:42:25 THEY ARE NOT GOING TO SEE OUR BUILDING -- WE'RE RETAIL AND  
06:42:34 WE NEED PEOPLE TO SEE US.  
06:42:38 I THINK WE'VE PROBABLY DONE MORE LANDSCAPING THAN THEY HAVE.  
06:42:41 IF WE DON'T HAVE THAT SIGN UP THERE, THEN PEOPLE ARE NOT  
06:42:44 GOING TO KNOW THAT WE'RE A CAR WASH AND THIS IS OUR  
06:42:48 BUSINESS.  
06:42:52 >>Jim Wallace: I AGREE.  
06:42:54 THE ONE ISSUE WITH OPTION ONE IS THE PROTRUSION OF THE LOGO  
06:43:00 LEADING OFF THE SIGN.  
06:43:04 FIRST OF ALL, I DON'T THINK IT MEETS CODE.  
06:43:07 BUT WHAT DOES THAT LOOK LIKE IN PERSPECTIVE?  
06:43:09 DOES IT LOOK A LITTLE GOOFY?  
06:43:13 >>Barry Jones: I WOULD TEND TO AGREE WITH YOU THAT YOU TAKE  
06:43:15 THE LOGO AND SHRINK IT AND KEEP WITHIN THE LIMITS OF THE  
06:43:19 SIGN.  
06:43:21 >> YEAH, I THINK IT'S A GOOD IDEA.  
06:43:23 WE DON'T WANT THINGS STICKING OUT LIKE THAT.  
06:43:25 >>Barry Jones: I THINK THIS WAS A GOOD ATTEMPT AT A  
06:43:28 RENDERING TO GIVE US SOMETHING TO REACT TO SO WE REACTED.  
06:43:32 >>Jim Wallace: I THINK IT WOULD LOOK A LITTLE GOOFY IN  
06:43:35 PERSPECTIVE.  
06:43:35 >>Barry Jones: A LITTLE CARTOONISH FLAIR TO IT.  
06:43:40 >>Jim Wallace: IT'S KIND OF FUN, BUT IT'S ONE DIMENSIONAL  
06:43:44 RIGHT NOW.

06:43:45 I THINK IT WOULD LOOK GOOFY IN PERSPECTIVE, AND YOU DON'T  
06:43:48 WANT THAT.  
06:43:49 >>Barry Jones: MARY, I'M ASSUMING THE SIGNAGE ON THE  
06:43:52 BUILDING AND THE SIGNAGE AS FAR AS THE MONUMENT SIGN IS CODE  
06:43:55 COMPLIANT.  
06:43:56 >>Mary Gibbs: FIRST OF ALL, WE HAVE NO APPLICATION.  
06:43:59 WE'RE JUMPING AHEAD HERE.  
06:44:00 WE HAVEN'T REVIEWED ANYTHING.  
06:44:02 WE HAVE NO APPLICATION IN.  
06:44:03 I THINK WE'RE GETTING INTO LIKE A LITTLE BIT OF  
06:44:05 WORKSHOP-TYPE DETAIL AND THIS IS SUPPOSED TO BE AN  
06:44:09 INFORMATION MEETING.  
06:44:09 I THINK THERE ARE SOME THINGS THAT ARE NOT CODE COMPLIANT  
06:44:12 WITH THIS SIGN, BUT WE'LL BE REVIEWING THAT WHEN WE GET  
06:44:15 APPLICATIONS IN.  
06:44:17 REMEMBER, WE HAVE A LOT OF PUBLIC INPUT TONIGHT.  
06:44:20 WE'VE GOT THE ACOUSTIC EXPERT I THINK THAT WANTS TO TALK AND  
06:44:24 I HAVE ANOTHER CASE AFTER THIS.

06:44:27 >>Barry Jones: WE'LL MOVE ON WITH THE ACOUSTICS I THINK IS  
06:44:30 WHAT I'M HEARING.  
06:45:00 >> HELLO.  
06:45:01 MY NAME IS SAM SHROYER WITH EDWARD DUGGER + ASSOCIATES.  
06:45:07 WE'RE ACOUSTICAL CONSULTANTS OUT OF STUART, FLORIDA.  
06:45:11 DO I NEED TO BE SWORN IN?  
06:45:13 I WAS A LITTLE BIT LATE.

06:45:14 >>Tammy Duran: YOU CAN JUST TALK.  
06:45:15 >> THIS IS NOT A JUDICIAL HEARING.  
06:45:16 >>Sam Shroyer: WE WERE RETAINED BY CLEAN MACHINE CAR WASH  
06:45:24 LATE LAST YEAR TO CONDUCT A NOISE IMPACT ANALYSIS FOR THE  
06:45:30 PROPOSED FACILITY.  
06:45:31 OCTOBER, SEPTEMBER, SOMETIME AROUND THERE, SO WE WERE  
06:45:44 EVALUATING THE POTENTIAL SOUND LEVEL IMPACTS AT BOTH THE  
06:45:47 NEARBY COMMERCIAL AND RESIDENTIAL PROPERTIES WITH EMPHASIS  
06:45:51 ON THE RESIDENTIAL PROPERTIES, OF COURSE.  
06:45:54 OUR STUDY WAS INFORMED AND OUR CONCLUSIONS WAS INFORMED BY  
06:46:00 LONG-TERM MEASUREMENTS AT THE SUBJECT PROPERTY WHERE THE CAR  
06:46:04 WASH IS PROPOSED AND ALSO BY MEASUREMENTS AT AN EXISTING  
06:46:09 FACILITY IN BONITA SPRINGS, I BELIEVE, THAT IS CURRENTLY  
06:46:12 OPERATIONAL.  
06:46:13 I DO HAVE COPIES OF OUR NOISE STUDY.  
06:46:18 I DON'T KNOW IF IT'S SOMETHING ANYBODY MIGHT WANT.  
06:46:24 >> EVERYBODY WANTS IT.  
06:46:25 QUITE A BIT THERE TO LOOK THROUGH.  
06:46:45 IT MIGHT NOT BE THE BEST TIME TO TRY TO READ IT, BUT I COULD  
06:46:50 CERTAINLY HELP TO EXPLAIN IT AND ANSWER ANY QUESTIONS  
06:46:53 ANYBODY MIGHT HAVE AS CLEARLY AS POSSIBLE.  
06:46:55 IF YOU'D LIKE, I COULD KEEP GOING.  
06:47:02 >>Barry Jones: PLEASE.  
06:47:03 >>Sam Shroyer: SO LIKE I SAID, WE'RE ACOUSTICAL CONSULTANTS,  
06:47:08 AND WE CONDUCT SUCH NOISE IMPACT ANALYSIS FOR MUNICIPALITIES

06:47:12 ALL THROUGHOUT FLORIDA, IN THE MIAMI AREA QUITE A BIT AND  
06:47:17 PALM BEACH AND MELBOURNE, NAME A FEW PLACES, CORAL SPRINGS.  
06:47:21 LIKE I SAID, WE DID LONG-TERM MEASUREMENTS TO QUALIFY,  
06:47:25 QUANTIFY THE EXISTING NOISE LEVELS AT THE PROJECT SITE.  
06:47:29 THAT WOULD BE THE AMBIENT SOUND LEVEL.  
06:47:33 FOLLOWING STANDARDS AND CRITERIA, ALSO TYPICALLY USED BY  
06:47:41 FEDERAL AGENCIES LIKE THE FHWA, NFAA, AND HUD, AGENCIES SUCH  
06:47:47 AS THOSE.  
06:47:48 AND THE RESULTS WERE COMPARED WITH THE ESTERO NOISE  
06:47:54 CRITERIA, AND BASED ON OUR ANALYSIS AND OUR MEASUREMENTS, WE  
06:47:58 CONCLUDED THAT THEY WOULD COMPLY WITH THAT CRITERIA.  
06:48:01 THE OPERATION OF THE PROPOSED FACILITY.  
06:48:03 THE LEVELS WERE BASED SOLELY ON THEORETICALLY FREE FIELD  
06:48:11 SOUND PROPAGATION, WHICH CONSIDERS ONLY THE DISTANCE BETWEEN

06:48:15 POINT A AND POINT B, BETWEEN THE SOURCE AND THE RECEIVER.  
06:48:20 IT DOES NOT INCLUDE THINGS SUCH AS AIR ABSORPTION, GROUND  
06:48:25 ABSORPTION, BARRIERS, ENCLOSURES, WALLS, STRUCTURES.  
06:48:29 REALLY WHAT WE MODELED IS, FOR LACK OF A BETTER TERM, KIND  
06:48:33 OF A WORST-CASE SCENARIO, WHICH IS WHAT WE LIKE FOR THE  
06:48:37 PURPOSES OF WHAT WE DO.  
06:48:39 WE DID NOT TAKE THOSE SORT OF THINGS INTO CONSIDERATION, AND  
06:48:46 THE LEVELS WERE STILL FOUND TO COMPLY.  
06:48:48 THAT BEING SAID, THERE ARE PLANNING AND MITIGATORY EFFORTS  
06:48:54 THAT CAN BE MADE AND THAT HAVE BEEN MADE WITH REGARDS TO  
06:48:58 NOISE CONTROL TO BE SURE THAT IT'S OPTIMAL FOR THE USE OF  
  
06:49:04 THE PROPERTY WITH RESPECT TO THEIR NEIGHBORS.  
06:49:08 THE BUILDING AND THE SITE LAYOUT FOR THESE TYPE OF  
06:49:12 FACILITIES ARE CRUCIAL.  
06:49:14 CAR WASHES, IN OUR WORLD, CAN OFTEN BE KIND OF -- THEY CAN  
06:49:21 BE PROBLEMATIC AT TIMES, BUT THE BUILDING AND THE SITE  
06:49:25 LAYOUT WERE -- PRIOR TO MY ENGAGEMENT, THEY WERE ALREADY  
06:49:29 ARRANGED IN A MANNER THAT I THOUGHT WAS VERY COMPLEMENTARY  
06:49:34 TO THE SITE AND ITS NEIGHBORS AND DIDN'T GIVE ME ANY -- I  
06:49:41 HAD NO QUALMS ABOUT THE WAY THAT WAS SET UP.  
06:49:43 IT MADE OUR WORK MUCH EASIER BECAUSE THE WAY THAT THE  
06:49:47 TUNNELS ARE -- THE TUNNEL IS FACING, IT'S POINTED I BELIEVE  
06:49:53 UP U.S. -- UP THE HIGHWAY THERE AS OPPOSED TO STICKING  
06:49:57 STRAIGHT INTO THE WEST -- I'M SORRY, THE EAST WHERE THE  
06:50:00 RESIDENTIAL PROPERTIES ARE.  
06:50:02 IT'S ARRANGED IN A WAY THAT I THINK IS VERY SATISFACTORY.  
06:50:06 ADDITIONALLY, THE BLOWERS IN THE CAR WASHES ARE ALWAYS THE  
06:50:14 PREDOMINANT SOURCE OF NOISE.  
06:50:16 THEY ARE ALWAYS KIND OF NEAR THE EXIT WHERE THE FACILITY IS.  
06:50:19 THAT'S THE LAST STEP IN THE CAR WASH PROCEDURE IS DRYING THE  
06:50:23 VEHICLE.  
06:50:24 WE WENT OUT TO BONITA SPRINGS, AN EXISTING LOCATION THERE  
06:50:27 AND TOOK THOROUGH MEASUREMENTS TO GET AN IDEA WHAT KIND OF  
06:50:31 SOUND LEVELS THOSE PRODUCED SO WE COULD SEE WHAT THEY WOULD  
06:50:36 -- WHAT SORT OF IMPACT THEY WOULD HAVE ON THESE FACILITIES.  
06:50:39 I BELIEVE THEY HAVE ALSO -- THE APPLICANT HAS ALSO PROPOSED  
  
06:50:42 THE USE OF THESE SONNY'S OEM --  
06:50:51 >> SILENCER.  
06:50:52 >>Sam Shroyer: YES, THEY HAVE SILENCER PRODUCTS, WHICH WE  
06:50:55 HAVE MEASURED BEFORE AT ANOTHER FACILITY OVER IN STUART  
06:50:59 WHENEVER WE WERE WORKING ON A CAR WASH IN CORAL SPRINGS.  
06:51:03 WE FOUND THAT THESE PROVIDE -- THESE DEVICES PROVIDE AN  
06:51:06 ADDITIONAL SEVEN TO NINE DECIBELS OF ATTENUATION, WHICH ALSO  
06:51:11 WAS NOT INCLUDED IN OUR MODELING.  
06:51:13 SO THE MODEL -- THE LEVELS THAT WE MODELED, THE RESULTS THAT  
06:51:16 WERE FOUND DO COMPLY WITH THE CRITERIA, DID NOT INCLUDE

06:51:20 THOSE ADJUSTMENTS.  
06:51:21 IT WAS BASED SOLELY ON WHAT WE MEASURED IN THAT FREE FIELD  
06:51:25 PROPAGATION, WHICH ALSO ASSUMES THE DIRECT LINE OF SIGHT  
06:51:29 BETWEEN THE SOURCE AND THE RECEIVER, WHICH IS REALLY ONLY  
06:51:33 LIMITED TO A SMALL AREA DUE TO THE TUNNEL WAS ORIENTATED AND  
06:51:42 IT'S ONLY FACING ONE PLACE.  
06:51:44 SO THE FURTHER YOU GET AWAY FROM THE OPENING, THE LESS LINE  
06:51:48 OF SIGHT YOU HAVE BETWEEN THE SOURCE AND THE RECEIVER, THE  
06:51:52 MORE ATTENUATION CAN BE EXPECTED.  
06:51:55 >> CAN I JUST ADD?  
06:51:57 I KNOW YOU MENTIONED IT, BUT IT COMPLIES WITH -- THE  
06:52:03 SILENCERS ARE SOMETHING THAT WE WANT TO ADD JUST TO MAKE THE  
06:52:07 NOISE EVEN LESS.  
06:52:10 >> THAT IS CORRECT.  
06:52:11 >> IT'S NOT SOMETHING -- ALREADY MEETS THE CRITERIA, BUT THE

06:52:16 SILENCERS WILL MAKE IT EVEN QUIETER.  
06:52:19 WE'RE ADDING THAT IN THERE TO MAKE IT EVEN LESS NOISE.  
06:52:35 >>Barry Jones: ARE YOU FINISHED WITH YOUR PRESENTATION?  
06:52:37 >>Sam Shroyer: I THINK I PRETTY MUCH SAID, YOU KNOW, WHAT I  
06:52:41 NEEDED TO.  
06:52:42 HAPPY TO RESPOND TO QUESTIONS.  
06:52:43 >>Barry Jones: DID YOU DO ANYTHING AT 90 DEGREES, THE  
06:52:45 CLOSEST DISTANCE TO THE NEAREST HOUSE?  
06:52:48 90 DEGREES TO THE END OF THE TUNNEL.  
06:52:52 >>Sam Shroyer: I BELIEVE IT'S IN HERE SOMEWHERE.  
06:52:56 I HAD THE CLOSEST --  
06:52:58 >>Barry Jones: THE TUNNEL IS FACING NORTH-SOUTH.  
06:53:00 I DON'T SEE HOW IT'S EVER GOING TO RUN INTO RESIDENTIAL  
06:53:05 UNTIL BAY TREE LANE.  
06:53:06 THE NEAREST RESIDENTIAL IS TO THE EAST.  
06:53:09 A CERTAIN ANGLE AT 368 FEET AND THAT'S WITHIN THE CONE OF  
06:53:16 THE SOUND WAVE?  
06:53:20 >>Sam Shroyer: I BELIEVE I TOOK THE SHORTEST DISTANCE AND  
06:53:22 APPLIED IT TO OUR CALCULATIONS.  
06:53:23 >>Barry Jones: YOU CALCULATED FROM THE SIDE OF THE BUILDING  
06:53:27 TO THE NEAREST RESIDENTIAL STRUCTURE.  
06:53:28 >>Sam Shroyer: IT WOULD HAVE BEEN THE CORNER OF THE TUNNEL  
06:53:32 OPENING, THE SHORTEST LINE BETWEEN THAT LOCATION AND THE  
06:53:38 RECEIVING PROPERTIES, NO MATTER WHAT DIRECTION THAT WAS, I  
06:53:42 WOULD HAVE USED THAT NUMBER.

06:53:44 >>Barry Jones: FROM MY EARLY COLLEGE DAYS MANY MOONS AGO,  
06:53:50 DOESN'T SOUND NORMALLY EMANATE IN A COLUMN?  
06:53:54 >>Sam Shroyer: ONCE IT LEAVES THE TUNNEL, YES, IT GOES IN  
06:53:58 ALL DIRECTIONS.  
06:53:59 BUT IT'S GOING TO BE MOST PROMINENT IN THE DIRECT TO THE  
06:54:06 POINT.

06:54:06 BUT THAT BEING SAID, WE DID -- WE TOOK THE CLOSEST POINT  
06:54:12 BETWEEN THE TUNNEL EXIT AND WHATEVER THE NEAREST PROPERTY  
06:54:15 WAS IN ANY DIRECTION.  
06:54:16 IF I HAD TO GO --  
06:54:19 >>Barry Jones: IS THAT STANDARD IN THE INDUSTRY?  
06:54:23 >>Sam Shroyer: YEAH, CLOSEST POINT.  
06:54:24 WORST-CASE SCENARIO.  
06:54:26 KEEP IN MIND, THOUGH, THE FURTHER YOU GET FROM THE TUNNEL  
06:54:29 EXIT, THE FURTHER YOU GET FROM THAT DIRECT PATH, YOU'RE  
06:54:34 GOING TO HAVE INCREASED ATTENUATION FROM THE BUILDING  
06:54:36 ITSELF, FROM THE STRUCTURE ITSELF, WHICH YOUR BARRIERS, YOUR  
06:54:41 WALLS, YOUR ENCLOSURES ARE GOING TO PROVIDE ANYWHERE BETWEEN  
06:54:44 5 AND 20 DECIBELS DEPENDING ON ITS LOCATION RELATIVE TO THE  
06:54:49 SOURCE AND THE RECEIVER.  
06:54:51 >>Barry Jones: IS THIS FACILITY -- IT'S NOT IDENTICAL IN  
06:54:54 NATURE BECAUSE I KNOW THAT THE OTHER ONE HAS THE VACUUM  
06:54:59 INSIDE.  
06:55:00 BUT DOES THIS FACILITY PROPOSE THE SAME BLOWERS THAT WOULD  
06:55:03 MAKE IT APPLIES TO APPLIES COMPARISON WITH THIS ANALYSIS?

06:55:09 OTHER THAN THE SOUND ABATEMENT, IS THAT THE ISSUE YOU'RE  
06:55:12 CHANGING THE BLOWERS?  
06:55:14 >> WE'RE ADDING THE SILENCERS TO THE BLOWERS, WHICH REDUCES  
06:55:19 THE DECIBELS CONSIDERABLY, WHICH WE DON'T HAVE IN THE OTHER  
06:55:23 LOCATIONS.  
06:55:23 >>Barry Jones: YOU SAID YOU'VE DONE A STUDY SOMEWHERE ELSE  
06:55:25 THAT DOCUMENTS THAT?  
06:55:26 >>Sam Shroyer: YES, YES.  
06:55:27 >>Barry Jones: THAT WOULD PROBABLY BE A GOOD THING TO  
06:55:30 INCLUDE WHEN YOU COME BACK.  
06:55:34 AS I READ THIS WHAT'S ALLOWABLE IN THE CODE IS 66 TO 68  
06:55:43 DECIBELS, AND WHAT YOU'RE PROJECTING IS 59 TO 61 WITHOUT THE  
06:55:48 ABATEMENT.  
06:55:50 WITH THE ABATEMENT, YOU WOULD BE 52 FOR THE RESIDENTIAL.  
06:55:59 ON THE COMMERCIAL, IT SAYS IT'S ALLOWABLE 72, AND YOU'RE  
06:56:04 PREDICTING 71.  
06:56:09 >>Sam Shroyer: THAT'S CORRECT.  
06:56:10 >>Barry Jones: THAT'S SHAVING IT PRETTY TIGHT.  
06:56:14 >> THAT'S WITHOUT THE SILENCERS.  
06:56:16 >> AND WITHOUT ANY OTHER MITIGATION, PLANTS OR ANYTHING  
06:56:19 ELSE.  
06:56:20 >>Barry Jones: I UNDERSTAND.  
06:56:20 I'M JUST TRYING TO MAKE SURE --  
06:56:25 >>Sam Shroyer: I BELIEVE THAT IS COMING OUT OF THE TUNNEL  
06:56:27 ENTRANCE.

06:56:28 I THINK THAT'S BECAUSE THE TUNNEL ENTRANCE IS CLOSER TO THE  
06:56:32 PROPERTY I THINK TO THE SOUTHEAST OF THERE.

06:56:34 WITH THE SILENCERS, YOU KNOW, THE DISTANCE BETWEEN THAT  
06:56:40 NOISE SOURCE, THE TUNNEL EXIT AND THEN THE DISTANCE FROM THE  
06:56:43 EXIT OF THE TUNNEL ITSELF TO THE ADJACENT PROPERTY, I THINK  
06:56:48 THAT -- YOU KNOW, I THINK IT SHOULD HAVE NO PROBLEM  
06:56:52 COMPLYING.  
06:56:52 THE SOUND IS NOT NEARLY AS PREVALENT COMING OUT THE ENTRYWAY  
06:56:57 AS IT IS THE EXIT.  
06:56:59 >>Barry Jones: YOUR PROJECTION FOR THE COMMERCIAL IS NOT OFF  
06:57:03 A SOUND ANALYSIS DONE ON THE ENTRY OF THE OTHER FACILITY?  
06:57:07 YOUR PROJECTION FOR THE COMMERCIAL BUILDING AS IF THE EXIT  
06:57:14 WAS FACING IT OR IS THIS --  
06:57:16 >>Sam Shroyer: NO, NO.  
06:57:17 IT'S BASED ON WHATEVER -- IT'S THE SAME THING.  
06:57:20 IT'S BASED ON THE DISTANCES FROM THE SOURCE TO THE RECEIVER.  
06:57:24 >>Barry Jones: FOR THE SOURCE, DID YOU USE THE ENTRY FOR THE  
06:57:27 EXISTING FACILITY OR DID YOU USE THE EXIT FOR THE EXISTING  
06:57:30 FACILITY FOR YOUR SOURCE VALUE FOR THE COMMERCIAL?  
06:57:34 >>Sam Shroyer: THE MAJORITY OF THE MEASUREMENTS WERE ON THE  
06:57:36 EXIT SIDE AT SEVERAL DIFFERENT DISTANCES.  
06:57:39 WE CALL THOSE REFERENCE DISTANCES AND THEN WE DID THE SAME  
06:57:42 THING ON THE ENTRY SIDE AS WELL.  
06:57:44 USUALLY THINGS ARE SO QUIET -- NOT RESIDENTIAL -- I'M SORRY,  
06:57:50 THE ENTRYWAY THAT IT'S TOUGH TO ACCURATELY MEASURE THE SOUND

06:57:55 COMING FROM THOSE BLOWERS DUE TO INCREASED AMBIENT SOUND  
06:58:00 LEVELS.  
06:58:00 AT THAT LOCATION, THEY HAD MUCH BUSIER HIGHWAY, BUT WE DID  
06:58:04 CONSIDER THE ENTRYWAY MEASUREMENTS.  
06:58:10 >> WHAT WAS THE DISTANCE IN FEET FROM THE EXIT OF THE TUNNEL  
06:58:14 TO VINTAGE PARKWAY?  
06:58:17 >>Sam Shroyer: TO VINTAGE PARKWAY?  
06:58:19 >>Barry Freedman: MAKE A STRAIGHT SHOT OUT OF THE TUNNEL.  
06:58:21 GO THROUGH THE VEGETATION AND YOU'RE ON VINTAGE PARKWAY.  
06:58:24 WHAT'S THE DISTANCE THERE?  
06:58:26 IS THAT YOUR 30-FOOT LEVEL?  
06:58:29 IS THAT THE 30-FOOT DISTANCE YOU MEASURE ON THE BOTTOM OF  
06:58:33 PAGE 11?  
06:58:42 >>Barry Jones: JUST LOOKING AT THE SITE PLAN, IT'S OVER 50  
06:58:46 FEET.  
06:58:46 >>Barry Freedman: OVER 50 FEET.  
06:58:48 >>Barry Jones: JUST LOOKING AT THE SITE PLAN.  
06:58:51 >>Barry Freedman: SOMEWHERE BETWEEN 30 AND 50 FEET, IT SAYS  
06:58:54 THE DECIBEL LEVEL OF THE BLOWER IS SOMEWHERE AROUND 76, 75,  
06:58:58 IS THAT RIGHT?  
06:58:59 >>Sam Shroyer: THAT IS STRAIGHT AHEAD.  
06:59:02 >>Barry Freedman: STRAIGHT SHOT.  
06:59:03 IF A CAR TURNS INTO VINTAGE PARKWAY FROM 41, ANOTHER CAR IS  
06:59:07 EXITING THE TUNNEL, SO THE BLOWER IS ON, THAT CAR WILL BE



06:59:12 HIT WITH A DECIBEL LEVEL OF SOMETHING LIKE 75, RIGHT?

06:59:16 >>Sam Shroyer: WHICH CAR?

06:59:18 >>Barry Jones: ON VINTAGE PARKWAY DIRECTLY NORTH --

06:59:22 >>Barry Freedman: TAKE A RIGHT ON 41 INTO VINTAGE PARKWAY

06:59:26 AND AT THE EXIT, YOU'RE WITHIN 50 FEET OF THE EXIT TUNNEL,

06:59:29 YOU'RE TELLING ME THAT CAR WILL HAVE A DECIBEL LEVEL HIT IT

06:59:33 AROUND 75 DECIBELS.

06:59:36 >>Sam Shroyer: IF IT'S STRAIGHT AHEAD OF THE TUNNEL AT 30

06:59:39 FEET, YES.

06:59:40 >>Barry Freedman: 50 FEET.

06:59:42 >>Sam Shroyer: 50 FEET.

06:59:45 >>Barry Freedman: 76.7 AT 60 FEET.

06:59:50 >>Barry Jones: THAT WAS WITHOUT THE NINE THAT THEY ARE

06:59:53 TAKING OFF BY CHANGING BLOWERS.

06:59:56 >>Sam Shroyer: IT'S ALSO EXCLUDING ANY STRUCTURES THAT WOULD

07:00:01 INHIBIT THE LINE OF SIGHT BETWEEN THOSE TWO LOCATIONS.

07:00:06 >>Barry Freedman: THERE WOULD BE NONE THERE.

07:00:08 MAYBE A SHRUB.

07:00:09 THERE'S NO BUILDING THERE.

07:00:11 IT MIGHT BE A BENCH.

07:00:12 >>Barry Jones: FOR FRAME OF REFERENCE, IT SAYS TYPICAL

07:00:15 TRAFFIC SOUND IS AROUND 70 DECIBELS.

07:00:18 >>Sam Shroyer: THAT WAS AT THE LOCATION WE DID OUR

07:00:20 MEASUREMENTS AT.

07:00:22 SO THOSE WERE PROVIDED AS REFERENCES TO CALCULATE THE TRUE

07:00:30 -- ADJUSTMENTS ARE MADE TO CALCULATE THE ACTUAL LEVEL OF THE

07:00:33 BLOWERS WHENEVER YOU TAKE AWAY THE IMPACT OF THAT TRAFFIC

07:00:37 NOISE.

07:00:37 >>Barry Freedman: DO I UNDERSTAND THAT THE TRAFFIC LEVEL YOU

07:00:41 MEASURED AT THAT LOCATION WAS DONE BETWEEN SEPTEMBER 29 AND

07:00:45 OCTOBER 6?

07:00:46 WHEN NOBODY IS DRIVING BY.

07:00:51 WE'VE BEEN IN A PANDEMIC AND THERE ARE NO CARS GOING BY IT.

07:00:55 >>Sam Shroyer: RIGHT.

07:00:58 I CAN'T SPEAK TO THAT, BUT THAT WAS THE PERIOD OVER WHICH WE

07:01:01 DID OUR STUDY.

07:01:02 IF TRAFFIC WAS LOW DURING THE TIME, THESE LEVELS COULD ONLY

07:01:07 BE EXPECTED TO BE INCREASED DURING REGULAR CONDITIONS.

07:01:12 >> THAT'S NOT RELATING TO THE CAR WASH.

07:01:14 THAT'S RELATING TO THE ROAD ITSELF.

07:01:17 >>Barry Freedman: RIGHT.

07:01:18 I UNDERSTAND THAT.

07:01:18 >> THE ROAD IS ACTUALLY MAKING MORE NOISE THAN THE CAR WASH.

07:01:25 >> LOOKED AT DECIBEL COMPARISON CHART OF ALL LEVELS, HEAVY

07:01:29 TRAFFIC IS ABOUT 75 DECIBELS.

07:01:35 >> LET'S HOPE.

07:01:42 >>Sam Shroyer: AT THE LOCATION WE DID OUR MEASUREMENTS, THE  
07:01:45 PROPOSED PROPERTY, THE EAST SIDE, NORTHEAST CORNER OF THE  
07:01:50 PROPERTY IS WHERE WE DID OUR MEASUREMENTS.  
07:01:52 LITTLE BIT OVER 60, HIGH 50 DECIBELS THAT YOU SEE, THAT'S  
07:02:00 WHAT YOUR TRAFFIC NOISE WAS AT THAT LOCATION.

07:02:04 IF YOU WERE TO WALK ACROSS THE PROPERTY CLOSER TO THE  
07:02:07 ROADWAY, I WOULD EXPECT THOSE TO INCREASE SUBSTANTIALLY,  
07:02:12 JUST LIKE THEY WOULD ALSO BE LOWER IF YOU WERE TO CONTINUE  
07:02:17 FURTHER EAST.

07:02:19 >>Barry Jones: ALL RIGHT.

07:02:21 JIM, DID YOU HAVE ANY QUESTIONS?

07:02:23 >>Jim Wallace: YEAH, I DEFINITELY DO.

07:02:26 I HAD TO DEAL WITH THIS WHEN I DID LIGHTHOUSE BAY, WHICH WAS  
07:02:34 654 HOMES IMMEDIATELY ADJACENT TO I 75.

07:02:38 AND WE BUILT A 13-FOOT HIGH BERM AND PUT AN EIGHT FOOT WALL  
07:02:44 ON TOP OF IT.

07:02:45 21 FEET ABOVE THE NATURAL ELEVATION.

07:02:48 AND ON THE WESTERN PORTION OF THE PROPERTY, WHICH WAS HALF A  
07:02:53 MILE AWAY, ADMITTEDLY, THERE WERE LAKES WHICH TRANSFER  
07:02:59 SOUND, ET CETERA.

07:03:02 IF A VILLA POOL DECK WAS FACING EAST TOWARDS I-75, ON A

07:03:12 QUIET DAY, SITTING ON YOUR LANAI, YOU COULD HEAR I-75

07:03:18 BECAUSE I'M SURE AS THE ACOUSTIC EXPERT WILL TELL YOU, SOUND  
07:03:24 FINDS ITS WAY.

07:03:27 IT DOESN'T CHANGE DIRECTION, BUT IT GOES UP AND THEN COMES  
07:03:29 DOWN AND EXPANDS IN A CONICAL WAY.

07:03:34 I'M NOT SO CONCERNED ABOUT A CAR PASSING BY ON VINTAGE  
07:03:39 PARKWAY.

07:03:39 BASED ON MY EXPERIENCE AS A DEVELOPER, I'M CONCERNED ABOUT  
07:03:42 THE PEOPLE WHO ARE SITTING IN THEIR BACKYARD, TRYING TO HAVE

07:03:48 A QUIET AFTERNOON.

07:03:49 SO IF WE COULD GO BACK TO THE SITE PLAN THAT SHOWS -- THE  
07:03:55 AERIAL THAT SHOWS -- HERE WE GO.

07:03:58 THE HOMES THAT I WOULD BE CONCERNED ABOUT WOULD BE AT 45  
07:04:03 DEGREES TO THE EXIT OF THE CAR WASH, BECAUSE THOSE HOMES ARE  
07:04:11 GOING TO HAVE POOLS IN THEIR BACKYARDS, AS YOU CAN SEE, THEY  
07:04:15 ARE SINGLE-FAMILY HOMES.

07:04:16 WE WANT TO BE SURE THAT THEY ARE GOING TO BE QUIET.

07:04:20 NOW, THE GOOD THING IS, I BELIEVE THAT THE ROAD IS A

07:04:24 PERIMETER ROAD.

07:04:26 AND SO THE HOMES, THE BACKYARD IS ON THE EAST SIDE OF THE  
07:04:31 HOME.

07:04:34 SO THE SOUND WOULD HAVE TO TRAVEL TOWARD THAT HOME IN A  
07:04:38 CONICAL WAY AT 45 DEGREES OR SOMETHING LIKE THAT.

07:04:42 THEN IT WOULD HAVE TO GO OVER TOP OF THE HOME AND COME DOWN  
07:04:48 INTO THE BACKYARD, INTO THE POOL AREA, WHICH I DON'T BELIEVE

07:04:55 WOULD HAPPEN.  
07:04:56 I BELIEVE THE HOME ITSELF BECOMES AN ACOUSTIC WALL, IF YOU  
07:05:00 WOULD, TO THE SOUND THAT'S TRAVELING NORTHEAST.  
07:05:05 YOU WILL HEAR IT, HOWEVER, I THINK ACROSS ON THE OTHER SIDE  
07:05:08 OF THE GOLF COURSE.  
07:05:09 THE SOUND WILL START TO EXPAND AND COME DOWN INTO THOSE  
07:05:14 HOMES, AND THOSE HOMES, THE POOL DECK AND BACKYARD IS FACING  
07:05:19 WEST.  
07:05:20 AND THEY WILL HEAR IT THERE.

07:05:22 NOW, IF I REMEMBER FROM MY OLD DAYS, AND I'M 75, SO MY  
07:05:28 MEMORY IS SHORT OR SHORTER, CONVERSATION IS ABOUT 40  
07:05:33 DECIBELS.  
07:05:34 AND YOU CAN CORRECT ME IF I'M WRONG.  
07:05:36 QUIET CONVERSATION IS 40 TO 45.  
07:05:42 SO YOU START GETTING UP AT 65, IT MEANS LOUDER THAN QUIET  
07:05:48 CONVERSATION.  
07:05:51 I WOULD HAVE LIKED TO HAVE SEEN TWO THINGS.  
07:05:54 ONE, I'M CONCERNED ABOUT THE SOUND AS IT TRAVELS OVER THE  
07:05:58 FIRST HOMES.  
07:05:59 I DON'T THINK YOU'RE GOING TO HEAR ANYTHING IN THEIR  
07:06:01 BACKYARDS BECAUSE THE SOUND IS TRAVELING OVER THE TOP OF  
07:06:04 THEIR ROOF AND AWAY FROM THEIR BACKYARD.  
07:06:07 BUT I KNOW AT LIGHTHOUSE BAY, HALF A MILE AWAY, YOU COULD  
07:06:13 HEAR I-75 IF THE HOME WAS FACING TOWARDS I-75.  
07:06:18 I'M CONCERNED ABOUT THOSE HOMES, AND IS THERE ANYTHING THAT  
07:06:23 CAN GET THAT DOWN EVEN MORE?  
07:06:27 I NOTICE LITTLE THINGS LIKE ON THE EXIT, WE IMMEDIATELY  
07:06:31 AFTER COMING OUT OF THE BLOWERS HAVE AN OPEN AREA.  
07:06:35 WE HAVE A COLUMN SUPPORTING THE HIP ROOF, BUT WE IMMEDIATELY  
07:06:40 HAVE AN OPEN AREA OF PROBABLY 12 FEET OR 15 FEET, SOMETHING  
07:06:45 LIKE THAT.  
07:06:46 CAN THAT BE WALLED IN SO THAT ON THE EAST SIDE EXIT, THE  
07:06:52 EAST SIDE OF THE EXIT, THE SOUND IS DIVERTED TOWARDS THE  
07:06:57 NORTH AND THE WEST RATHER THAN WE DELAY THE EXIT OF THE

07:07:03 SOUND TOWARDS THE EAST.  
07:07:05 THAT'S ONE THING I WONDERED WHETHER OR NOT YOU COULD DO AND  
07:07:09 I KNOW NOTHING ABOUT YOUR BUSINESS, SO I DON'T KNOW.  
07:07:13 I'M JUST THROWING IT OUT.  
07:07:15 AND MY CONCERN WOULD NOT BE THE NEAREST HOME BECAUSE THE  
07:07:20 QUIET AREA IS IN THE BACK OF THEIR HOME, WHICH IS AWAY FROM  
07:07:24 THE SOURCE OF THE SOUND.  
07:07:26 I'M MORE CONCERNED WITH THE HOME THAT IS 300 FEET OR 400 OR  
07:07:31 500 FEET ON THE EAST SIDE OF THE GOLF COURSE.  
07:07:42 >>Sam Shroyer: ON THE EAST SIDE OF THE GOLF COURSE WHICH  
07:07:44 WOULD BE -- I SEE THERE IS THAT KIND OF ISLAND IN THE  
07:07:47 MIDDLE, SO WE'RE TALKING BEYOND THAT EVEN?

07:07:52 >>Jim Wallace: RIGHT NOW, YOU HAVE THE WORD PROPOSED -- YOU  
07:07:56 HAVE THE LITTLE BALLOON, WHICH SAYS PROPOSED.  
07:08:00 WHERE IT SAYS PROPOSED CLEAN MACHINE WITH THE LOGO, THOSE  
07:08:07 HOMES, WHERE THE LETTERS PROPOSED ARE, CLEAN MACHINE AND  
07:08:11 SITE, THOSE ARE THE HOMES THAT I THINK ARE GOING TO BE MOST  
07:08:14 SUSCEPTIBLE TO THE SOUND BECAUSE THEIR BACKYARD IS FACING  
07:08:19 WEST AND IS GOING TO GET THAT CONICAL -- THE CONE THAT COMES  
07:08:23 OUT OF A SOUND SOURCE AND IS HEADING TOWARDS.  
07:08:27 NOW, I GUESS YOUR ARGUMENT COULD BE, WELL, THOSE HOMES ARE  
07:08:31 ALREADY FACING U.S. 41 TRAFFIC, AND SO THEY ARE ALREADY  
07:08:35 FACING 65, 70, 75 DECIBELS OF SOUND.  
07:08:40 THERE'S ALL KINDS OF DISCUSSION HERE.  
07:08:42 I JUST HAVEN'T HEARD ANYBODY TALKING ABOUT THOSE HOMES WHICH

07:08:46 I THINK ARE THE MOST SUSCEPTIBLE TO THE SOUND COMING FROM  
07:08:52 THE CAR WASH.  
07:08:56 CAN WE DO ANYTHING THAT EXTENDS THE WALL ON THAT EAST SIDE  
07:09:00 OF THE EXIT SO THE SOUND IS AS LONG AS POSSIBLE DIVERTED TO  
07:09:06 THE WEST AND NORTH RATHER THAN TO THE VINES?

07:09:25 >>Sam Shroyer: JUST TO TOUCH ON A FEW THINGS, CONVERSATION  
07:09:25 LEVEL IS TYPICALLY ABOUT 55 TO 60.

07:09:29 IF I DIDN'T HAVE THIS MICROPHONE, THAT'S WHERE I WOULD BE AT  
07:09:29 RIGHT NOW, JUST NORMAL CONVERSATION.

07:09:30 >> YES, WE CAN ADD A WALL THERE.

07:09:32 WE CAN ADD A BARRIER WALL THERE.

07:09:37 IT WOULD MAKE NO DIFFERENCE TO OUR OPERATION.

07:09:46 IT'S JUST THE AESTHETICS WITH THE COLUMNS.

07:09:51 >> WHAT ABOUT ALONG THE EAST SIDE OF THE PROPERTY THAT  
07:09:53 CONNECTS -- THAT FACES THE CONNECTOR ROAD?

07:10:00 >>Jim Wallace: DON'T YOU WANT IT AT THE SOURCE?

07:10:07 >> I UNDERSTAND THAT.

07:10:08 BUT THERE'S ALSO SOUND THAT WILL DIRECT EAST -- I'VE SEEN IT  
07:10:11 AT YOUR OTHER LOCATION FROM THE VACUUM CLEANERS.

07:10:17 YOU SAY INTERNAL ENGINES.

07:10:19 WHEN I'M OUT THERE SUCKING THE DIRT OUT OF THE FRONT SEAT OF  
07:10:23 MY CAR, THAT'S A PRETTY NOISY THING.

07:10:26 IF THERE WAS A SOUND WALL ALONG THAT WHOLE EAST SIDE ON THE  
07:10:30 CONNECTOR ROAD, THAT WOULD CERTAINLY HELP.

07:10:34 SOMETHING TO THINK ABOUT ANYWAY.

07:10:39 >>Jim Wallace: WELL, THE HOMES ON THE EAST SIDE DIRECTLY ON  
07:10:42 THE EAST SIDE ARE ALL -- THEIR ENTRY AND GARAGE, ET CETERA,  
07:10:50 IS ALL FACING THE CAR WASH.

07:10:56 SO THE SOUND THAT YOU'RE GOING TO BE CONCERNED ABOUT IS  
07:11:00 THEIR BACKYARDS, WHICH IS ON THE OTHER SIDE OF THE BUILDING  
07:11:02 FACING AWAY FROM THE CAR WASH.

07:11:05 >> ACTUALLY, I KNOW THE PROPERTIES QUITE WELL, I CAN TELL  
07:11:08 YOU THAT'S NOT THE CASE.

07:11:10 TWO OF THE HOMES FACE WEST, THE GARAGES FACE WEST.  
07:11:14 BUT AS YOU MOVE TO THE ONE THAT WOULD BE DIRECTLY UNDER THE  
07:11:17 LITTLE ARROW IN YOUR BUBBLE, THAT'S THEIR SIDE YARD WHERE  
07:11:22 THEY HAVE A LANAI AND YOU CAN SEE RIGHT INTO THEIR POOL.  
07:11:26 >>Jim Wallace: FROM THE STREET.  
07:11:30 >> NO.  
07:11:31 -- YEAH, YOU CAN SEE IT FROM VINTAGE PARKWAY.  
07:11:34 YOU CAN SEE IT FROM THE CONNECTOR ROAD.  
07:11:37 YEAH, OF COURSE, YOU CAN.  
07:11:41 >>Jim Wallace: I'M TALKING ON THE SOUTH SIDE OF THE BALLOON.  
07:11:45 THE HOMES ON THE SOUTH SIDE OF THE BALLOON.  
07:11:48 >> THAT'S ACROSS THE WATER IN AN AREA CALLED LOST CREEK.  
07:11:52 ALL THE BACKYARDS WOULD OBVIOUSLY BE SUSCEPTIBLE TO THAT  
07:11:56 NOISE.  
07:11:57 I'M NOT A SOUND ENGINEER, BUT IT WOULD SEEM TO MAKE SENSE  
07:12:00 YOU PUT UP AN EIGHT, TEN FOOT WALL ALONG THE WHOLE EAST  
07:12:05 SIDE.

07:12:05 YOU MITIGATE SOME OF THE SOUND.  
07:12:07 >>Sam Shroyer: I DON'T HAVE THE NUMBERS IN FRONT OF ME.  
07:12:10 LOOKING AT THE AERIAL PHOTOGRAPH, IT'S FAIR TO SAY THOSE  
07:12:13 PROPERTIES ARE ROUGHLY TWICE THE DISTANCE FROM THE CAR WASH  
07:12:18 AS THE PROPERTY LINES THAT WE MODELED THE SOUND LEVELS AT.  
07:12:26 >> THEY ARE ONLY ABOUT 75 YARDS -- 75 FEET FROM THE EDGE OF  
07:12:30 THE CONNECTOR ROAD.  
07:12:36 >> WE'VE GOT A LOT OF PUBLIC COMMENT TONIGHT.  
07:12:43 >>Sam Shroyer: I SHOULD JUST MENTION THAT THE INCREASED  
07:12:45 DISTANCE FROM THE SOURCE, FROM THE CAR WASH, IF WE'RE  
07:12:49 ASSUMING IT TO BE ROUGHLY TWICE THAT OF THE DISTANCE TO THE  
07:12:53 PROPERTY LINE, YOU COULD EXPECT ANOTHER ADDITIONAL SIX  
07:12:57 DECIBELS OF ATTENUATION THERE.  
07:12:59 >>Barry Jones: SO THE HOUSES FACING TO THE WEST WOULD BE SIX  
07:13:04 DECIBELS LESS IMPACTED.  
07:13:05 >>Sam Shroyer: THAT'S NOT INCLUDING WHATEVER SHIELDING  
07:13:07 EFFECTS THE HOUSES BETWEEN THOSE TWO LOCATIONS WOULD HAVE AS  
07:13:12 WELL AS EXISTING WALLS AND BARRIER STRUCTURES ALSO ALONG  
07:13:16 THAT WAY.  
07:13:18 >> KNOW WHAT I HAVEN'T HEARD TONIGHT?  
07:13:20 HAVEN'T HEARD A WORD ABOUT HOW WE MITIGATE THE SOUND AT THE  
07:13:23 BUILDING.  
07:13:26 >>Barry Jones: THE STRUCTURE ITSELF.  
07:13:27 >> IN OTHER WORDS, WITH THE BLOWER, IF IT'S DIRECTED INTO  
07:13:29 THE BUILDING, YOU CAN PUT ALL SORTS OF SOUND ATTENUATION IN

07:13:32 THE BUILDING AND GOBBLE UP A LOT OF THAT SOUND.  
07:13:36 LOW JERSEY BARRIERS CAN REFLECT SOUND UP IN THE AIR THIS  
07:13:43 WAY.  
07:13:43 A LOT OF THINGS YOU CAN DO TO ATTENUATE THE SOUND.

07:13:47 GOING THROUGH THE NUMBERS, I FEEL LIKE TWO HOGS CHASING A  
07:13:50 TURNIP AROUND THE BACKYARD.  
07:13:52 YOU CAN ATTENUATE SOUND.  
07:13:54 I'VE DONE IT BEFORE.  
07:13:55 DID A GUN RANGE ON VANDERBILT BEACH DRIVE AND YOU CAN'T HEAR  
07:14:00 A THING OUTSIDE THE BUILDING.  
07:14:02 THEY ARE SHOOTING .50 CALIBERS ON THE SECOND FLOOR ALL THE  
07:14:07 TIME.  
07:14:08 >>Sam Shroyer: THE NATURE OF THE CAR WASH IS YOU HAVE THE  
07:14:10 OPENINGS AT THE END.  
07:14:11 >> I UNDERSTAND.  
07:14:12 THERE'S A WAY TO DIRECT THE SOUND BACK INTO THE BUILDING,  
07:14:15 ABSORB IT IN THE BUILDING, IF IT GETS OUT OF THE BUILDING,  
07:14:19 BOUNCE IT UP SO IT DOESN'T GO THAT WAY OR THAT WAY.  
07:14:22 >> WHAT HAPPENS AND WE'VE DONE IT ON CAR WASHES, YOU CAN  
07:14:26 ACOUSTICALLY ABSORB THE MATERIAL IN THE TUNNEL.  
07:14:33 IT REDUCES THAT REFLECTIVE SOUND AND DECREASES THE SOUND  
07:14:36 LEVEL.  
07:14:37 HOWEVER, THAT MIGHT HAVE A VERY NOTABLE IMPACT ON THE SO YOU  
07:14:43 DID COMING OUT OF THE ENTRANCE -- ON THE SOUND COMING OUT OF  
07:14:46 THE ENTRANCE BECAUSE IT'S A DISTANCE FROM THE NOISE SOURCE,  
  
07:14:49 THE BLOWERS ITSELF.  
07:14:51 THE BLOWERS, IT DOESN'T --  
07:14:53 >> GOING RIGHT DOWN ROUTE 41.  
07:14:56 >>Sam Shroyer: EXACTLY.  
07:14:57 >> THE EXIT IS WHERE THE IMPACT IS GOING TO BE.  
07:15:00 >>Sam Shroyer: DOING THAT SORT OF TREATMENT, UNFORTUNATELY,  
07:15:02 DOES NOT HAVE MUCH OF AN IMPACT ON THE SOUND LEVELS COMING  
07:15:05 OUT OF THE EXIT BECAUSE OF THE PROXIMITY OF THE EXIT TO THE  
07:15:10 BLOWERS THEMSELVES.  
07:15:11 >>Barry Jones: IF YOU EXTENDED THE LENGTH OF THE TUNNEL AND  
07:15:14 YOU PUT THE BLOWER CLOSE, NOT AT THE VERY END OF THE TUNNEL,  
07:15:18 THEN -- DOES THAT MAKE A DIFFERENCE IF YOU EXTEND THE  
07:15:22 BUILDING, PUT THE BLOWER FURTHER BACK AND DO ANY SORT OF  
07:15:26 INTERNAL ATTENUATION.  
07:15:27 WE DON'T KNOW.  
07:15:28 THESE ARE QUESTIONS WE'LL BE ASKING AT THE NEXT ONE.  
07:15:34 THERE ARE A LOT OF PEOPLE HERE TO PROVIDE FEEDBACK AND WOULD  
07:15:37 LIKE TO GIVE THEM THE OPPORTUNITY TO DO SO.  
07:15:39 >>Jim Wallace: CAN I ASK ONE OTHER QUESTION?  
07:15:43 GIVEN THE FACT THAT WE ALL KNEW THIS WAS GOING TO BE A  
07:15:47 SUBSTANTIAL ISSUE, I'M SOMEWHAT SURPRISED THAT SOMEONE  
07:15:52 HASN'T GONE TO THE SITE, CREATED A SOUND THAT WAS SIMILAR,  
07:15:58 70 DECIBELS AND THEN MEASURED IT FROM THOSE PROPERTIES THAT  
07:16:02 ARE ON THE OTHER SIDE OF THAT SMALL LAKE AND GOLF COURSE TO  
07:16:08 DETERMINE WITH EXISTING STRUCTURES, WITH EXISTING HOUSES

07:16:11 THERE, WHAT IS THE SOUND LEVEL GOING TO BE IN THOSE  
07:16:13 BACKYARDS.  
07:16:15 AND WE MIGHT BE PLEASANTLY SURPRISED.  
07:16:17 MAYBE IT IS ONLY 50 OR 55.  
07:16:20 BUT WHAT IF IT'S 75?  
07:16:23 THAT HASN'T BEEN DONE.  
07:16:26 >>Barry Jones: I DON'T THINK HE HAS ACCESS TO THE REAR YARDS  
07:16:30 TO SET UP TESTING EQUIPMENT.  
07:16:32 >>Jim Wallace: IT WOULD BE IN THE INTEREST, THE BEST  
07:16:34 INTEREST OF THE VINES HOMEOWNERS ASSOCIATION.  
07:16:37 I'M SURE THEY COULD FIND A COUPLE OF HOMEOWNERS THAT WOULD  
07:16:39 BE MORE THAN WILLING TO HAVE SOMEONE GO TO THEIR BACKYARD  
07:16:43 AND TEST SO THAT EVERYONE WALKS AWAY WITH A WIN-WIN HERE.  
07:16:47 THE VINES PEOPLE WOULD LOVE TO HAVE A CAR WASH CLOSE TO THEM  
07:16:52 BUT THEY DON'T WANT TO BE LISTENING TO IT.  
07:16:55 >>Barry Jones: I THINK THAT'S A SOLID RECOMMENDATION ALONG  
07:16:58 WITH -- GREAT IDEA.  
07:17:00 >> BY THE WAY, BARRY, I SEE SOMEONE IN THE AUDIENCE WHO  
07:17:03 LIVES IN ONE OF THE HOMES FACES THAT AREA.  
07:17:05 >>Barry Jones: I SAW THAT HAND GO UP.  
07:17:13 I THINK THEY'VE AGREED THAT THEY ARE WILLING TO UNDERTAKE  
07:17:16 WHATEVER STUDIES ARE NECESSARY TO HELP CALM THE FEAR.  
07:17:22 >> WE WANT TO BE GOOD NEIGHBORS.  
07:17:23 WE WANT TO BE AN ASSET TO THIS AREA.  
07:17:27 >>Barry Jones: I THINK THAT STARTS WITH OPEN COMMUNICATION.  
  
07:17:29 ANY PROJECT THAT I'VE EVER SEEN THAT'S BEEN SUCCESSFUL LIKE  
07:17:32 THAT, IT INVOLVES OPEN COMMUNICATION.  
07:17:34 YOU HAVE TO GO TALK TO THE PEOPLE.  
07:17:37 YOU GOT TO GO TALK TO THE PEOPLE.  
07:17:42 >> I REACHED OUT TO BARRY TO TALK BEFORE WE SUBMITTED, AND  
07:17:48 HE SAID HE DIDN'T WANT TO DISCUSS IT --  
07:17:52 >> I CAN'T.  
07:17:52 >>Barry Jones: THERE ARE REPRESENTATIVES OF THE HOMEOWNERS  
07:17:56 ASSOCIATION.  
07:17:57 I'M ON THIS BOARD.  
07:17:58 I CAN'T DO THAT.  
07:17:59 >> WHEN I E-MAILED THE HOMEOWNERS ASSOCIATION, THEY TOLD ME  
07:18:02 YOU WERE THE CONTACT.  
07:18:06 >>Mary Gibbs: THERE ARE WAY TOO MANY CONVERSATIONS GOING ON  
07:18:12 HERE IN THE AUDIENCE.  
07:18:13 PLEASE, LET'S KEEP IT QUIET SO WE CAN GET IT RECORDED.  
07:18:17 LET'S HAVE A MEETING BECAUSE WE ALWAYS SUGGEST THAT WHEN A  
07:18:21 PROJECT COMES IN, WE MEET WITH THE NEIGHBORS.  
07:18:24 AND I THINK THE APPLICANT JUST SAID HE WAS HAPPY TO DO THAT.  
07:18:27 WE DON'T WANT IT TO BE A BOARD MEMBER.  
07:18:30 WE NEED A REPRESENTATIVE, AND WE'LL HELP FACILITATE SETTING  
07:18:33 THAT UP.

07:18:35 >> PLEASE, THANK YOU.  
07:18:37 >>Mary Gibbs: MOVING ON, WE STILL HAVE MORE CARDS, PEOPLE TO  
07:18:40 TALK AND ANOTHER CASE TO DO.

07:18:45 >>Tammy Duran: WE HAVE NINE SPEAKER CARDS AND I HAVE 31  
07:18:48 E-COMMENTS TO READ FOR THIS.  
07:18:52 WE'LL DO THE IN-PERSON.  
07:18:53 GLORIA BECKS, AND ELAINE SWONK.  
07:18:59 >>Barry Jones: IF YOUR POINT HAS ALREADY BEEN EXPRESSED,  
07:19:02 WE'RE CERTAINLY WILLING TO HEAR YOUR VOICE, BUT IF WE  
07:19:07 WEREN'T REPETITIVE, PERHAPS WE COULD GET THERE A LITTLE BIT  
07:19:12 FASTER, BUT YOU'RE CERTAINLY ENTITLED TO YOUR TIME.  
07:19:14 THAT'S WHAT YOU'RE HERE FOR.  
07:19:18 >>Tammy Duran: JOANN SOUKUP WILL BE AFTER THAT.  
07:19:20 >> HI.  
07:19:20 FIRST I HAD SOMETHING WRITTEN HERE, AND NOW I COMPLETELY  
07:19:23 CHANGED IT AROUND.  
07:19:24 I'M GLORIA BECK.  
07:19:26 I SPOKE AT THE LAST MEETING.  
07:19:28 NUMBER ONE, I WAS THE PRESIDENT OF THE VINES COMMUNITY  
07:19:31 ASSOCIATION WHEN THIS WAS TOLD TO US BY I THINK WALTER  
07:19:34 McCARTHY.  
07:19:36 WE HAVE NEVER, EVER HEARD FROM CLEAN CAR WASH MACHINE AT ALL  
07:19:40 DURING MY PRESIDENCY, AND I JUST CHECKED WITH THE CURRENT  
07:19:43 PRESIDENT WHO IS ALSO HERE, AND HE NEVER GOT ANY  
07:19:46 NOTIFICATION FROM THEM EITHER.  
07:19:48 I WANT THE VILLAGE TO KNOW THAT.  
07:19:52 >>Mary Gibbs: BUT WE'RE NOT GOING TO HAVE A DEBATE.  
07:19:54 WE'RE GOING TO SET UP A MEETING.

07:19:56 I'M NOT TALKING TO YOU.  
07:19:58 HE WAS TRYING TO ADD IN.  
07:20:00 I'M GOING TO SAY WE'LL SET UP A MEETING.  
07:20:03 SO THIS IS GOOD.  
07:20:05 >> THE BUILDING ITSELF WHEN IT WAS FIRST PRESENTED WAS A BIG  
07:20:08 BARN-TYPE BUILDING WITH A TOWER.  
07:20:10 THEY HAVE NOW CHANGED IT TO TWO TOWERS, AND I LOOK AS THAT  
07:20:15 TALL TOWER, 37.5-FOOT TOWER AS NOTHING MORE THAN A VERTICAL  
07:20:20 BILLBOARD ALONG WITH THE MONUMENT SIGN THAT IS QUITE TALL.  
07:20:23 DEPENDING ON THE SIZE THAT YOU'RE GOING TO ALLOW IS GOING TO  
07:20:26 ACTUALLY PREVENT PEOPLE FROM SEEING THE VINES ENTRANCE WHICH  
07:20:31 HAS BEEN OVER THERE MORE THAN 30 YEARS.  
07:20:33 THE VINES ITSELF, THE COMMUNITY, WE HAVE DISCUSSED ABOUT  
07:20:36 GETTING A TRAFFIC STUDY DONE, AND I DON'T THINK THAT IT WAS  
07:20:41 DISCUSSED.  
07:20:41 IT HASN'T PASSED.  
07:20:42 THAT WOULD HAVE TO BE TAKEN UP AGAIN AND I'M PRETTY SURE WE  
07:20:45 CAN DO THAT.



07:20:46 I THINK WITH THIS KIND OF BUSINESS, WHICH IS TRAFFIC  
07:20:48 ORIENTED, IT BELONGS AT A HIGH TRAFFIC AREA, NOT OUTSIDE OF  
07:20:54 A COMMUNITY.  
07:20:55 I DON'T CARE IF IT'S GATED OR UNGATED, IT DOESN'T BELONG IN  
07:20:59 FRONT OF HOMES.  
07:21:00 ALSO, I WOULD HOPE AFTER HEARING ABOUT THE RAINWATER AND THE  
07:21:03 RECYCLED WATER, YOU'RE GOING TO PUT IT IN OUR LAKES.

07:21:08 OUR LAKES ARE PRISTINE NOW.  
07:21:10 WE HAVE EAGLES, WE HAVE HAWKS.  
07:21:11 WE EVEN HAVE PELICANS THAT COME AND FISH IN OUR LAKES.  
07:21:15 WE HAVE BEARS.  
07:21:16 WE HAVE BOBCATS.  
07:21:17 WE HAVE ALLIGATORS WHO COME THROUGH THERE.  
07:21:19 WE HAVE A VARIETY OF SNAKES.  
07:21:21 WE HAVE OTHER WATER BIRDS.  
07:21:24 ALL WE NEED IS THE SLIGHTEST BIT OF POLLUTION.  
07:21:28 WE DON'T WANT A GREEN ALGAE PROBLEM IN OUR LAKES AT ALL.  
07:21:36 >>Tammy Duran: CAN THE NEXT PERSON JUST COME UP SO WE DON'T  
07:21:38 HAVE TO KEEP CALLING?  
07:21:45 >> ELAINE SWONK.  
07:21:45 GLORIA SAID IT BETTER THAN I COULD EVER SAY IT, AND SHE MADE  
07:21:45 ME COME TONIGHT.  
07:21:47 I WROTE A LETTER.  
07:21:49 I REALLY DON'T HAVE A WHOLE LOT TO ADD, SO I WON'T BE  
07:21:52 REPETITIVE EXCEPT TO SAY THAT MY ADDRESS IS 19179 VINTAGE  
07:21:58 TRACE CIRCLE, WHICH MEANS I AM RIGHT INSIDE THE GATE WHICH  
07:22:01 MEANS I REALLY DON'T WANT YOU THERE BECAUSE YOU CANNOT TELL  
07:22:04 ME THAT THE NOISE ISN'T GOING TO AFFECT ME.  
07:22:06 I WILL BE ABLE TO HEAR IT FROM MY SWIMMING POOL.  
07:22:10 I GUESS THAT'S ALL I'VE GOT TO SAY.  
07:22:27 >> MY NAME IS JOANN SOUKUP.  
07:22:30 I TOO DO NOT WANT TO BE REPETITIVE ON THE SOUND LEVEL AND

07:22:34 ALSO THE TRAFFIC.  
07:22:35 BUT I AM THE CHAIRPERSON AND THE HEAD OF LANDSCAPING AT THE  
07:22:38 VINES COMMUNITY ASSOCIATION.  
07:22:39 AND I WOULD LIKE TO SEE HOW THE LANDSCAPING THAT THEY ARE  
07:22:43 GOING TO PUT IN WILL AFFECT OUR PLANTS ON THE SOUTH SIDE OF  
07:22:47 OUR ENTRANCE.  
07:22:48 THIS HASN'T BEEN BROUGHT UP.  
07:22:52 IF IT'S IN ANY WAY GOING TO IMPACT IT.  
07:22:54 THANK YOU.  
07:22:56 >>Tammy Duran: GARY GREEN.  
07:22:57 JAMES ROBINSON, AND THEN JAKE SLOT.  
07:23:06 >> GOOD EVENING.  
07:23:07 THANK YOU FOR THIS OPPORTUNITY.  
07:23:11 I'M GARY GREEN.

07:23:14 I'M PRESIDENT OF THE BRECKENRIDGE GOLF AND TENNIS CLUB.  
07:23:19 WE HAVE 841 UNITS DIRECTLY WEST OF 41.  
07:23:26 WE ARE IMPACTED BY TRAFFIC.  
07:23:28 I'VE HEARD SOMEBODY MENTION A TRAFFIC STUDY.  
07:23:31 I THINK THAT SHOULD BE DONE.  
07:23:33 I SUPPORT IT.  
07:23:34 BUT I'VE MADE A FEW NOTES WHILE I'VE BEEN SITTING HERE, AND  
07:23:42 -- I'M GOING TO EXPLAIN WHERE I LIVE IN BRECKENRIDGE.  
07:23:45 I LIVE IN THE BACK TIER, WAY BACK AS FAR AS YOU CAN GO.  
07:23:49 I BELIEVE BY MEASURING THE DISTANCE ON WEST BROADWAY, I'M A  
07:23:54 QUARTER OF A MILE.

07:23:55 EXCUSE ME, I'M A HALF A MILE FROM 41.  
07:23:58 WHEN I MOVED INTO BRECKENRIDGE SIX YEARS AGO, I SAID, GEE, I  
07:24:05 CAN HEAR WHAT'S GOING ON ON 41.  
07:24:07 I CAN HEAR THE TRAFFIC.  
07:24:11 AT THE SAME TIME, JUST MULTIPLY THAT BY THE SIRENS, HOT RODS  
07:24:15 AND SO FORTH THAT GO THROUGH AND THE LOUD TRUCKS.  
07:24:18 WE CAN TALK ABOUT DECIBELS ALL WE WANT.  
07:24:22 I USED TO BE ON A PLANNING BOARD AND ZONING BOARD MYSELF.  
07:24:25 SO THANK YOU PEOPLE FOR WHAT YOU'RE DOING.  
07:24:31 IF I CAN HEAR NORMAL TRAFFIC AT THE REAR OF MY PROPERTY  
07:24:36 GOING THROUGH MULTIPLE BUILDINGS, SOME OF THEM HIGH-RISE,  
07:24:42 SOME OF THE THREE STORIES, SOME FIVE STORIES.  
07:24:44 WHEN I CAME HERE I WASN'T SO CONCERNED ABOUT THE NOISE AS MY  
07:24:47 NEIGHBORS, BUT I GOT TO THINK ABOUT THAT NOW.  
07:24:50 MY TWO CONCERNS ARE TRAFFIC AND A CONGESTED AREA.  
07:24:54 IT DOESN'T APPEAR THAT WAY, BUT YOU'VE GOT VINTAGE PARKWAY,  
07:24:58 PINE STREET AND SAN CARLOS AND BRECKENRIDGE DRIVE.  
07:25:03 EVERY ONE OF US PROBABLY HAVE TO MAKE A LEFT TURN OR U-TURN  
07:25:07 JUST TO NAVIGATE OUT OF OUR PROPERTIES.  
07:25:09 SO TRAFFIC IS HEAVY THERE, AND I THINK LISTENING TO THESE  
07:25:13 PEOPLE, I REALLY WOULD BE INTERESTED IF WE DID A TRAFFIC  
07:25:16 STUDY.  
07:25:16 THANK YOU VERY MUCH.  
07:25:18 >>Barry Jones: THANK YOU.  
07:25:26 >> THANKS FOR HAVING ME.

07:25:28 JAMES ROBINSON.  
07:25:29 I'M THE PRESIDENT OF THE VINES COMMUNITY ASSOCIATION.  
07:25:33 AND I LIVE IN LOST CREEK AND FACE THE BACK OF MY HOUSE TO  
07:25:37 THE WEST.  
07:25:38 YOU'RE WELCOME TO USE MY YARD ANYTIME TO DO THE SURVEY.  
07:25:43 GIVE ME A CALL.  
07:25:46 I DON'T WANT TO BE REPETITIVE EITHER, BUT I WAS GOING TO ASK  
07:25:50 FOR A DELAY BECAUSE WE HAVE -- PROPERTY MANAGER ASKED FOR  
07:25:56 OUR OWN TRAFFIC STUDY AND I WOULD LIKE TIME TO GET THAT  
07:25:59 COMPLETED, BUT IT SOUNDS LIKE WE'LL HAVE THE TIME BECAUSE OF

07:26:03 THE OTHER THINGS COMING UP.  
07:26:04 ALSO, IN THE WATER STUDY, LIKE TO GET A WATER STUDY  
07:26:11 COMPLETED BECAUSE, AS WE MENTIONED BEFORE, WE'RE IN THE  
07:26:16 AUDUBON SOCIETY OF THE WILDLIFE AND THE POLLUTION WE WOULD  
07:26:22 LIKE TO FIND OUT HOW IT'S GOING TO AFFECT THE POLLUTANTS  
07:26:27 SURROUNDING OUR LAKES AND THE SOURCE OF OUR IRRIGATION  
07:26:29 SYSTEM.  
07:26:30 WE PUT THE WATER ON OUR LAWN.  
07:26:33 AND CURRENTLY, WE SPEND OVER \$35,000 A YEAR JUST TO KEEP OUR  
07:26:39 LAKES CLEAN.  
07:26:42 WE FEEL LIKE THESE ADDITIONAL POLLUTANTS WOULD AFFECT THE  
07:26:50 OXYGEN LEVEL AND ALGAE THAT WE PAY TO HAVE TAKEN OUT OF THE  
07:26:55 LAKE.  
07:26:55 THAT'S ALL I'VE GOT.  
07:26:57 THANKS.

07:26:57 >>Barry Jones: THANK YOU.  
07:26:58 >> MY NAME IS JAKE SLOT, AND I REPRESENT THE CITIZENS OF  
07:27:14 LOST CREEK.  
07:27:15 THERE ARE 48 HOMESITES THERE.  
07:27:18 I'LL JUST TALK ABOUT THE WATER ISSUE.  
07:27:21 THAT'S WHAT I'M MOST CONCERNED ABOUT AT THIS POINT SINCE  
07:27:24 EVERYTHING ELSE HAS BEEN COVERED.  
07:27:26 WE HAD A VISITOR HERE IN 2017.  
07:27:30 OUT OF THE 48 HOMESITES THAT ARE THERE, HALF OF THOSE ARE  
07:27:34 END UNITS.  
07:27:35 EACH ONE OF THE END UNITS HAVE A SUNKEN LIVING ROOM.  
07:27:40 I CAN ASSURE YOU THAT 80% OF THOSE END UNITS WERE FLOODED.  
07:27:46 NOW, THAT'S NOTHING TO DO WITH THE CAR WASH, HOWEVER, I'M  
07:27:51 SEEING THIS PLAN HERE, AND I SEE WHERE THERE'S GRASSY AREA  
07:27:56 RIGHT NOW THAT DOES SUCK UP SOME OF THE WATER AND IT RAINS  
07:27:59 VERY HEAVILY IN THE SUMMER TIME.  
07:28:01 HOWEVER, ONCE YOU PAVE OVER THAT, THAT WATER HAS TO GO  
07:28:05 SOMEWHERE.  
07:28:07 FRANKLY, WITH THE STUDY THAT'S GOING ON WITH THE VINES --  
07:28:15 CAN'T IMAGINE THE ADDITIONAL -- [NOISE IN BACKGROUND] --  
07:28:21 GOING RIGHT INTO OUR LAKES.  
07:28:22 I THINK IT'S JUST GOING TO MAKE OUR SITUATION IN LOST CREEK  
07:28:26 EVEN MORE DANGEROUS THAN IT IS RIGHT NOW.  
07:28:29 RATHER THAN GOING OVER ALL THE TRAFFIC ISSUES AND EVERYTHING  
07:28:34 ELSE, THIS IS MY MAJOR CONCERN WITH THE CAR WASH.

07:28:37 THANK YOU.  
07:28:40 >>Barry Jones: THANK YOU.  
07:28:40 >>Tammy Duran: DEBORAH MOULTON, BOB DUMONT, AND LINDA CHAIN.  
07:28:46 >> HELLO.  
07:28:55 I'M DEBORAH MOULTON.  
07:28:55 I LIVE AT 19227 VINTAGE TRACE, WHICH WOULD BE JUST ON THE

07:28:59 OTHER SIDE OF THE ROAD THAT THE PROPOSED CAR WASH IS GOING  
07:29:04 TO BE ON.  
07:29:04 I LIVE PROBABLY ABOUT 400 FEET FROM THAT SITE.  
07:29:09 I WANT TO CORRECT A MISCONCEPTION THAT IN THE BACK OF THE  
07:29:12 HOMES, THAT THE HOMES PROTECT YOU FROM THE NOISE THAT COMES  
07:29:16 FROM 41 OR, IN THIS CASE, IT WOULD BE THE CAR WASH AS WELL.  
07:29:22 IN FACT, WHEN THEY BUILT ALDI'S AND REMOVED THE GREENSPACE  
07:29:26 AND PAVED ALL THAT AREA, I NOW HAVE A VISIBLE OR RATHER AN  
07:29:31 AUDIBLE INCREASE IN THE NOISE LEVEL IN MY LANAI, AND MY  
07:29:37 LANAI FACES EAST.  
07:29:39 MY HOUSE IS ON THE WEST SIDE OF IT.  
07:29:41 SO I'M VERY CONCERNED ABOUT ADDITIONAL NOISE LEVEL.  
07:29:46 NOT JUST THE DECIBELS FROM THE BLOWERS OR THE VACUUMS, BUT  
07:29:51 WHAT ABOUT THE TRAFFIC ITSELF?  
07:29:54 CAR ENGINES, CARS SLAMMING DOORS, ADDITIONAL PEOPLE, THOSE  
07:29:59 ARE ALL CONCERNS I HAVE IN TERMS OF NOISE.  
07:30:03 SOMETHING THAT HAS NOT BEEN DISCUSSED IS WHAT ABOUT LIGHT  
07:30:07 POLLUTION.  
07:30:07 THAT HAS BEEN, QUITE HONESTLY, A BIG PROBLEM SINCE ALDI'S  
  
07:30:11 WAS BUILT.  
07:30:12 I HAVE LIGHTS THAT SHINE INTO MY HOUSE UNTIL LATE AT NIGHT.  
07:30:17 I'M CONCERNED ABOUT THAT FOR MYSELF AND MY NEIGHBORS, WHAT  
07:30:20 TYPE OF LIGHTING IS GOING TO BE AT THIS SITE AND WHAT IS  
07:30:24 GOING TO BE DONE TO MITIGATE ANY LIGHT POLLUTION.  
07:30:26 SO THOSE ARE THE ISSUES THAT I WOULD LIKE TO ADD TO YOUR  
07:30:29 THOUGHTS.  
07:30:30 THANK YOU.  
07:30:31 >>Barry Jones: THANK YOU.  
07:30:41 >> THANK YOU FOR HEARING FROM ME.  
07:30:44 I APPRECIATE WHAT YOU GUYS DO.  
07:30:46 SINCE I'M ON TWO BOARDS MYSELF IN THE VINES AND THE BOARD OF  
07:30:50 SOUTH WIND AND THE BOARD ON THE VCA.  
07:30:53 MY NAME IS BOB DUMONT.  
07:30:55 MOST EVERYTHING I WAS GOING TO SAY HAS BEEN COVERED, BUT I  
07:30:58 WOULD LIKE TO EMPHASIZE THE POLLUTION PART BECAUSE IT IS A  
07:31:02 BIG, BIG PROBLEM IN OUR WATER SYSTEM THROUGHOUT ESTERO AND  
07:31:07 THROUGHOUT OUR COMMUNITY.  
07:31:09 WE DO NOT WANT OUR WATER POLLUTED ANY MORE THAN IT IS.  
07:31:12 THE WATER WE HAVE NOT ONLY GOES INTO OUR LAKE, IT ALSO GOES  
07:31:18 INTO MULLET CREEK.  
07:31:20 FROM MULLET CREEK IT GOES DOWN INTO THE ESTERO RIVER.  
07:31:23 EVENTUALLY IT GETS OUT INTO THE OCEAN, AND WE HAVE A  
07:31:26 POLLUTION PROBLEM ALREADY.  
07:31:28 WE DON'T NEED MORE POLLUTION.  
  
07:31:30 THAT'S MY BIG EMPHASIS.  
07:31:32 THE WATER POLLUTION FROM THE CAR WASH AND WHAT THE DRAINAGE

07:31:36 -- THE WATER RUNNING OFF THE GROUND AND THE CARS COMING OUT  
07:31:41 WITH THE SOAP ON IT AND SO ON AND SO FORTH, THAT IS DAMAGING  
07:31:46 AND HURTS THE ENVIRONMENT.  
07:31:47 THE TRAFFIC, WE'RE GOING TO BE TAKING CARE OF.  
07:31:52 AND THE NOISE POLLUTION IS THE OTHER BIG FACTOR THE BOARD  
07:31:56 SHOULD CONSIDER IN APPROVING THIS CAR WASH IF IT GETS  
07:32:01 APPROVED.  
07:32:01 THANK YOU VERY MUCH FOR LISTENING TO ME.  
07:32:02 I APPRECIATE IT.  
07:32:03 >>Barry Jones: THANK YOU.  
07:32:13 >> MY NAME IS LINDA CHAIN.  
07:32:14 I LIVE ACTUALLY RIGHT BELOW THE LOWER RIGHT CORNER OF THE  
07:32:22 PROPOSED SITE BLOCK.  
07:32:25 SO MY HOUSE ACTUALLY FACES SOUTH -- WELL, THE BACK FACES  
07:32:30 NORTH AND WEST.  
07:32:34 THE NOISE FROM 41 COMES STRAIGHT DOWN.  
07:32:37 I CAN'T HAVE A CONVERSATION HALF THE TIME IN MY LANAI AT  
07:32:42 5:00.  
07:32:43 IF I HEARD RIGHT, THE CAR WASH BLOWERS WILL BE AT THE SOUTH  
07:32:49 END OF THAT BUILDING.  
07:32:53 THAT WILL IMPACT MY AND ALL THE HOUSES RIGHT DOWN THAT LINE.  
07:32:56 >>Barry Jones: THE NORTH END OF THE BUILDING.  
07:32:58 >> THE BLOWERS WILL BE ON THE NORTH END.

07:33:00 THAT WILL AFFECT MY OTHER NEIGHBORS.  
07:33:02 BUT IT'S STILL GOING TO BE PRETTY LOUD.  
07:33:06 THE SECOND THING -- AND I'LL BE HAPPY TO BE IN MY STUDY -- I  
07:33:11 WOULD LIKE SOMEBODY TO DO THE SOUND STUDY AT MY HOUSE  
07:33:13 BECAUSE I'M THE SECOND HOUSE RIGHT THERE.  
07:33:16 THE SECOND THING I WOULD LIKE TO SAY, I'VE HEARD A LOT ABOUT  
07:33:20 THE ELEVATION AND THE LOOK OF THE BUILDING ITSELF FROM 41,  
07:33:26 BUT WHAT ABOUT FROM THE BACK SIDE, FROM OUR SIDE, THE VINE  
07:33:31 SIDE.  
07:33:31 THAT TOWER IS GOING TO BE PRETTY HIGH.  
07:33:33 ALREADY, ALDI'S IS THERE.  
07:33:35 I'M NOT SURE IF IT'S EVEN TALLER THAN ALDI'S.  
07:33:41 THE THIRD THING IS I WOULD LIKE TO REITERATE THE POLLUTION  
07:33:46 WITH THE WATER.  
07:33:47 THANK YOU FOR YOUR TIME.  
07:33:49 >>Barry Jones: THANK YOU.  
07:33:53 >>Tammy Duran: JEAN REES.  
07:33:56 I'M ADAMANTLY OPPOSED TO THE CAR WASH BEING BUILT AT THE  
07:34:01 SITE.  
07:34:01 THE ENTRY WOULD USE OUR ENTRANCE TO THE VINES.  
07:34:04 WE ARE ALREADY SEEING AN INCREASE IN TRAFFIC ON 41 IN FRONT  
07:34:08 OF OUR ENTRANCE DUE TO THE OPENING OF ALDI.  
07:34:11 BETWEEN THE TRAFFIC COMING THROUGH AT THE INTERSECTION OF  
07:34:14 ESTERO PARKWAY AND THE TRAFFIC FROM WALMART AND ALDI'S, IT

07:34:17 IS DIFFICULT AT TIMES TO GET ON 41.

07:34:19 THE EXTRA TRAFFIC FROM THE CAR WASH ENTRANCE AND EXITING  
07:34:22 WILL INCREASE WAIT TIME WHICH WOULD INCREASE THE LIKELIHOOD  
07:34:26 OF PEOPLE TAKING CHANCES TO BEAT ON COMING TRAFFIC.  
07:34:30 FOR THE SAFETY OF OUR COMMUNITY, PLEASE DENY THIS PROPOSAL.  
07:34:33 DIANE McFINEN.  
07:34:35 I WOULD THINK THAT AS ESTERO COUNTRY CLUB IS PART OF OUR  
07:34:41 COMMUNITY, YOU WOULD WANT TO MAKE SURE THE ENTRANCE IS  
07:34:44 APPEALING AND UNCUMBERED.  
07:34:46 A CAR WASH AT THE ENTRANCE WOULD NOT BE VERY ATTRACTIVE AT  
07:34:49 THE LOCATION AND WOULD DETRACT FROM ESTERO IN GENERAL.  
07:34:52 JIM GILMARTIN FROM ECCL.  
07:34:57 HONORABLE MAYOR AND VILLAGE COUNCIL PERSON, WE HAVE BEEN  
07:35:03 CONTACTED BY THE RESIDENTS AND COMMUNITY ASSOCIATIONS  
07:35:05 REGARDING THE DETRIMENTAL EFFECT OF THE POTENTIAL OF  
07:35:08 DEVELOPING A CLEAN MACHINE CAR WASH AT THE ENTRANCE OF THE  
07:35:11 VINES COMMUNITY ON ROUTE 41.  
07:35:15 WE HAVE VISITED THAT POTENTIAL SITE SEVERAL TIMES AND  
07:35:18 DISCUSSED THE CONCERNS WITH RESIDENTS.  
07:35:20 WE'VE INCLUDED THE DEVELOPING OF A MACHINE CAR WASH IS -- TO  
07:35:29 THE HOMES NEARBY AND CAUSE UNFAVORABLE TRAFFIC CONDITIONS  
07:35:31 AND MAYBE INJURIOUS TO RESIDENTS AND CAUSE TRAFFIC  
07:35:35 CONDITIONS THAT COULD BE HARMFUL.  
07:35:37 THE PLAN LOCATION IS TOO CLOSE TO HOMES.  
07:35:39 THE NOISE FROM THE SIDE -- FROM THE SAID CAR WASH WOULD BE A  
07:35:44 SUBSTANTIAL ANNOYANCE.

07:35:45 THE INCREASED TRAFFIC IS INEVITABLE CAUSING A DANGEROUS  
07:35:48 CONDITION TO RESIDENTS ENTERING OR LEAVING THE COMMUNITY.  
07:35:52 ADDITIONAL CONCERNS INCLUDES NOISE AND POLLUTION NEAR THE  
07:35:55 HOMES IS UNACCEPTABLE.  
07:35:57 THE COMMON TURN LANE DRIVING NORTH OFF 41 WILL CAUSE  
07:36:02 CONGESTION BETWEEN BECAUSE OF THE STACKING OF THE CARS  
07:36:05 WAITING IN LINE TO BE SERVICED, THE LIMITED DISTANCE FROM  
07:36:10 THE MAIN ENTRANCE OF THE CAR WASH AND THE VINES IS LIMITED  
07:36:14 AND WOULD CAUSE CONGESTION.  
07:36:16 HOMES ARE ONLY 50 YARDS FROM THE PLANNED SITE.  
07:36:20 THE VALUE OF THESE HOMES WOULD BE REDUCED DRAMATICALLY AND  
07:36:23 RESULT IN LOST HOME SALES.  
07:36:27 THE NOISE FROM ADDITIONAL TRAFFIC ON ROUTE 41, INCLUDING  
07:36:30 CARS WAITING IN LINE FOR WASHES AND THE RUNNING OF THE  
07:36:33 WASHING EQUIPMENT, ESPECIALLY THE DRYING BLOWER WOULD BE TOO  
07:36:38 DESTRUCTIVE.  
07:36:39 THE BUSINESS WOULD BE OPEN 7 A.M. TO 8 P.M. SEVEN DAYS A  
07:36:42 WEEK.  
07:36:44 CONSIDER LIVING NEAR THAT AMOUNT OF NOISE.  
07:36:47 CLEAN MACHINE HAS A FLEET OPTION CAUSING MANY CARS BACKING

07:36:51 UP TRAFFIC DRAMATICALLY ON ROUTE 41 WOULD CAUSE RESIDENTS  
07:36:54 STUCK IN THE CAR LINE TO PULL AROUND TO GET OUT OF THE CAR  
07:36:57 WASH LINE TO GET HOME, RESULTING IN POTENTIAL ACCIDENTS.  
07:37:02 THE LEVEL OF TRAFFIC HAS THE POTENTIAL TO CAUSE A TREMENDOUS  
07:37:06 PROBLEM FOR THE HOMEOWNERS AND THEIR GUESTS ENTERING THE  
  
07:37:10 COMMUNITY.  
07:37:11 UNFORESEEN PROBLEMS ARE INEVITABLE AND WE ENCOURAGE THE  
07:37:13 VILLAGE TO DENY --  
07:37:16 DENY THE APPLICATION FOR THE CAR WASH ON THIS PLAN SITE.  
07:37:25 SINCERELY, JIM GILMARTIN, THE PRESIDENT OF ECCL.  
07:37:29 JORDAN ROSS, R-O-S-S.  
07:37:32 >>Barry Jones: TAMMY, CAN I INTERRUPT FOR JUST A MOMENT AND  
07:37:34 ASK NANCY A QUESTION.  
07:37:36 WHEN WE HAVE THIS MANY DIGITAL COMMENTS, DO THEY ALL HAVE TO  
07:37:43 BE READ INTO THE RECORD?  
07:37:44 WHAT IS OUR ALLOWANCE TO ENTER THEM OFFICIALLY INTO THE  
07:37:47 RECORD WITHOUT READING THROUGH ALL 31 OF THEM?  
07:37:57 >>Nancy Stroud: IT IS A GOOD QUESTION.  
07:37:58 IT'S NOT A PUBLIC HEARING.  
07:37:59 IT'S ONLY A PUBLIC INFORMATION MEETING.  
07:38:01 SINCE YOU'RE GOING TO BE LOOKING AT THIS AGAIN BEFORE WE  
07:38:04 MAKE ANY KIND OF DECISION, I THINK YOU COULD JUST DISTRIBUTE  
07:38:09 THEM FOR PEOPLE TO READ AND THEN --  
07:38:15 >>Barry Jones: THAT SEEMS TO BE REASONABLE -- WE DO HAVE A  
07:38:23 LOT OF THEM AND BEEN HERE A COUPLE OF HOURS ALREADY.  
07:38:26 I BELIEVE WE COVERED ALL OF THE ISSUES.  
07:38:28 CAN WE JUST PLEASE ENTER THE REMAINDER OF THESE INTO THE  
07:38:31 RECORD WITH THE TOLERANCE OF THE AUDIENCE?  
07:38:35 I JUST WANT TO POINT OUT A FEW THINGS FOR THOSE THAT WERE  
07:38:40 INVESTING THE TIME AND ENERGY TO COME HERE, AS A BOARD, WE  
  
07:38:43 DON'T GOVERN LAND USE.  
07:38:45 IN OTHER WORDS, AS A ZONING ISSUE, BY RIGHT, A CAR WASH IS  
07:38:50 ALLOWED THERE.  
07:38:51 WE CAN'T SAY NO, WE DON'T WANT A CAR WASH THERE, IT DOESN'T  
07:38:54 FIT OUR NEIGHBORHOOD, HAVE A NICE DAY.  
07:38:56 THAT'S A RIGHT ALREADY ENTITLED TO THAT PROPERTY.  
07:38:59 WE HAVE NO AUTHORITY UNDER ANY JURISDICTION TO SAY, NO, YOU  
07:39:02 CAN'T BUILD A CAR WASH.  
07:39:04 TRANSPORTATION ISSUES, THEY ARE WHAT I CALL NUMBERS.  
07:39:09 AND THE TRANSPORTATION PEOPLE RUN THE NUMBERS AND STAFF  
07:39:12 REVIEWS THEM AND IT'S ADMINISTRATIVE.  
07:39:14 THERE ARE CONCERNS LIKE A POSSIBILITY OF A QUEUE BACKING UP.  
07:39:20 WE LOOK FOR SUGGESTED ALTERNATIVES AND TRY AND FIND A WAY TO  
07:39:23 MAKE IT WORK.  
07:39:24 TRANSPORTATION IS GENERALLY ANOTHER NUMBERS-BASED THING THAT  
07:39:27 IT'S LIKE A ZONING.

07:39:28 EITHER IT IS OR IT ISN'T.  
07:39:30 IT WORKS OR DOESN'T.  
07:39:31 STAFF REVIEWS THAT.  
07:39:32 ON STORMWATER, THE STORMWATER SYSTEMS ARE ANALYZED BY THE  
07:39:35 WATER MANAGEMENT DISTRICT.  
07:39:37 THEY HAVE TO GET A PERMIT THROUGH, AND STAFF ALSO LOOKS AT  
07:39:40 THE STORMWATER REPORTS TO MAKE SURE THEY DID THEM CORRECTLY.  
07:39:44 IT'S MY UNDERSTANDING THIS WHOLE COMMERCIAL SUBDIVISION OUT  
07:39:47 FRONT IS PART OF YOUR STORMWATER SYSTEM.

07:39:50 IF YOU'RE HAVING SOMEBODY REVIEW STORMWATER, ASK THEM TO  
07:39:53 VERIFY THAT FOR YOU.  
07:39:54 GET AN INDEPENDENT.  
07:39:56 THEY HAVE TO DO WHAT IS CALLED A HALF INCH OF DRY  
07:39:59 PRETREATMENT.  
07:39:59 THEY HAVE TO STORE A CERTAIN AMOUNT OF WATER ON THEIR SITE  
07:40:02 THAT ALWAYS CATCHES WHAT'S CALLED FIRST FLUSH.  
07:40:04 SO THAT GOES TO A REGULATORY PERMITTING PROCESS, TOO, THAT'S  
07:40:08 OUTSIDE OF OUR AUSPICE.  
07:40:10 WE HAVE NO INPUT ON THAT OTHER THAN SAYING MAKE SURE YOU DID  
07:40:13 IT RIGHT, SHOW ME WHERE IT WORKS AND STAFF CHECKS IT AND  
07:40:17 IT'S DONE.  
07:40:18 THOSE WERE SOME OF THE MAJOR ISSUES.  
07:40:20 WHAT WE DO IS AESTHETICS, HOW IT AFFECTS THE NEIGHBORHOOD,  
07:40:24 THE BUILDINGS, THE LANDSCAPE, THOSE THINGS ARE WITHIN OUR  
07:40:28 CONTROL.  
07:40:29 WHILE WE CERTAINLY APPRECIATE ALL THE INPUT ON THESE THINGS  
07:40:32 AND WE TAKE IT INTO CONSIDERATION, WE HAVE NO AUTHORITY TO  
07:40:35 CHANGE A LAND USE OR SAY, NO, YOU CAN'T HAVE A CAR WASH  
07:40:38 THERE.  
07:40:38 WHAT WE HAVE TO DO IS TRY AND MAKE SURE THAT CAR WASH FITS  
07:40:43 INTO THE NEIGHBORHOOD AS BEST AS POSSIBLE AND IT DOESN'T  
07:40:45 HAVE SUBSTANTIAL EXTERNAL IMPACTS.  
07:40:48 WE APPRECIATE YOUR INPUT.  
07:40:50 WE DON'T WANT YOU TO THINK IT'S IGNORED.

07:40:52 WE WANT YOU TO UNDERSTAND OUR LIMITS AND WHAT WE'RE HERE  
07:40:54 FOR.  
07:40:55 >> I WOULD JUST LIKE TO ADD, WE WANT TO WORK WITH YOU.  
07:40:59 WE CAN MAKE CONTACT AND LET'S WORK TOGETHER.  
07:41:04 >>Barry Jones: OKAY.  
07:41:05 >>Mary Gibbs: I'LL BE HAPPY -- AGAIN, I WILL BE HAPPY TO  
07:41:08 FACILITATE THE MEETINGS AND GET THEM ARRANGED WITH THE  
07:41:11 PEOPLE.  
07:41:11 >>Barry Jones: I BELIEVE THEY COULD EXCHANGE SOME  
07:41:13 COMMUNICATION RIGHT NOW AND GET CONTACTS AND MAKE THAT  
07:41:15 HAPPEN.  
07:41:20 >> THANK YOU VERY MUCH.



07:41:20 >>Barry Jones: WE THANK YOU FOR GOING THROUGH THE PROCESS  
07:41:22 AND WE THANK EVERYBODY FOR PARTICIPATING.  
07:41:23 CAN WE TAKE A QUICK BREAK?  
07:41:31 [RECESS]  
07:46:40 >>Barry Jones: MAYBE YOU LEARNED SOMETHING ABOUT NOISE  
07:46:42 TONIGHT.  
07:46:44 >> I'M WAITING FOR MY COUNTERPART TO STEP IN.  
07:46:47 >>Mary Gibbs: ACTUALLY, I WAS GOING TO INTRODUCE IT.  
07:46:50 >>Barry Jones: MARY, GIVE US A QUICK INTRODUCTION.  
07:46:57 >>Mary Gibbs: I KNOW HE WANTS TO LEAVE, BUT NOT QUITE YET.  
07:47:01 THIS IS OUR INFORMATION MEETING FOR CORKSCREW CROSSING.  
07:47:04 AND THIS PROPERTY IS LOCATED ON CORKSCREW ROAD ACROSS FROM  
07:47:10 WILD BLUE.

07:47:11 IT'S ACTUALLY BETWEEN THE PRESERVE AND BELLA TERRA.  
07:47:15 FORMERLY USED TO BE KNOWN BY THE NAME OF MONTE CRISTO YEARS  
07:47:21 AGO.  
07:47:22 I DON'T KNOW IF YOU REMEMBER IT THAT WAY.  
07:47:23 I WANT TO GIVE YOU A QUICK BRIEF BACKGROUND ON HOW THIS GOT  
07:47:27 HERE.  
07:47:28 THIS WAS REZONED BY THE COUNTY QUITE A FEW YEARS AGO FOR A  
07:47:32 LARGE NUMBER OF HOMES.  
07:47:33 IT WAS OWNED BY A DIFFERENT PROPERTY OWNER AT THE TIME.  
07:47:36 THE APPLICANT CAME IN.  
07:47:39 THEY SOLD IT.  
07:47:41 THEY CAME IN TO CHANGE THE PLAN AND CHANGE THE MIX OF UNITS,  
07:47:45 AND IT WAS SUBMITTED TO THE COUNTY IN 2014, I THINK.  
07:47:51 NOW IT CAME ALONG SINCE INCORPORATION, IT CAME ALONG TO THE  
07:47:55 VILLAGE, AND WE INHERITED IT AND THEN I CAME FROM THE COUNTY  
07:48:00 TO THE VILLAGE.  
07:48:01 IT FOLLOWED ME OR I FOLLOWED IT.  
07:48:03 I'M NOT SURE WHICH.  
07:48:04 AND THE ZONING WAS AMENDED BECAUSE THEY ACTUALLY REDUCED THE  
07:48:08 NUMBER OF UNITS THAT THEY WANTED TO DO ON THE SITE.  
07:48:12 THE SITE BEFORE WAS PRIMARILY ZONED FOR MULTIFAMILY WITH  
07:48:15 SOME SINGLE-FAMILY, AND THEY HAVE CHANGED THE MIX OF UNITS  
07:48:18 TO BE BASICALLY SINGLE-FAMILY.  
07:48:20 >> EXCUSE ME.  
07:48:21 CAN WE SHUT THE DOOR?

07:48:48 >>Mary Gibbs: ANYWAY, TO MAKE A LONG STORY SHORT, THE ZONING  
07:48:51 WAS CHANGED BY THE VILLAGE COUNCIL.  
07:48:55 IT WAS A NEW MASTER CONCEPT PLAN WAS ADOPTED IN SEPTEMBER  
07:48:59 2019, I BELIEVE.  
07:49:01 YES, SEPTEMBER 2019.  
07:49:04 AND NOW THE -- THIS NEW APPLICANT, GL HOMES OR THE  
07:49:09 SUBSIDIARY HAS COME IN TO DO A DEVELOPMENT ORDER.  
07:49:12 THEY ARE HERE TONIGHT TO DO INFORMATION MEETING TO EXPLAIN

07:49:15 WHAT THEY ARE GOING TO DO.  
07:49:16 SO WE HAVE TWO SPEAKERS.  
07:49:22 JOHN ASHER AND THEN THE LANDSCAPER.  
07:49:30 >> THANK YOU, WE'RE HAPPY TO BE HERE TONIGHT.  
07:49:32 AS MARY SAID, I'M JOHN ASHER, THE DIRECTOR OF LAND  
07:49:38 DEVELOPMENT FOR GL HOMES IN SOUTHWEST FLORIDA.  
07:49:41 WE HAVE BRETT ASHLEY WHO IS THE DIRECTOR OF LANDSCAPING.  
07:49:45 HE BASICALLY REVIEWS, MANAGES, AND CONTROLS ALL THE  
07:49:48 LANDSCAPING FOR THE ENTIRE COMPANY.  
07:49:51 GL HOMES IS A PRIVATELY HELD HOME BUILDER.  
07:49:55 WE WORK COMPLETELY IN FLORIDA.  
07:49:58 THE CORPORATE OFFICES ARE OVER IN BROWARD COUNTY WHERE WE  
07:50:03 BUILD A LITTLE BIT IN DADE, BROWARD AND PALM BEACH COUNTY.  
07:50:08 OBVIOUSLY HERE, LEE AND COLLIER COUNTY WE HAVE A SEPARATE  
07:50:12 DIVISION, ALSO IN TAMPA AND PASCO COUNTY.  
07:50:15 AND JUST RECENTLY STARTED DEVELOPING OVER IN ST. LUCIE.  
07:50:19 SO WE'VE REALLY GOT FOUR MAIN DIVISIONS THROUGHOUT THE  
  
07:50:23 STATE.  
07:50:23 WE HAVE CLOSED ON THE PROPERTY AS OF THE FIRST OF THE YEAR.  
07:50:31 WE ARE NOW THE OWNER.  
07:50:32 WE HAD A NUMBER OF CONVERSATIONS WITH STAFF AHEAD OF TIME  
07:50:36 TRYING TO GET OUR FOOT IN THE DOOR AND FIGURE OUT WHICH  
07:50:39 DIRECTIONS WE NEEDED TO GO AND ASK A LOT OF PROBABLY  
07:50:43 REDUNDANT QUESTIONS, BUT STAFF HAS BEEN VERY HELPFUL.  
07:50:46 WE'RE TRYING TO MEET ALL THE CRITERIA, WORKING WITH DAVID  
07:50:51 WILLEMS, PUBLIC WORKS DIRECTOR AND SATISFY SOME DRAINAGE  
07:50:57 CONCERNS THAT ARE IN THE ZONING.  
07:50:59 JUST BASICALLY WANT TO BE A PARTNER AND A GOOD COMPONENT OF  
07:51:03 THE VILLAGE HERE.  
07:51:05 MOVING AHEAD HERE, HOW DO I --  
07:51:13 >> THE ARROWS ON THE KEYBOARD.  
07:51:15 >>Mary Gibbs: OR PAGE DOWN WITH THE ARROWS.  
07:51:27 >>John Asher: OKAY.  
07:51:28 THIS IS OUR PROPOSED SITE PLAN.  
07:51:30 WE'RE LOCATED EAST OF WILDCAT RUN AND WEST OF CORKSCREW  
07:51:34 PRESERVE IN BELLA TERRA.  
07:51:36 THIS PLAN IS ALMOST IDENTICAL TO THE ZONING PLAN.  
07:51:43 THE ZONING PLAN IS LOCATED AT THE BOTTOM OF THE SCREEN, AND  
07:51:48 OUR NEW SITE PLAN IS AT THE TOP.  
07:51:52 REALLY, THE ONLY DIFFERENCE IS WE HAVE A FEW LESS UNITS THAN  
07:51:58 WAS APPROVED.  
07:51:59 THEY WERE APPROVED FOR 590 AND OUR MAXIMUM SITE PLAN NOW IS  
  
07:52:03 554.  
07:52:05 WE'LL HAVE NO MULTIFAMILY.  
07:52:06 IT WILL BE ALL SINGLE-FAMILY, AND WE'VE GOT MORE LAKES.  
07:52:11 I MEAN, THAT WAS REALLY THE GIST OF OUR SITE PLAN CHANGES IS

07:52:15 TO INCREASE THE LAKES, MAKE THEM WIDER, GET FULL DEPTH AND  
07:52:21 TRY AND GENERATE FILL FOR THE SITE.  
07:52:22 THEIR SITE PLAN HAD OVER A MILLION YARD DEFICIT OF IMPORT.  
07:52:28 WE'RE TRYING TO REDUCE THAT.  
07:52:30 WE'LL STILL HAVE IMPORT BUT IT WON'T BE NEARLY AS MUCH.  
07:52:33 THAT'S A GOOD THING FOR EVERYONE TO KEEP THE TRUCKS OFF THE  
07:52:37 ROAD, AS WE ALL KNOW.  
07:52:38 FIGURING THAT YOU'RE CONCERNED WITH WHAT THE PROJECT IS  
07:52:45 GOING TO LOOK LIKE, THIS IS JUST A CONCEPTUAL RENDERING OF  
07:52:50 OUR ENTRANCE COMING IN OFF OF CORKSCREW.  
07:52:53 GL HOMES IS TYPICALLY KNOWN FOR FAIRLY LARGE, NICE,  
07:53:00 ELABORATE ENTRY MONUMENTS THROUGHOUT OUR COMMUNITIES IN LEE  
07:53:04 AND COLLIER COUNTY.  
07:53:07 I'LL SHOW YOU MORE DETAIL ON THIS IN A SECOND.  
07:53:10 BUT THIS IS THE ENTRY.  
07:53:12 EXTENDING UP THE SPINE ROAD INTO A GATED GUARDHOUSE ENTRY  
07:53:26 ANOTHER PERSPECTIVE VIEW OF THE GUARDHOUSE.  
07:53:28 ANOTHER.  
07:53:31 WE DO ALL OF OUR DESIGN IN-HOUSE.  
07:53:36 SO WE HAVE VERY FEW CONSULTANTS.  
07:53:39 WE ARE DOING THE ENGINEERING IN-HOUSE.

07:53:40 THE LANDSCAPE ARCHITECTURE WILL BE DONE BY OUR STAFF.  
07:53:44 ALL THESE GRAPHICS ARE GENERATED IN-HOUSE BY OUR STAFF.  
07:53:48 ALL OF THE PLANNING AND MARKETING IS DONE BY OUR STAFF.  
07:53:56 I PUT THIS SLIDE IN HERE JUST TO SHOW THE DIFFERENCE BETWEEN  
07:54:01 A CONCEPTUAL DRAWING ON THE LEFT-HAND SIDE AND THEN THE  
07:54:06 BOTTOM RIGHT IS THE ACTUAL PHOTO OF WHAT THAT CONCEPTUAL  
07:54:10 RENDERING TURNED OUT TO BE.  
07:54:12 SO AS YOU CAN SEE, WE'RE VERY DETAILED ON WHATEVER WE'LL  
07:54:19 SHOW AND PRESENT TO MARKETING PUBLIC, THE SALES IN A  
07:54:24 RENDERING IS ALMOST IDENTICAL TO WHAT ACTUALLY GETS BUILT.  
07:54:28 I SEE SOME OF OUR CLUBHOUSES AND SOME OF OUR ACTIVE ADULT  
07:54:32 COMMUNITIES.  
07:54:33 IT IS DOWN TO THE LITERAL LIGHT FIXTURES AND DECORATION ON  
07:54:40 THE WALL.  
07:54:41 SOME OF THE VIDEO RENDERINGS ARE IDENTICAL TO HOW IT GETS  
07:54:45 BUILT.  
07:54:45 THIS IS JUST AN EXAMPLE OF THAT.  
07:54:47 NOW HOW WE BASICALLY AFFECT THE PUBLIC.  
07:54:53 OUR BUFFER ALONG CORKSCREW ROAD.  
07:54:56 AND THIS IS JUST A TYPICAL 200-FOOT SECTION OF WHAT WE WOULD  
07:55:01 BE PROPOSING.  
07:55:03 AND THE IMPORTANT THINGS IN HERE ARE WE'VE GOT A NUMBER OF  
07:55:08 FACTORS.  
07:55:10 NUMBER ONE, WE'VE GOT THE CORKSCREW IS BEING WIDENED TO FOUR  
07:55:15 LANES.

07:55:15 SIX LANES IN SOME PLACES, BUT WE HAVE THE DESIRE FOR THE  
07:55:20 VILLAGE TO HAVE THE TEN-FOOT MULTIUSE PATH.  
07:55:24 WE ALSO HAVE THE DESIRE OF THE VILLAGE AND THE COUNTY TO  
07:55:29 HAVE A DRAINAGE CONVEYANCE ACROSS THE FRONT OF THE PROPERTY.  
07:55:32 THE ROAD WIDENING PROJECT IS GOING TO HAVE TWO BOX CULVERTS  
07:55:36 UNDERNEATH THE ROAD TO RELIEVE SOME FLOW AND FLOODING ISSUES  
07:55:42 NORTH OF CORKSCREW, AND IT'S GOT TO HAVE A PLACE TO GO.  
07:55:45 SO PART OF THE ZONING CRITERIA IS TO CONVEY A CERTAIN AMOUNT  
07:55:51 OF CFS DOWN OUR EAST AND WEST SIDE TO GET TO THE WEST SIDE,  
07:55:56 IT HAS TO GO ACROSS THE FRONT OF THE PROPERTY.  
07:55:58 SO WE'VE GOT TO FIND A WAY TO GET IT THERE, THAT HE DIDN'T  
07:56:02 THE FOURTH COMPONENT THAT WE'RE DEALING WITH IS CREATING A  
07:56:06 NICE ENTRY, A BUFFER FROM THE ROAD AND SOMETHING FOR THE  
07:56:10 RESIDENTS TO BUFFER THEM FROM THE ROAD.  
07:56:14 WE'RE ALMOST THERE, I THINK.  
07:56:17 WE'VE GOT A FAIRLY DETAILED -- LET ME GET TO THE PICTURE.  
07:56:22 THESE ARE THE ISSUES THAT I JUST EXPLAINED, BASICALLY.  
07:56:25 WE'VE GOT THE ROAD.  
07:56:27 WE'VE GOT THE MULTIUSE PATH.  
07:56:29 WE'VE GOT EXISTING UTILITIES IN THE ROAD.  
07:56:33 WE'VE GOT THE CONVEYANCE THAT MR. WILLEMS WANTS US TO  
07:56:37 PROVIDE.  
07:56:37 WE'RE TRYING TO CREATE A BUFFER FOR OUR RESIDENTIAL  
07:56:41 COMMUNITIES.  
07:56:44 WE'VE GOT THE ENGINEERS THAT SHOULD HAVE ALREADY SUBMITTED

07:56:48 IT.  
07:56:49 IT WILL PROBABLY GET DONE IN THE NEXT COUPLE OF DAYS, THE  
07:56:52 HYDRAULIC ANALYSIS THAT THE PREVIOUS CONSULTANT, I DON'T  
07:56:56 WANT TO SAY THEY IGNORED BUT THEY DIDN'T PROVIDE THE DETAIL  
07:56:59 THAT THE VILLAGE WANTED.  
07:57:01 SO WE'VE GOT THAT READY TO SUBMIT IN THE NEXT COUPLE OF  
07:57:04 DAYS.  
07:57:04 AND THIS WILL HOPEFULLY DOCUMENT AND SHOW THAT WE'VE GOT THE  
07:57:09 ABILITY TO CONVEY THE FLOWS THAT THE VILLAGE AND THE COUNTY  
07:57:14 WANT US TO GET THROUGH THESE PRESERVES AND DOWN TO THE  
07:57:20 LARGER PRESERVES TO THE SOUTH OF US.  
07:57:22 THE EDISON FARMS PROPERTIES.  
07:57:30 >>Barry Jones: CAN YOU PLANT THAT CONVEYANCE SOIL WITH  
07:57:33 THINGS THAT CAN GET THEIR FEET WET, CYPRESS TREES, RED  
07:57:36 MAPLES, THINGS LIKE THAT, TO HELP MOVE YOUR BUFFERING OUT?  
07:57:41 YOU'RE STILL BUILDING YOUR CONVEYANCE SWALE, PERHAPS PUT  
07:57:45 TREES TO GET DEPTH.  
07:57:47 >> THERE'S A PLANNING PLAN.  
07:57:48 WE HAVE AN AGREEMENT WITH WILDCAT RUN.  
07:57:53 THERE'S AN EXISTING DITCH ON THEIR PROPERTY.  
07:57:55 THERE'S AN AGREEMENT THAT WE'RE GOING TO EXPAND THAT AND  
07:57:57 BUFFER IT WITH OUR LANDSCAPING.

07:58:00 THERE'S A PLAN THAT WE SUBMITTED AS PART OF THE DO THAT TO  
07:58:04 ME IT'S A CODE MINIMUM THAT WE WILL PROVIDE AT LEAST THAT  
07:58:09 MUCH FOR WILDCAT RUN SIDE.

07:58:13 MOST LIKELY HAVE A WHOLE LOT MORE LANDSCAPING IN THERE.  
07:58:16 KIND OF SCALLOPED SHORELINE AND ADDITIONAL PLANTING LIKE MR.  
07:58:21 CHAIRMAN HAD RECOMMENDED, BUT, NO, WE'LL HAVE NATIVE GRASSES  
07:58:26 PLANTED THROUGHOUT IT.  
07:58:28 >>Barry Jones: IN THAT SWALE OUT FRONT, YOU COULD CLUSTER  
07:58:32 SOME CYPRESS TREES OR SOMETHING IN THAT WET FOOT TO HELP  
07:58:36 GIVE SOME DEPTH.  
07:58:37 YOU HAVE A WHOLE LOT OF LINEAR GOING ON THERE.  
07:58:40 >> IT MEANDERS A LITTLE BIT.  
07:58:41 WE HAVE A TURN LANE WE'RE DEALING WITH, SO IT NATURALLY IS  
07:58:44 GOING TO MEANDER.  
07:58:45 EMERGENCY ACCESS THAT'S GOING TO BREAK IT UP.  
07:58:47 >>Barry Jones: I DIDN'T KNOW IF THAT'S SOMETHING THAT NEEDS  
07:58:49 TO BE NEGOTIATED WITH DAVID, IF THEY CAN HAVE LANDSCAPING  
07:58:52 WITHIN THAT CONVEYANCE DITCH SO THEY COULD --  
07:58:57 >>Mary Gibbs: DAVID HAS BEEN WORKING WITH THEM AND ALSO WITH  
07:58:59 THE COUNTY ON THE WIDENING OF THE ROAD AND THE TURN LANE AND  
07:59:02 SOME OF THESE DETAILS.  
07:59:03 WE KNOW DAVID HAS BEEN PRETTY INVOLVED WITH THAT.  
07:59:06 >>Barry Jones: WHO TAKES OWNERSHIP OF THAT CONVEYANCE SWALE?  
07:59:10 YOU OR THE COUNTY OR THE VILLAGE?  
07:59:12 DO YOU KNOW?  
07:59:13 >>John Asher: IT WILL PROBABLY BE US JUST BECAUSE IT'S PART  
07:59:18 OF THAT FRONT BUFFER.  
07:59:19 TYPICALLY, WE'RE GOING TO WANT MAINTAIN ANYTHING THAT

07:59:22 AFFECTS THE WAY THE COMMUNITY LOOKS.  
07:59:24 I WOULD SAY WE WOULD MAINTAIN ALMOST ALL THAT UP THERE.  
07:59:28 >>Barry Jones: JUST A RECOMMENDATION, LOOKING AT THE  
07:59:30 RENDERING, IF THERE WERE CLUMPS OF CYPRESS THAT WERE FORWARD  
07:59:35 IN THAT MAY HELP.  
07:59:37 >>John Asher: BRETT, THAT WAS THE FIRST THING HE ASKED ME,  
07:59:40 CAN WE PUT LITTORALS IN THERE.  
07:59:43 AS LONG AS IT DOESN'T AFFECT THE HYDRAULIC CAPACITY OF IT,  
07:59:47 ANY PLANTINGS WILL, BUT, YEAH, WE'LL -- AGAIN, WHAT YOU'RE  
07:59:52 SEEING RIGHT HERE -- I HATE TO CALL IT A CODE MINIMUM --  
07:59:57 >>Barry Jones: IT IS.  
07:59:58 >>John Asher: IT'S WHAT WE'RE THINKING OF NOW.  
08:00:00 I'M SURE BY THE TIME OUR EXECUTIVE GROUP GETS A CHANCE TO  
08:00:04 LOOK AT IT, IT'S GOING TO BE ENHANCED SIGNIFICANTLY.  
08:00:07 >>Barry Jones: SORRY.  
08:00:09 CARRY ON, PLEASE.  
08:00:10 >>John Asher: JUST A LITTLE BIT MORE DETAIL ON THE SITE.  
08:00:17 I'VE HIGHLIGHTED THE RECREATION SITE IN THE YELLOW THERE.

08:00:21 AND THEN THE MODEL ROW, THE MODELS THEMSELVES WILL BE THE  
08:00:26 GREEN LOTS.  
08:00:28 AND THEN THE RED OR ORANGE WILL BE A SALES CENTER AND A  
08:00:32 DESIGN CENTER ALL ON-SITE.  
08:00:34 AND THEN THE GRAY WOULD BE A PARKING LOT AREA THAT WE BUILD  
08:00:38 AND KEEP IT THERE UNTIL THE END OF THE PROJECT.  
08:00:41 JUST, AGAIN, THIS IS PRELIMINARY, BUT IT'S A ROUGH IDEA OF  
  
08:00:51 WHAT THE CLUBHOUSE AND AMENITY SITE WOULD LOOK LIKE.  
08:00:56 WE'VE WORKED THROUGH IT, IT'S NOT GOING TO CHANGE MUCH FROM  
08:00:59 HERE.  
08:00:59 WE FLIPPED IT, TWISTED IT, DONE QUITE A BIT AND FIGURED THIS  
08:01:03 IS THE BEST WAY WITH THE LEAST AMOUNT OF IMPACT ON THE  
08:01:06 EXISTING RESIDENTS.  
08:01:07 OBVIOUSLY, WE'VE GOT THE PICKLEBALL COURTS AS FAR AWAY FROM  
08:01:13 ANY RESIDENTS, BECAUSE THAT'S WHERE THE BIGGEST SOUND ISSUE  
08:01:17 COMES FROM.  
08:01:19 >> GOT THE POOL ON THE NORTH SIDE OF THE BUILDING.  
08:01:22 NOT NECESSARILY WHERE YOU WANT TO DO IT.  
08:01:29 DECEMBER WHEN THE LIGHTS ARE DOWN, THE SHADE OF THE BUILDING  
08:01:33 --  
08:01:34 >>John Asher: RIGHT.  
08:01:35 YEAH, THAT'S A GOOD POINT.  
08:01:45 >>Barry Jones: CAN'T GET THE SOUTHERN EXPOSURE AND POOL IN  
08:01:48 THE WAY.  
08:01:48 >>John Asher: THESE ARE PRELIMINARY RENDERINGS OF THE  
08:01:52 BUILDING.  
08:01:53 I PUT THIS IN HERE JUST TO SHOW WHAT A TYPICAL MODEL CENTER  
08:02:05 FOR US WOULD LOOK LIKE.  
08:02:08 LIKE TO CHOOSE A CUL-DE-SAC.  
08:02:10 IN THIS CASE, IT'S ACTUALLY TWO STREETS, KIND OF DEAD END  
08:02:14 CUL-DE-SAC, BUT THAT'S THE PARKING LOT I SHOWED AND THEN THE  
08:02:17 HOMES UP IN THE UPPER PART OF THE SCREEN, I CALL IT THE  
  
08:02:23 BOTTOM LEFT, THAT IS THE SALES CENTER, ALL THE TRAFFIC  
08:02:27 DIRECTED IN THERE.  
08:02:29 EVERYTHING IS FENCED, AND THEN THE REST OF THOSE ARE THE  
08:02:32 MODEL HOMES.  
08:02:35 >> THESE ARE ACTUAL PHOTOS OF ANOTHER PROJECT?  
08:02:38 >>John Asher: THESE ARE -- THIS IS A PROJECT THAT WE HAD A  
08:02:42 GRAND OPENING LAST WEEKEND IN COLLIER COUNTY.  
08:02:45 >>Kristin Jeannin: I LIKE THE LOOKS OF THIS LANDSCAPE BETTER  
08:02:47 THAN THE FIRST IMAGE YOU SHOWED.  
08:02:49 THE LANDSCAPE LOOKS A LOT NICER HERE THAN THAT SEGMENT OF  
08:02:56 THE 20-FOOT TYPICAL THAT YOU SHOWED.  
08:02:59 >>John Asher: WE DON'T WANT TO SHOW YOU EVERYTHING UP FRONT.  
08:03:01 WE WANT TO IMPRESS YOU ONCE YOU SEE IT IN THE GROUND.  
08:03:05 THESE ARE SOME THREE ELEVATIONS THAT WE SUBMITTED

08:03:15 PRELIMINARILY TO MAKE SURE WE WOULD BE COMPLIANT.  
08:03:19 I GUESS THE STYLE WE WOULD CALL IT IS TRANSITIONAL.  
08:03:22 WE'RE IN BETWEEN SEVERAL THINGS, BUT WHERE OUR GROUP HAS  
08:03:30 GONE TO, WE GOT SOME ULTRAMODERN PRODUCT ON THE EAST COAST.  
08:03:38 OBVIOUSLY, THAT HASN'T COME OVER TO THE WEST COAST YET, BUT  
08:03:42 WE'RE TRYING TO BRING IN A LOT MORE STONE AND SOME OTHER  
08:03:46 THINGS TO STAY WITH THE TRENDS.  
08:03:49 >> WHAT IS THE SIZE RANGE OF THE MODELS?  
08:03:52 >>John Asher: IN HERE, THEY ARE ACTUALLY ALL GOING TO BE  
08:03:56 PROBABLY FROM 1800 TO 2800, MAYBE.  
08:04:01 2600.

08:04:02 I HATE TO SAY IT RIGHT NOW, BUT I THINK IT'S GOING TO BE A  
08:04:11 FAMILY NEIGHBORHOOD VERSUS AN ACTIVE ADULT.  
08:04:14 SO WE WOULD HAVE THE TWO-STORY FOR THE FAMILY NEIGHBORHOOD.  
08:04:22 I BRUSHED OVER THE LANDSCAPING, BUT I'D LIKE TO AT LEAST LET  
08:04:34 BRETT GO BACK AND TALK A LITTLE BIT ABOUT IT.  
08:04:55 >>Brett Ashley: GOOD EVENING.  
08:04:56 MY NAME IS BRETT ASHLEY.  
08:04:58 DIRECTOR OF LANDSCAPING FOR GL HOMES.  
08:05:00 I'VE WORKED FOR THE COMPANY FOR ABOUT SIX YEARS.  
08:05:02 TO SPEAK TO THE LANDSCAPE HERE, THE REASON I CAME TO GL, I  
08:05:08 STARTED AS A LANDSCAPER.  
08:05:11 I WAS ABOUT 13, BUILT MY WAY UP.  
08:05:14 I'M SORT OF A SELF-MADE LANDSCAPER.  
08:05:17 BUT THIS COMPANY IS DIFFERENT IN THAT IT'S TRULY COMMITTED.  
08:05:20 I WOULD SAY WE'RE KIND OF THE DISNEY OF DEVELOPERS.  
08:05:24 COMPLETELY COMMITTED TO PERFORMANCE IN EXCELLENCE FROM THE  
08:05:29 DESIGN PERSPECTIVE ALL THE WAY THROUGH TO MAINTENANCE.  
08:05:31 EVEN AS WE TURN OVER, WE REALLY OWN THE PROJECTS.  
08:05:34 WHEN OUR HOMEOWNERS COME TO US, WE FIX IT.  
08:05:38 SOMETHING NOT WORKING, WE CHANGE IT.  
08:05:39 WE LISTEN, AND WE'RE ABLE TO AND WE'RE NIMBLE.  
08:05:42 SO THE FEEDBACK THAT WE MAY GET ON THE DESIGNS AS IT RELATES  
08:05:46 TO LANDSCAPE AND TO ARCHITECTURE AND COLORS, WE'RE OPEN TO  
08:05:49 IT BECAUSE THAT'S KIND OF THE CULTURE OF OUR COMPANY.  
08:05:53 WE GROUP THINK EVERYTHING TO DEATH AND PAINFUL AT TIMES.

08:05:56 AT THE SAME TIME, WE END UP WITH A REALLY NICE PRODUCT.  
08:05:58 I WOULD OPEN IT UP -- THIS DESIGN IS BASICALLY FAIRLY BASIC.  
08:06:03 IT'S A FOUR- TO FIVE-FOOT BERM WITH AN EIGHT-FOOT WALL.  
08:06:07 IT HAS A CLUSIA HEDGE TYPICALLY ON BOTH SIDES.  
08:06:10 I KNOW CLUSIA IS BORING, BUT IT'S SUPER EFFECTIVE THESE  
08:06:14 DAYS.  
08:06:14 IT DOESN'T HAVE A PEST.  
08:06:15 IT'S VERY DROUGHT TOLERANT.  
08:06:17 IT DOESN'T REQUIRE A LOT OF FERTILIZER.  
08:06:20 SO AS A FOUNDATION PLANTING, I REALLY LIKE IT.

08:06:22 I'VE USED IT A LOT.  
08:06:24 BUT THERE ARE OTHER OPTIONS -- THERE'S COCOPLUM, SEA  
08:06:25 GRAPE -- THERE ARE SOME NATIVE PLANT MATERIALS THAT I'M NOT  
08:06:27 AGAINST.  
08:06:28 BUT IN THIS CHANCE, WE WENT WITH CLUSIA.  
08:06:32 IT'S EASY TO MAINTAIN AS WELL.  
08:06:33 AS FAR AS COLOR AND SCHEME, THERE'S A LOT OF MUHLY GRASS.  
08:06:35 I KNOW THE ORNAMENTAL GRASSES DO VERY WELL IN THIS  
08:06:38 ENVIRONMENT.  
08:06:38 I DO LIKE FLOWERING TREES.  
08:06:40 I WOULD SAY NOW THAT I WOULD BE OKAY WITH CHANGING SOME OF  
08:06:43 THE PALM PALETTE.  
08:06:46 THIS IS BASIC SABLES AND RIBBON PALMS.  
08:06:49 BUT THERE ARE SOME NATIVES AND SOME OTHER THINGS WE CAN DO  
08:06:52 TO GIVE IT MORE OF A TROPICAL FEEL.

08:06:55 WHEN YOU LOOK AT THE ENTRY -- TYPICALLY -- POLO TRACE WAS  
08:07:05 ONE OF MANY ENTRIES, BUT WE'D LIKE TO HAVE THE MOVEMENT OF  
08:07:08 THE WATER, IT'S A VERY BIG FEATURE FOR US.  
08:07:12 IT'S VERY PRETTY.  
08:07:13 IT LOOKS GREAT AT NIGHT.  
08:07:14 I DO USE A LOT OF PHOENIX SYLVESTRIS, WHICH IS A HIGH-END  
08:07:19 PALM, WHICH WILL BE TYPICAL AS TO WHAT YOU SEE IN THESE  
08:07:22 ENTRIES.  
08:07:23 WE ALSO LIKE THATCH PALMS, WHICH ARE THE SMALLER TREES THERE  
08:07:25 WHICH ARE ALSO NATIVES AND NATIVE TO THIS AREA IN  
08:07:29 PARTICULAR.  
08:07:30 I TRY TO MIX THE USE OF PALMS, TOO, SO THERE ARE TWO TYPES.  
08:07:34 I TRY TO PLAY ON THE DIFFERENT TYPES OF PALM FRONDS.  
08:07:38 AND ALL OF OUR DIRECTORS, WE REALLY LIKE COLORS, SO WE SHOW  
08:07:43 COLOR HERE AND TYPICALLY THESE ARE CRAPE MYRTLES, BUT WE DO  
08:07:46 USE A LOT OF HONG KONG ORCHIDS, QUEEN CRAPE MYRTLES.  
08:07:51 I REALLY PLAY WITH THE PLANT PALETTE IN THE UNDERSTORY TO  
08:07:54 GET A LOT OF PLAY OFF.  
08:07:55 I'VE BEEN USING PERENNIAL PEANUT, DROUGHT TOLERANCE, YELLOW  
08:08:00 FLOWER.  
08:08:01 WORKS GOOD AS GROUND COVER.  
08:08:03 THE MORAL OF OUR STORY IS THIS WAS THE FIRST GO AROUND WITH  
08:08:08 THE DESIGN.  
08:08:10 WE ARE OPEN FOR DESIGN OPTIONS, BUT I WOULD OPEN IT UP IF  
08:08:13 THERE WERE ANY QUESTIONS ABOUT THE LANDSCAPE OR CONCERNS OR

08:08:16 THINGS THAT YOU GUYS IN PARTICULAR LIKE.  
08:08:20 I KIND OF SAY OVER AND OVER THAT I REPRESENT GL IN A LOT OF  
08:08:24 OUR HOA MEETINGS AND I'M ASKED A MILLION TIMES WHAT IS THE  
08:08:28 BEST KIND OF MULCH AND I WON'T ANSWER THE QUESTION BECAUSE  
08:08:33 YOU ALL LIKE A DIFFERENT KIND OF.  
08:08:37 IF THERE WAS A STORYLINE, MOTIF OR LOOK THAT THE VILLAGE OF



08:08:39 ESTERO IS LOOKING FOR, WE WOULD BE MORE THAN HAPPY TO WORK  
08:08:42 WITH YOU GUYS TO GET THERE.  
08:08:43 NOT ONLY WOULD WE GET THERE, WE'D GET THERE WITH STYLE.  
08:08:46 >>Barry Jones: THANK YOU.  
08:08:47 GL ALWAYS DOES A QUALITY PRODUCT.  
08:08:51 >>Brett Ashley: WE ARE COMMITTED, YES, SIR.  
08:08:53 >>Barry Jones: WISH YOU DIDN'T HAVE YOUR OWN ENGINEERING  
08:08:55 DIVISION, BUT YOU DO A QUALITY PRODUCT.  
08:09:00 >>Brett Ashley: WE DO EVERYTHING IN-HOUSE AND WE FIND HAVING  
08:09:02 CONTROL OF THE ASPECTS GIVES US A BETTER ABILITY TO PERFORM.  
08:09:06 >>Kristin Jeannin: I AM THE NEWEST MEMBER ON THE BOARD AND  
08:09:10 I'M THE ONLY LANDSCAPE PROFESSIONAL.  
08:09:14 THEY ALL GOT GREAT FEEDBACK ON LANDSCAPE RELATED THINGS.  
08:09:18 SO I WILL TELL YOU THERE ARE -- OBVIOUSLY, I HAVE AN OPINION  
08:09:25 ABOUT BUFFERING AND HOW TO DO IT RIGHT AND HOW TO DO IT  
08:09:29 WRONG.  
08:09:29 ONE OF THE THINGS THAT AS A DESIGNER I THINK SHOWS BETTER  
08:09:36 DESIGN IS WHEN YOUR BUFFERING GOES AGAINST -- LIKE, IT  
08:09:43 DOESN'T HAVE SOLDIERS IN A ROW.

08:09:49 I THINK THAT EVEN TRANSLATE INTO A 200-FOOT LONG REPEATED  
08:09:54 PATTERN OVER AND OVER.  
08:09:55 WHEN I THINK THESE TYPES OF BUFFERS ARE MOST EFFECTIVE ARE  
08:10:06 WHEN IT HAS MORE OF AN ORGANIC SWEEP THAN A REPEATED LOOP.  
08:10:14 I THINK MEDA TERRA IS A GREAT EXAMPLE.  
08:10:21 THERE ARE OTHERS, TOO, BUT THAT'S THE ONE THAT COMES TO  
08:10:25 MIND.  
08:10:25 THEY HAVE THE SLOPE AND WALL THAT YOU'RE DEALING WITH AS  
08:10:27 WELL.  
08:10:28 I LIKE TO SEE BIGGER MASSES OF THINGS.  
08:10:35 I THINK IT WORKS A LOT BETTER BECAUSE OF THE WAY THAT YOU  
08:10:38 EXPERIENCE THAT LANDSCAPE IS FROM A CAR.  
08:10:41 DRIVING BY PRETTY FAST USUALLY.  
08:10:43 IT'S JUST TOO MUCH ALMOST TO THE EYE.  
08:10:51 LIKE YOU USED THE WORD BORING FOR CLUSIA.  
08:10:54 I THINK EVERYBODY HERE LOVES CLUSIA.  
08:10:58 I LOVE IT.  
08:10:59 IT'S A VERY EFFECTIVE PLANT.  
08:11:00 I KNOW THE PEOPLE BUYING YOUR HOMES WILL SAY WE WANT COLOR.  
08:11:08 WE WANT TROPICAL.  
08:11:11 MY CLIENTS SAY THE SAME THING AND I TELL THEM, MAKE THOSE  
08:11:17 PARTS OF YOUR LANDSCAPE EFFECTIVE, YOU NEED TO HAVE SOME OF  
08:11:19 THE THINGS THAT YOU MIGHT CONSIDER BORING.  
08:11:22 IF I'M SHOWING YOU A PLANT PALETTE THAT HAS A LOT OF GREEN  
08:11:27 ON IT, IT'S BECAUSE THAT'S THE STRUCTURE OF YOUR GARDEN.

08:11:30 THAT'S WHAT MAKES THOSE COLORFUL, MORE INTERESTING THINGS  
08:11:35 POP.

08:11:35 THEY ARE NOT BORING.  
08:11:43 THEY ARE IMPORTANT.  
08:11:44 THEY ARE EFFECTIVE.  
08:11:45 I'M JUST SAYING, TO HELP, I THINK INCREASE THE EFFECTIVENESS  
08:11:52 OF SOME OF THE DESIGNS THAT YOU'RE GOING TO PUT FORWARD  
08:11:54 HERE, I THINK KEEP THAT IN MIND.  
08:11:56 IT'S NOT BORING.  
08:11:57 IT'S INTENTIONAL AND IT'S IMPORTANT.  
08:12:03 >>Brett Ashley: I THINK ON CORKSCREW ROAD, THE INTENTION OF  
08:12:05 SORT OF THE FRENCH CURVES AND THE NON-REPETITIVE LANDSCAPE  
08:12:08 IS GOING TO BE EASIER TO ACHIEVE BECAUSE IT'S SORT OF A  
08:12:11 SHORTER BERM SECTION.  
08:12:12 IT'S NOT LIKE THIS REALLY LONG THING.  
08:12:15 IT WILL BE KIND OF EASY TO ACCOMPLISH WHAT YOU'RE SUGGESTING  
08:12:18 WHICH I'M NOT AGAINST AT ALL.  
08:12:20 >>Kristin Jeannin: I THINK THAT LARGER SWEEPS OF THINGS AND  
08:12:26 DON'T LIKE -- I WOULD SAY YOUR LONG-TERM EFFECTIVENESS WITH  
08:12:32 WHAT YOU DESIGNED IS GOING TO BE BETTER WITH THE MORE KIND  
08:12:35 OF BULLETPROOF AND ALMOST BORING PLANTS, BUT YOU CAN DO IT  
08:12:38 WITH TEXTURE, RIGHT?  
08:12:40 SAW PALMETTO IS EXTREMELY BEAUTIFUL TEXTURE, ESPECIALLY --  
08:12:47 IT'S NATIVE AND LOW MAINTENANCE, AND IT'S GOING TO LOOK GOOD  
08:12:52 LONG TERM.

08:12:53 I WOULD SAY -- SO YOU WON'T HAVE TO WORRY ABOUT THE  
08:12:58 MAINTENANCE DOWN THE ROAD, JUST USING THEM EFFECTIVELY IN  
08:13:01 LARGE LAYERING IN MASSES VERSUS LIKE A POP -- LIKE, YOU  
08:13:09 SHOWED, YOU KNOW, LIKE, I THINK SOME AECHMEAS KIND OF POPPED  
08:13:15 IN THERE.  
08:13:15 YOU KNOW, I DON'T HAVE A GOOD FEEL FOR HOW BIG YOUR STREET  
08:13:21 FRONTAGE IS, BUT, YOU KNOW, USING SEVEN OF THEM NICELY  
08:13:26 PLACED AS A MASS VERSUS ONE HERE AND ONE THERE I THINK IS  
08:13:32 GOING TO BE MORE EFFECTIVE TO CREATE THAT BLAST OF COLOR  
08:13:34 THAT YOU'RE REALLY LOOKING FOR.  
08:13:35 THOSE WOULD BE MY -- SORRY GUYS -- I'M SORRY.  
08:13:38 IT'S BEEN A LONG MEETING ALREADY.  
08:13:42 >>Brett Ashley: DULY NOTED.  
08:13:44 I HAVE GOOD MEMORY.  
08:13:46 >> ARE YOU GOING BACK TONIGHT --  
08:13:49 >> I AM GOING BACK TONIGHT.  
08:13:50 I LIVE IN PALM CITY, MARTIN COUNTY.  
08:13:55 >> WHEN YOU'RE OVER HERE SOMETIME, I HAD THE PRIVILEGE OF  
08:13:59 WORKING WITH BONITA BAY DEVELOPMENT FOR A WHILE.  
08:14:03 IF YOU DRIVE DOWN THROUGH THE BROOKS AND DOWN COCONUT ROAD  
08:14:06 AND YOU LOOK AT WHAT THEY ACCOMPLISH ON 41, VENICE CHURCH  
08:14:13 WAS LANDSCAPE GUY DOING THE PLANNING AND LANDSCAPE WORK, THE  
08:14:18 PROOF IS ALWAYS IN THE PUDDING, BUT NOW 10, 15 YEARS HENCE,  
08:14:24 IT'S VERY SUCCESSFUL LANDSCAPING AS FAR AS BUFFERING ON

08:14:28 MAJOR STREETS.

08:14:29 THEY REALLY DID A GOOD JOB AT IT.

08:14:31 IF YOU LOOK AT WHAT THEY DID IN THE BROOKS AND BONITA BAY,

08:14:35 JUST LOOK AT THAT.

08:14:36 ONE -- THE FIFTH LAW OF ARCHITECTURE -- I'M AN ARCHITECT --

08:14:43 FIFTH LAW, YOU SEE A GOOD IDEA, STEAL IT.

08:14:46 SO HAVE AT IT.

08:14:50 >> SURE, YEAH.

08:14:51 >>Barry Jones: WHAT STRUCTURES WILL BE SUBJECT TO

08:14:56 ARCHITECTURAL REVIEW?

08:14:57 GATEHOUSE AND CLUBHOUSE?

08:14:58 >>Mary Gibbs: THAT'S A REALLY INTERESTING QUESTION, BECAUSE

08:15:02 WE HAD A PATTERN BOOK, BECAUSE THIS HAD THE ZONING APPROVAL,

08:15:07 MASTER CONCEPT PLAN, THEY DID A PATTERN BOOK, AND AT THE

08:15:11 TIME, WHAT WE TOLD THEM IS PATTERN BOOKS A REQUIREMENT BUT

08:15:15 YOU DON'T REALLY KNOW WHAT YOU'RE DOING AND SINGLE-FAMILY

08:15:18 HOMES ARE BASICALLY EXEMPT FROM ARCHITECTURAL REVIEW.

08:15:21 SO WE SAID LET'S FOCUS ON WHAT YOU'RE GOING TO SEE BASICALLY

08:15:25 FOR CORKSCREW ROAD.

08:15:26 AND THAT'S WHAT I THINK THE VILLAGE COUNCIL WAS MORE

08:15:29 INTERESTED IN.

08:15:29 AND AT THE TIME, THEY DIDN'T REALLY NOTICE.

08:15:32 THEY PUT IN CONCEPTUAL PICTURES, AND THERE'S KIND OF THIS

08:15:37 LITTLE BIT MORE MODERN STYLE.

08:15:38 THERE WERE A FEW OTHER POTENTIAL STYLES, AND THEY ASKED ME

08:15:41 ABOUT THIS BEFORE THEY BOUGHT THE PROPERTY, AND I SAID IT

08:15:43 WOULD COMPLY WITH THE PATTERN BOOK.

08:15:45 SO I THINK THE STYLE ITSELF IS FINE, SO THERE'S REALLY NOT A

08:15:50 LOT THAT'S GOING TO BE REVIEWED BECAUSE THE PATTERN BOOKS

08:15:53 HAS ALREADY BEEN APPROVED.

08:15:55 SO I THINK YOU WILL BE -- EVEN THE CLUBHOUSE IS INTERNAL TO

08:15:58 THE PROPERTY.

08:15:59 IT DOESN'T REALLY FACE ANY ROAD.

08:16:01 SO I DON'T KNOW THAT THERE'S REALLY MUCH THAT YOU'RE GOING

08:16:04 TO BE LOOKING AT.

08:16:08 >>Barry Jones: UNDERSTOOD.

08:16:09 SO WHEN THIS COMES BACK FOR THE DEVELOPMENT ORDER, CAN WE

08:16:13 MAKE SURE WE HAVE A COPY AT LEAST DIGITAL OF THE PATTERN

08:16:16 BOOK FOR PRESENTATION?

08:16:18 >>Mary Gibbs: YEAH.

08:16:20 WE'VE GOT A LOT OF DOCUMENTS, AND THERE'S A LOT OF ZONING

08:16:24 CONDITIONS.

08:16:25 THERE'S LOTS OF VERY SPECIFIC THINGS THAT JUST LOOKING AT

08:16:29 IT, IT SEEMS LIKE THEY'VE ADHERED TO AND WE'VE HAD A LOT OF

08:16:33 CONVERSATIONS WITH THEM TO MAKE SURE WE'RE ALL ON THE SAME

08:16:36 TRACK.

08:16:36 WE CAN INCLUDE THE PATTERN BOOK.  
08:16:39 WE CAN INCLUDE THE ZONING RESOLUTION IF YOU NEED TO SEE THAT  
08:16:43 IN WHATEVER DOCUMENTS.  
08:16:44 >>Barry Jones: OUT OF CURIOSITY, WAS THERE ANYTHING THAT THE  
08:16:46 VILLAGE IS DOING NOW, REFERENCE BEARS, WITH THE PROXIMITY OF  
  
08:16:48 THIS TO THE WILDLANDS, IF YOU WILL.  
08:16:56 BEAR, GARBAGE DISPOSAL.  
08:17:04 >>Mary Gibbs: OH, BEARS.  
08:17:04 I THINK WE DID HAVE A CONDITION IN THE ZONING STIPULATIONS  
08:17:09 THAT BASICALLY YOU HAVE TO HAVE LIKE THE HUMAN WILDLIFE  
08:17:12 COEXISTENCE PLAN WHICH IS BASICALLY, YOU HAVE TO HAVE FOR  
08:17:16 THE OTHER AGENCIES AS WELL.  
08:17:18 I THINK WE HAD SOME STANDARD CONDITIONS IN THERE.  
08:17:21 THERE WAS SOME FENCING.  
08:17:23 THERE WAS SOME FENCING CONDITIONS THAT WERE IN THE OLD  
08:17:25 ZONING.  
08:17:26 I THINK SOME OF IT WAS CARRIED OVER BECAUSE OF THE CONCERNS  
08:17:30 --  
08:17:30 >>Barry Jones: AND STAFF WILL BE REVIEWING ALL THOSE ZONING  
08:17:33 CONDITIONS, COMMITMENTS AGAINST THE PLAN AND GIVE US A  
08:17:35 RECOMMENDATION FOR IT.  
08:17:37 >>Mary Gibbs: ABSOLUTELY.  
08:17:38 >>Barry Jones: SO WE'RE NOT SCANNING AND CHECKING.  
08:17:40 JIM, DID YOU HAVE ANYTHING YOU WANTED TO OFFER?  
08:17:45 >>Jim Wallace: THE ONLY THING I WOULD SAY IS I WOULD DOUBLE  
08:17:48 DOWN ON WHAT KRISTIN SAID.  
08:17:51 THE ARCHITECTURE IS VERY STRUCTURED, AND THEREFORE I AGREE  
08:18:04 THAT THE LANDSCAPING NEXT TO THE BUILDING SHOULD BE  
08:18:08 ACCENTING THE VERY STRUCTURED ARCHITECTURE, AND IT SHOULD  
08:18:14 FEEL ORGANIC.  
  
08:18:15 I MEAN THERE SHOULD BE A CLEAR DEFINITION BETWEEN ACCENT  
08:18:20 LANDSCAPING AND BUFFERING.  
08:18:22 AS FAR AS THE BUFFERING ALONG CORKSCREW ROAD, I ALSO AGREE  
08:18:25 WITH KRISTIN THAT YES, IT SHOULD BE RHYTHMIC, BUT IT CAN BE  
08:18:30 ORGANIC.  
08:18:30 IT CAN BE INTERESTING.  
08:18:32 IT DOESN'T HAVE TO BE THIS REPETITIVE 200-FOOT PATTERN.  
08:18:36 I THINK THERE IS A REAL OPPORTUNITY FOR GL TO DO WHAT SOME  
08:18:41 OTHER DEVELOPERS HAVE NOT DONE.  
08:18:43 IF I GO, I WON'T MENTION NAMES.  
08:18:45 YOU DRIVE DOWN IN FRONT OF THE ENTRANCE OF SOME COMMUNITIES,  
08:18:48 AND IT'S JUST -- THE REPEAT PATTERN IS ALMOST A HUNDRED  
08:18:53 FEET.  
08:18:53 IT'S JUST NOT INTERESTING.  
08:18:55 ONE THING I NOTED THAT I WOULD BE REMISS IF I DIDN'T  
08:19:01 COMMENT, CAN WE GO BACK TO THE CROSS SECTION?

08:19:04           HERE WE GO.  
08:19:10           THE ONE THING THAT SEEMED PECULIAR TO ME, WHEN I LOOK AT THE  
08:19:15           SWALE AND I LOOK AT THE FINISHED FLOOR ELEVATION, THERE'S  
08:19:20           ONLY EIGHT INCHES BETWEEN THE BOTTOM OF THE SWALE ELEVATION  
08:19:24           AND THE FINISHED FLOOR ELEVATION.  
08:19:26           I WONDER WHETHER THAT WAS A TYPO, SOME KIND OF ERROR.  
08:19:31           I CAN'T IMAGINE THAT THE WATER IS GOING TO -- HEAVY RAIN IN  
08:19:35           THE SUMMER IS GOING TO DRAIN FROM THE INSIDE OF THAT WALL AT  
08:19:39           24-FOOT 3 DOWN TO 20-FOOT 8 AND THEN IT'S GOING TO GATHER IN  
  
08:19:44           THE FINISHED FLOOR OF THE FINISHED HOME.  
08:19:49           I JUST CAUGHT IT AS I LOOKED AT IT AND I WENT, SOMETHING  
08:19:52           SOUNDS -- 8 INCHES BETWEEN THE BOTTOM OF A SWALE AND A  
08:19:57           FINISHED FLOOR, I ALWAYS THOUGHT IT WAS A MINIMUM OF FOOT  
08:20:00           AND A HALF, 18 INCHES.  
08:20:02           THIS IS ONLY 8.  
08:20:03           SOMETHING SEEMS TO BE WRONG TO ME.  
08:20:11           >> I'M CURIOUS.  
08:20:11           WHAT 8 INCHES ARE WE TALKING ABOUT?  
08:20:13           >>Barry Jones: BETWEEN THE TWENTY-ONE FIVE AND THE TWENTY  
08:20:15           POINT EIGHT.  
08:20:18           TYPICALLY YOU GOT FOUR INCHES OF REVEAL OUTSIDE YOUR HOUSE  
08:20:18           TO YOUR TOP OF MULCH MINIMUM.  
08:20:21           SOME OF THOSE NUMBERS ARE --  
08:20:24           >>Jim Wallace: BOTTOM OF A SWALE TO FINISHED FLOOR I THOUGHT  
08:20:27           WAS A MINIMUM OF 18 INCHES.  
08:20:29           BUT THIS IS ONLY 8.  
08:20:30           I JUST SAW IT NOTICEABLY WHEN I HAPPENED TO BE LOOKING AT  
08:20:35           IT.  
08:20:35           THE ONLY OTHER QUESTION I HAVE, I LOOKED AT THIS PROPERTY A  
08:20:40           LONG TIME AGO.  
08:20:41           IT USED TO BE A 500-FOOT WIDE FLORIDA PANTHER RUN NEXT TO  
08:20:46           WILDCAT RUN.  
08:20:48           WHAT HAPPENED TO THE PANTHER RUN?  
08:20:53           >>Barry Jones: IT WAS A HABITAT CORRIDOR THROUGH THERE GOING  
  
08:20:57           NORTH-SOUTH?  
08:20:58           >>Jim Wallace: IT WAS THE ONLY WAY FOR THE PANTHERS.  
08:21:01           THEY HAD THE TAGS ON THEM AND I LOOKED -- SHOWED ME THE  
08:21:06           PATH, AND THERE WAS ALL JUST A FLOW OF RED DOTS RUNNING  
08:21:11           THROUGH THIS PROPERTY BETWEEN THE MINES, THE PITS TO THE  
08:21:19           EAST AND WILDCAT RUN TO THE WEST, IT WAS JUST A ROW OF LIKE  
08:21:24           50, 60 FEET FROM WILDCAT THAT WAS JUST THESE DOTS.  
08:21:28           I JUST WAS SO SURPRISED TO SEE THIS AND KIND OF GO, WHAT  
08:21:32           HAPPENED TO THE PANTHER RUN THAT USED TO RUN THROUGH HERE.  
08:21:36           IT WAS THE ONLY WAY FOR THE FLORIDA PANTHERS TO MIGRATE FROM  
08:21:39           THE SOUTH TO ABOVE CORKSCREW ROAD.  
08:21:42           I'M SURE THE ZONING HAS APPROVED IT.

08:21:44 SOMEBODY FIGURED OUT WHERE THE PANTHERS ARE GOING.  
08:21:47 >>Mary Gibbs: IF I CAN ANSWER THAT, THERE'S A LONG HISTORY  
08:21:51 ON THIS PROPERTY.  
08:21:54 THERE WERE CONCERNS BROUGHT UP, AND I THINK YOU'RE GOING TO  
08:21:56 HEAR IT AT THE PUBLIC INPUT TONIGHT FROM THE ONE SPEAKER WE  
08:22:00 HAVE AND ONE LETTER.  
08:22:01 THERE ARE CONCERNS ABOUT THE PANTHER HABITAT AND THE  
08:22:04 WETLANDS AND THE FLOW WAY AND MANY ISSUES, AND THIS HAS BEEN  
08:22:10 WORKED THROUGH WITH THE WATER MANAGEMENT DISTRICT AND THE  
08:22:14 ARMY CORPS.  
08:22:15 AND WHILE THE VILLAGE WAS REVIEWING THIS, ALL THE PERMITS  
08:22:18 WERE OBTAINED FROM THESE AGENCIES, SO THEY GOT THE  
08:22:22 BIOLOGICAL OPINION.

08:22:23 SO THE PANTHERS, THE PERSON THAT DID THE PANTHERS, I THINK  
08:22:28 NANCY PEYTON, WHO WAS KIND OF THE PANTHER PERSON AT THE  
08:22:32 TIME, SHE BASICALLY SIGNED OFF ON IT.  
08:22:35 AGENCY SIGNED OFF ON IT AND THEN THEY CONCLUDED WITH THE  
08:22:38 WATER MANAGEMENT PERMIT WHICH TOOK QUITE A FEW YEARS.  
08:22:41 I KNOW THE ENVIRONMENTAL PEOPLE THOUGHT IT WAS NEVER GOING  
08:22:43 TO GET ISSUED, BUT IT DID GET ISSUED.  
08:22:46 AND THEN THEY CAME IN HERE TO COMPLETE THE ZONING.  
08:22:50 WE DID HAVE A FEW ISSUES ON THE WETLANDS BECAUSE WE WANTED  
08:22:54 TO MAKE SURE, BECAUSE THERE ARE A LOT OF WETLANDS ON THE  
08:22:56 SITE.  
08:22:57 AND SOME OF THEM WERE LOWER QUALITY BUT SOME HIGHER QUALITY.  
08:23:01 WE'RE TRYING TO MAKE SURE THAT THE HIGHER QUALITY WETLANDS  
08:23:04 WERE PRESERVED AND THEN THERE WAS 200 ACRES I THINK AT THE  
08:23:08 SOUTH END OF THIS SITE THAT WILL BE A CONSERVATION EASEMENT.  
08:23:12 THAT INCLUDES SOME OF THE BEST WETLANDS AND SOME UPLANDS.  
08:23:17 SO WE HAD THIS LONG PROTRACTED KIND OF NEGOTIATION OVER  
08:23:23 THIS.  
08:23:23 AND THEN, NOT THESE PEOPLE HERE, BUT THE PEOPLE BEFORE, WE  
08:23:28 ENDED UP IN THE LAWSUIT OVER THIS, HAVING TO DO WITH THE  
08:23:33 WETLANDS AND THE COMP PLAN AND ALL THIS.  
08:23:37 WE ENDED UP IN MEDIATION.  
08:23:39 WE ENDED UP IN A SETTLEMENT AGREEMENT.  
08:23:41 AND SO ON TOP OF THAT, THERE'S A CONDITION IN HERE THAT  
08:23:47 BEFORE THERE IS A DEVELOPMENT ORDER VEGETATION PERMIT ISSUED

08:23:51 THAT THEY ARE RESPONSIBLE TO -- THEY OFFER TO PAY, I THINK  
08:23:54 \$750,000 TO THE VILLAGE SO THAT IT COULD BE USED FOR  
08:24:00 ENVIRONMENTAL-TYPE PURPOSES.  
08:24:02 KIND OF TO OFFSET THE MITIGATION FOR SOME OF THAT WETLAND.  
08:24:07 IN ADDITION TO WHAT THEY ALREADY HAD TO DO FOR THE OTHER  
08:24:10 AGENCIES.  
08:24:11 SO THEN THE COUNCIL AND EVERYBODY SETTLED THE LAWSUIT.  
08:24:15 AND THEN GL HOMES GOT INVOLVED AND PURCHASED THE PROPERTY,

08:24:19 AND HERE WE ARE TODAY.  
08:24:23 >>Jim Wallace: I WAS VERY HAPPY TO SEE THE AMOUNT OF LAKE  
08:24:26 AREA AND STORMWATER RETENTION INCREASED.  
08:24:28 IT LOOKS VERY SUBSTANTIAL.  
08:24:29 WHEN I LOOKED AT THIS A LONG TIME AGO, PODS OF UPLANDS  
08:24:34 SURROUNDED BY WETLANDS AND IT WAS VERY DIFFICULT TO GET TO  
08:24:36 THE UPLANDS, ET CETERA, AND THE PREVIOUS SITE PLAN SEEMED TO  
08:24:43 BE OVERCROWDED, OVERDEVELOPED AND NOT ENOUGH LAKE AREA.  
08:24:49 ANYWAYS, I'M SURE THE PANTHERS -- SOMEWHERE IN THE  
08:24:53 NEGOTIATIONS, THE PANTHERS HAVE BEEN I PRESUME SOMEBODY HAS  
08:24:58 THOUGHT ABOUT HOW THEY ARE GOING TO GET TO THE NORTH SIDE OF  
08:25:02 CORKSCREW ROAD.  
08:25:03 >>Barry Jones: DEVELOPMENT OF WILD BLUE ON THE NORTH SIDE  
08:25:06 THERE THAT THE PANTHERS ARE GOING TO UTILIZE THE FLOW WAY  
08:25:11 THAT'S HALF A MILE EAST OF THIS THAT HAS A CLEAN CORRIDOR  
08:25:15 GOING UP THROUGH THERE.  
08:25:18 >>Jim Wallace: HOW DO THEY GET FROM THE HABITAT SOUTH OF  
  
08:25:21 THIS PROPERTY ACROSS CORKSCREW ROAD?  
08:25:24 >>Barry Jones: YOU GO EAST AND THEN NORTH.  
08:25:29 >>Jim Wallace: I GOT IT.  
08:25:30 IT WILL FOLLOW THE NATURAL.  
08:25:32 >> THERE IS A WILDLIFE CROSSING IN BETWEEN THE TWO FLOW WAY  
08:25:36 BOX CULVERTS THAT I MENTIONED.  
08:25:38 THAT'S PROBABLY SIX TO EIGHT HUNDRED FEET EAST OF OUR EAST  
08:25:43 PROPERTY LINE.  
08:25:43 SO THE FLOW WAY FROM A STANDPOINT, IT GOES THROUGH THE  
08:25:47 PRESERVE AT CORKSCREW, THE PRESERVE AREA.  
08:25:51 >>Jim Wallace: IT WAS VERY INTERESTING FOR ME BECAUSE THE  
08:25:55 ANIMALS WERE SMART ENOUGH TO STAY AWAY FROM HUMAN HABITAT.  
08:26:00 50, 60 FEET AND THEN THIS RUSH WHERE THE PANTHERS WENT.  
08:26:03 YOU REALLY NEEDED ABOUT A 300-FOOT WIDE PATHWAY FOR THEM TO  
08:26:08 MOVE FROM SOUTH TO NORTH.  
08:26:10 I'M SURE THAT'S ALL --  
08:26:11 >>Barry Jones: ARMY CORPS PERMIT?  
08:26:13 >> YES.  
08:26:13 >>Barry Jones: IT'S BEEN THROUGH FISH AND WILDLIFE.  
08:26:18 >>Jim Wallace: SO YOU'RE READY TO GO.  
08:26:20 I JUST WANT TO POINT OUT -- SEEMED STRANGE TO ME, ONLY EIGHT  
08:26:26 INCHES BETWEEN THE BOTTOM OF THE SWALE AND THE FINISHED  
08:26:28 FLOOR WITH A WHOLE LOT OF WATER COMING DOWN FROM THE 24-FOOT  
08:26:32 ELEVATION AT THE WALL, SOUNDS LIKE WE'RE GOING TO HAVE WATER  
08:26:35 IN HOMES BASED ON THIS CROSS SECTION.  
  
08:26:39 >>John Asher: I WANT TO EXPLAIN THAT.  
08:26:42 THE FINISHED FLOOR IS THE MINIMUM FINISHED FLOOR AND IT WILL  
08:26:45 GO UP AND DOWN WITH THE ROAD ELEVATION.  
08:26:49 IT WILL BE 18 INCHES ABOVE THE ROAD.

08:26:51 THIS IS A REAR YARD SWALE AND ON A PERIMETER, NON-LAKE LOT.  
08:26:58 I'VE CONVINCED THEM THAT WE'VE GOT REAR YARD DRAINAGE.  
08:27:01 IT TOOK A WHILE.  
08:27:03 WE'LL HAVE A DRAIN AT EVERY LOT CORNER.  
08:27:06 SO THAT ALLOWS US TO KEEP THE YARDS UP HIGHER AND NOT HAVE  
08:27:11 THESE DEEP SWALES ON THE PEOPLE'S LOTS THAT THEY FILL IN AND  
08:27:15 COVER UP AND IT BECOMES A MAINTENANCE PROBLEM.  
08:27:18 AS BARRY SAID, WE COME DOWN FIVE, SIX INCHES FROM THE  
08:27:27 FINISHED FLOOR, GRADE THE SWALE OUT, NOT GET A DEEP V BUT A  
08:27:31 GENTLE SWALE TO THE BACK AND PICK IT UP WITH THE -- AND THAT  
08:27:38 WILL BE TIED INTO THE MASTER STORMWATER SYSTEM.  
08:27:40 WE DO A LOT OF DETAILED GRADING.  
08:27:45 WE CUT OUR SLOPES PRETTY THIN BUT ACTUALLY WHEN THEY ARE  
08:27:49 FINISHING THE LOT, THEY WILL STRING LINE IT, HAND GRADE IT.  
08:27:54 THE SOD GUY IS RESPONSIBLE WITH THAT.  
08:27:57 SHOOT IT WITH A LASER TO MAKE SURE IT GETS DONE RIGHT.  
08:28:00 I'VE NEVER BEEN WITH A BUILDER THAT GOES TO THAT LEVEL ON  
08:28:03 EVERY -- FROM A PRODUCTION BUILDER STANDPOINT.  
08:28:07 >>Barry Jones: WE'VE GOT PUBLIC COMMENT.  
08:28:12 >> I THINK WE'RE DONE.  
08:28:13 >>Barry Jones: DOES THE BOARD HAVE ANY OTHER QUESTIONS OF  
  
08:28:15 THEM?  
08:28:16 PUBLIC COMMENT?  
08:28:18 >>Tammy Duran: PATTY WHITEHEAD.  
08:28:20 >>Barry Jones: HI, PATTY.  
08:28:22 WELCOME BACK.  
08:28:36 >> HI.  
08:28:37 GOOD EVENING.  
08:28:37 I KNOW IT'S BEEN A LONG MEETING FOR YOU GUYS.  
08:28:40 I WAS FOLLOWING YOU ONLINE AT HOME.  
08:28:42 I REALLY APPRECIATE -- I KNOW MR. WALLACE IS CALLING IN FROM  
08:28:58 HOME.  
08:28:59 I REALLY APPRECIATE THAT HE RAISED THE ISSUE OF THE  
08:29:01 ENVIRONMENTAL IMPERATIVES ON THIS PROPERTY AND THE NEED TO  
08:29:05 MAKE SURE THAT THERE'S CONVEYANCE FOR PANTHERS FROM NORTH TO  
08:29:10 SOUTH OR SOUTH TO NORTH BECAUSE, OBVIOUSLY, THE EDISON FARMS  
08:29:14 PROPERTY IS DIRECTLY BEHIND THIS PIECE OF LAND.  
08:29:17 SO I SENT YOU ALL A COPY OF THIS LETTER THAT WAS WRITTEN BY  
08:29:22 MR. STEVE SARKOZY, OUR VILLAGE MANAGER, TO MR. BRIAN ROSE  
08:29:25 WITH THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT BACK IN  
08:29:28 2017.  
08:29:28 AND THERE WAS SORT OF A COVER LETTER WITHIN THE E-MAIL.  
08:29:34 I DON'T KNOW IF YOU HAD A CHANCE TO OPEN YOUR E-MAILS.  
08:29:36 I IMAGINE MAYBE NOT WITH THE OVER ABUNDANCE OF PUBLIC  
08:29:41 COMMENT AND INFORMATION YOU PROBABLY RECEIVED ON THE PRIOR  
08:29:43 APPLICATION.



08:29:44 LET ME READ WHAT I WROTE.  
08:29:46 DEAR VILLAGE OF ESTERO DESIGN REVIEW BOARD MEMBERS, PLEASE  
08:29:49 CONSIDER THE ATTACHED INFORMATION ADDRESSING IMPACTS TO THE  
08:29:52 SUBJECT PROPERTY BY THE PROPOSED DEVELOPMENT.  
08:29:54 THESE IMPACTS INCLUDE SEVERE DIMINISHMENT AND REDIRECTION OF  
08:29:57 A CRITICAL FLOW WAY THAT SUPPORTS A VIABLE WETLAND ON THIS  
08:30:00 PROPERTY WHICH PRESENTLY CONTRIBUTES TO MAINTAINING WATER  
08:30:02 QUALITY AND QUANTITY THAT DRAINS INTO EDISON FARMS.  
08:30:06 DESTRUCTION OF THE FLOW WAY AND DISPLAYS BY DEVELOPMENT WILL  
08:30:09 ALSO SERIOUSLY COMPROMISE ACTIVE WILDLIFE CORRIDOR AND MOST  
08:30:12 LIKELY MAKE IT UNUSABLE FOR USE BY LARGE NATIVE MAMMALS.  
08:30:17 THESE ISSUES AND MORE ARE ADDRESSED IN THE ATTACHED LETTERS  
08:30:20 FROM THE VILLAGE OF ESTERO TO THE SOUTH FLORIDA WATER  
08:30:22 MANAGEMENT DISTRICT AND THE CONSERVANCY OF SOUTHWEST FLORIDA  
08:30:25 TO THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT.  
08:30:28 SO I'M JUST GOING TO POINT OUT SOME OF THE KEY ISSUES THAT  
08:30:33 WERE RAISED BY MR. SARKOZY TO THE GENTLEMAN AT THE SOUTH  
08:30:38 FLORIDA WATER MANAGEMENT DISTRICT BACK IN 2017.  
08:30:41 BECAUSE THIS PROPERTY IS LOCATED WITHIN FLOW WAY THAT  
08:30:43 CONNECTS WETLANDS NORTH OF CORKSCREW ROAD TO THE HEADWATERS  
08:30:46 OF THE NORTH AND SOUTH BRANCHES OF THE ESTERO RIVER, A  
08:30:49 PRIMARY FOCUS OF THE REVIEW WILL BE ON THE IMPACTS OF  
08:30:52 DEVELOPMENT UPON MAINTENANCE OF THE HYDROLOGICAL CONNECTION.  
08:30:55 ON THE NEXT PAGE, ACQUISITION OF THE EDISON FARMS PROPERTY  
08:30:59 LOCATED IMMEDIATELY SOUTH OF CORKSCREW CROSSING PRESENTS THE

08:31:01 ONLY OPPORTUNITY TO RESTORE HYDROLOGIC CONNECTION FROM WILD  
08:31:05 BLUE TO EDISON FARMS.  
08:31:07 THIS PURCHASE UNDERSCORES THE IMPORTANCE OF THE PROPERTY AND  
08:31:09 WHAT IT MEANS TO HABITAT, STORMWATER FLOW.  
08:31:12 THIS ENTIRE PROPERTY NEEDS TO BE USED FOR REGIONAL  
08:31:14 CONVEYANCE, FLOODPLAIN STORAGE AND ANIMAL HABITAT.  
08:31:18 IN SHORT, CORKSCREW CROSSING PROPERTY IS NOT SUITED FOR THE  
08:31:21 CURRENTLY PROPOSED DEVELOPMENT AND SHOULD NOT BE PERMITTED.  
08:31:24 MY ORGANIZATION, RESPONSIBLE GROWTH MANAGEMENT COALITION  
08:31:26 WHOLLY AGREES WITH THAT STATEMENT.  
08:31:28 THE ISSUE IS THAT -- UNDERGOING DESTRUCTION.  
08:31:36 MASSIVE DEVELOPMENT, SEVEN MILES RIGHT IN THE HEART OF THE  
08:31:39 DRGR.  
08:31:44 ANOTHER ACROSS THE STREET.  
08:31:45 THERE WAS MENTION OF EXISTING AND PROPOSED WILDLIFE  
08:31:48 CROSSINGS, AND WE HAD -- I'M ALSO A MEMBER OF THE ESTERO BAY  
08:31:52 AGENCY FOR BAY MANAGEMENT.  
08:31:54 WE HAD MR. ROLAND WITH LEE COUNTY SPEAK TO THIS ISSUE AT ONE  
08:31:58 OF OUR MEETINGS.  
08:31:59 MY QUESTION TO HIM AND HE SAID HE COULDN'T PROVIDE A REALLY  
08:32:02 VALID ANSWER.  
08:32:02 MY GOOD QUESTION.

08:32:04 I SAID, YOU KNOW, THE PURCHASE OF EDISON FARMS, THE GOALS OF  
08:32:07 THAT ARE HYDROLOGICAL RESTORATION, BE ABLE TO MOVE WATER  
08:32:11 INTO EDISON FARMS TO STORE IT FOR HUMAN USE.

08:32:15 YOU'RE TELLING ME THAT THESE UNDERCROSSINGS, THESE  
08:32:18 UNDERPATHS ARE GOING TO SERVE BOTH THE PURPOSE OF WATER  
08:32:22 CONVEYANCE AND LARGE MAMMALS.  
08:32:24 I FIND THAT HARD TO BELIEVE.  
08:32:26 HE SAID, YOU KNOW WHAT, YOU'RE RIGHT.  
08:32:28 I REALLY DON'T HAVE AN EXPLANATION OF HOW WE'RE GOING TO  
08:32:31 HANDLE THAT.  
08:32:32 THE FOCUS IS TO MAKE SURE WE HAVE ENOUGH WATER FOR FUTURE  
08:32:34 USE.  
08:32:35 BUT AT THE SAME TIME, THIS IS WHERE OUR NATIVE ANIMALS LIVE,  
08:32:39 AT LEAST IN LEE COUNTY.  
08:32:40 IF WE CONTINUE TO DESTROY THE DRGR, WE PROBABLY WON'T HAVE  
08:32:45 ANY VIABLE HABITAT LEFT FOR PANTHERS IN LEE COUNTY.  
08:32:48 BEYOND THAT, WE'LL DESTROY THE ABILITY TO HAVE THE U.S. FISH  
08:32:51 AND WILDLIFE'S ULTIMATE RESTORATION PLAN FOR THE PANTHERS  
08:32:55 EVER MATERIALIZE, WHICH IS TO HAVE THEE GROUPINGS OF  
08:33:02 PANTHERS ACROSS THE STATE, EACH GROUPING SHOULD BE UP TO 240  
08:33:07 PANTHERS.  
08:33:08 IF WE CAN'T GET THESE ANIMALS TO MOVE TO THE NORTH ACROSS  
08:33:11 THE CALOOSAHATCHEE RIVER TO ESTABLISH BREEDING GROUNDS UP  
08:33:16 THERE, WE'RE NOT GOING TO ACHIEVE RESTORATION AND BE ABLE TO  
08:33:19 GET THE PANTHER OFF OF THE ENDANGERED SPECIES LIST.  
08:33:23 IF THAT'S THE GOAL, THEN WE SHOULD COME OUT AND SAY WE DON'T  
08:33:26 WANT PANTHERS ANYMORE, BUT IT WOULD BE A TRAGIC LOSS TO WHAT  
08:33:30 REALLY MAKES FLORIDA, FLORIDA.

08:33:32 BEYOND THAT, WE KNOW THE PANTHER IS AN UMBRELLA SPECIES.  
08:33:35 SO A LOT OF SMALLER SPECIES ARE SUPPORTED BY THIS APEX  
08:33:38 PREDATOR.  
08:33:44 SO YOU DESTROY THE HABITAT FOR THE PANTHER, YOU DESTROY THE  
08:33:47 HABITAT FOR A LOT OF OTHER CREATURES IN THE FOOD CHAIN --  
08:33:48 BELOW THE FOOD CHAIN.  
08:33:50 THAT'S THE ISSUE WITH THE PANTHERS.  
08:33:53 THE ISSUE WITH THE WATER -- THIS IS A SIGNIFICANT FLOW WAY.  
08:33:56 IT'S A REAL FLOW WAY AND YOU'RE DESTROYING.  
08:33:59 YOU'RE DISPLACING IT.  
08:34:00 I GUESS MY TIME IS UP.  
08:34:06 >>Barry Jones: TO THAT, PATTY, I DON'T KNOW IF YOU WERE HERE  
08:34:10 OR NOT, BUT YOU UNDERSTAND THE REGULATORY AUTHORITY OF THIS  
08:34:14 BOARD.  
08:34:15 IT DOESN'T EXTEND TO LAND USE.  
08:34:17 DOESN'T EXTEND TO WETLAND MANAGEMENT OR ANY OF THAT.  
08:34:21 >> RIGHT.  
08:34:21 I KNOW THAT FROM HAVING SERVED ON THE BOARD.

08:34:24 IF YOU GUYS DON'T MIND, IF I CAN ADD SOMETHING, YOUR  
08:34:27 DISCRETION, YOU CAN GRANT THAT TO ME, RIGHT?  
08:34:32 I REALIZE THAT, BARRY.  
08:34:33 MY THING IS, I UNDERSTAND THAT YOU CAN'T TAKE AWAY THEIR  
08:34:35 ZONING RIGHTS.  
08:34:36 I GET THAT.  
08:34:37 WHAT I'M SAYING IS IF THERE'S A WAY THAT YOU CAN ENSURE THAT  
  
08:34:40 FLOW WAY IS PRESERVED AS MUCH AS POSSIBLE.  
08:34:43 RIGHT NOW IT'S JUST SHOWN AS A DITCH THAT HUGS THE EASTERN  
08:34:46 PORTION OF THE PROPERTY CLOSE TO THE CORKSCREW PRESERVE,  
08:34:52 KIND OF SQUISHED IN THERE.  
08:34:54 IT AMOUNTS TO JUST A DITCH NOW.  
08:34:56 BIG CONCERN, BEYOND JUST THE PANTHERS AND THE WETLAND  
08:35:00 PRESERVATION IS THE FLOW OF THAT WATER AND HOW IT IMPACTS  
08:35:03 BELLA TERRA.  
08:35:05 AS IT PROCEEDS SOUTH, IT MAKES A RIGHT-HAND TURN.  
08:35:11 IT MAKES LIKE A SHARP 90-DEGREE TURN.  
08:35:13 WATER JUST DOESN'T DO STUFF LIKE THAT, ESPECIALLY WHEN IT'S  
08:35:16 AN ACTIVE FLOW WAY.  
08:35:18 >>Barry Jones: I THINK IT DEPENDS ON THE VELOCITY OF THE  
08:35:20 WATER WHEN WHY OUR TALKING ABOUT SOMETHING LIKE THAT.  
08:35:23 AGAIN, WE'RE ARCHITECTURAL REVIEW BOARD.  
08:35:26 WE'RE NOT STORMWATER REVIEW.  
08:35:29 THERE'S ARMY CORPS OF ENGINEERS, FISH AND WILDLIFE.  
08:35:32 SOUTH FLORIDA WATER MANAGEMENT DISTRICT.  
08:35:34 THOSE PEOPLE ARE TASKED WITH EXAMINING THOSE TYPE OF ISSUES  
08:35:38 AND WE HAVE TO DEFER TO THEIR AUTHORITY.  
08:35:40 >> RIGHT.  
08:35:41 AS A CIVIL ENGINEER, YOU CAN CERTAINLY STILL ASK THE  
08:35:43 QUESTIONS.  
08:35:44 YOU CAN STILL EXAMINE WHETHER THE DESIGN IS APPROPRIATE AND,  
08:35:47 YOU KNOW, YOU CAN'T -- YOU CAN CERTAINLY MODIFY THE PERMIT  
  
08:35:51 -- MODIFY THE CONDITIONS SOMEWHAT I WOULD IMAGINE OR MAKE A  
08:35:55 RECOMMENDATION, I WOULD HOPE.  
08:35:56 >>Barry Jones: WE CAN'T OVERRULE THE REGULATORY AUTHORITIES  
08:35:59 THAT HAD JURISDICTION OVER THOSE TYPE OF ISSUES, NO MORE  
08:36:04 THAN THEY CAN TELL THE BUILDER, NO MORE THAN THE WATER  
08:36:08 MANAGEMENT DISTRICT IS GOING TO TELL THE BUILDER WHAT COLOR  
08:36:10 AWNING TO PUT ON HIS BUILDING.  
08:36:12 THAT'S NOT THEIR REGULATORY AUTHORITY.  
08:36:15 >>Mary Gibbs: I WAS GOING TO ADD THAT THIS ISSUE CAME UP, OF  
08:36:19 COURSE, WHILE THIS WHOLE ZONING AND THE WHOLE -- THIS WHOLE  
08:36:24 SITUATION HAS BEEN GOING ON, AS YOU CAN SEE FROM THE LETTER,  
08:36:27 SINCE BEFORE 2017.  
08:36:29 SO WHEN WE WORKED OUT WITH THE SETTLEMENT AGREEMENT ONE OF  
08:36:33 THE THINGS THAT WE WERE CONCERNED ABOUT, TOO, IS THE FLOW

08:36:37 WAY, BECAUSE THE CONSERVANCY WANTED SOMETHING WIDER.  
08:36:42 THE OTHER AGENCIES APPROVED IT, SO WE WERE CONSTRAINED.  
08:36:44 BUT WHAT WE HAVE WORKED OUT AND ONE OF THE CONDITIONS IS  
08:36:47 THAT WE WORK WITH THE APPLICANT AND THE COUNTY.  
08:36:50 WE ARE TRYING TO SEE BECAUSE THE COUNTY WAS DOING A  
08:36:53 STORMWATER STUDY.  
08:36:54 WE HAVE A STORMWATER STUDY AND WE WERE TRYING TO SEE IF WE  
08:36:56 COULD ACCOMMODATE THROUGH THAT AND THAT CONVEYANCE AREA  
08:37:01 ADDITIONAL FLOW.  
08:37:02 ONE OF THE THINGS THAT THE APPLICANT WILL BE SUBMITTING, THE  
08:37:05 REFERENCE THAT WOULD BE COMING SOON, WORKING WITH DAVID

08:37:07 WILLEMS ON THE WATER MODELING IN ORDER TO REVIEW THE  
08:37:13 CONDITION, WE HAD QUITE A FEW CONDITIONS IN THE SETTLEMENT  
08:37:15 AGREEMENT ABOUT LOOKING AT THE STORMWATER MODELING AND  
08:37:17 SEEING IF THERE'S AN OPPORTUNITY FOR ADDITIONAL --  
08:37:23 >>Barry Jones: YOU CAN DO OFF-SITE FLOW THROUGH AN ON-SITE  
08:37:26 SYSTEM AND TREAT IT AS A PASS-THROUGH.  
08:37:28 IT'S HARDER TO DO ON THE ENGINEERING SIDE, AND IT DEPENDS ON  
08:37:31 THE HYDRAULICS, WHERE THEY ARE AT, NORTH AND SOUTH OF THE  
08:37:34 SITE AND ARE ALL THE LAKES SITTING AT THE SAME LEVEL.  
08:37:37 I'VE TAKEN OFF-SITE FLOW AND USED A SERIES OF LAKES THROUGH  
08:37:41 A DEVELOPMENT AS A CONVEYANCE MECHANISM, AND THE DEVELOPER  
08:37:45 WAS COMPENSATED FOR UPSIZING SOME PIPES AND THEN WE WERE  
08:37:49 ALLOWED TO OPEN OUR WEIR STRUCTURE TO ALLOW THE WATER TO  
08:37:53 COME IN AT A CERTAIN VOLUME AND THAT ADDITIONAL DISCHARGE  
08:37:56 VOLUME WAS AT THE SOUTH END, SO THAT THE LAKES IN THEMSELVES  
08:38:00 BECAME A BIG PIPE NETWORK, IF YOU WILL.  
08:38:03 OTHER THAN A DEDICATED DITCH, THERE ARE WAYS TO CONVEY WATER  
08:38:06 THROUGH A SITE.  
08:38:07 AGAIN, THAT'S OUTSIDE OF, I THINK, THE DRB.  
08:38:12 >>Mary Gibbs: MY POINT WAS, WE'RE LOOKING AT THAT, OUR  
08:38:15 STAFF, DAVID WILLEMS HAS BEEN WORKING WITH THE COUNTY AND  
08:38:18 THE APPLICANTS WORKING WITH US.  
08:38:20 >>Barry Jones: YES.  
08:38:21 WELL QUALIFIED TO DO SO.  
08:38:22 >>Jim Wallace: BARRY, THAT'S EXACTLY WHAT WE DID AT MOTHELO,

08:38:30 EVERYTHING FROM THE NORTH SIDE OF VIA COCONUT POINT ROAD,  
08:38:33 ALLOWING IT TO FLOW COMPLETELY THROUGH THE COMMUNITY IN A  
08:38:37 NATURAL WAY ALL THE WAY OUT TO ESTERO BAY.  
08:38:40 IT'S WORKED VERY EFFECTIVELY.  
08:38:42 >>Barry Jones: UM-HUM.  
08:38:43 MAYBE THAT HELPS ADDRESS SOME OF YOUR CONCERNS THAT THEY ARE  
08:38:49 LOOKING AT ALTERNATE WAYS TO GET VOLUME TO MOVE NORTH TO  
08:38:52 SOUTH OTHER THAN JUST A DITCH AND ROUTING IT THROUGH SOME OF  
08:38:55 THE ON-SITE LAKES.  
08:38:56 >>Jim Wallace: THE SIZING, THE LAKE INTERCONNECTS.

08:39:06 >> I APPRECIATE YOUR COMMENTS VERY MUCH, PATTY.  
08:39:09 VERY MUCH.  
08:39:09 >>Barry Jones: WE ALL DO, YES.  
08:39:10 >>Mary Gibbs: I DID WANT TO MENTION ALSO, I THINK YOU  
08:39:13 RECEIVED AN E-MAIL FROM PETE CANGIALOSI.  
08:39:17 LOOKS LIKE HE SENT IT TO ALL THE DESIGN REVIEW BOARD  
08:39:21 MEMBERS.  
08:39:21 SAID HE COULDN'T BE HERE TONIGHT, BUT HE WAS ATTACHING SOME  
08:39:25 LETTERS, AND HE HAD SOME CONCERNS THAT EVEN THOUGH SEVERAL  
08:39:29 YEARS OLD, STILL THE CONCERNS.  
08:39:32 SAME LETTER PATTY HANDED OUT BUT ALSO A LETTER HE SENT TO  
08:39:35 WATER MANAGEMENT DISTRICT WHEN THIS WAS THE ARGO PROJECT,  
08:39:40 AND THERE WAS ANOTHER LETTER THAT THE CONSERVANCY SENT TO  
08:39:45 THE U.S. FISH AND WILDLIFE SERVICE.  
08:39:47 SO THESE WERE LETTERS FROM I THINK 2018 --

08:39:51 >>Barry Jones: WERE ANY OF THOSE RELATIVE TO THIS PLAN OR  
08:39:54 JUST THIS SITE?  
08:39:57 >>Mary Gibbs: RELATIVE TO THE SITE AND THE PLAN BECAUSE THE  
08:39:59 CONSERVANCY AGAIN WAS CONCERNED.  
08:40:02 FROM MY RECOLLECTION, THEY WANTED A FLOW WAY THAT WAS ABOUT  
08:40:05 -- OR THEY WANTED A -- YEAH, WILDLIFE CROSSING AREA THAT WAS  
08:40:09 ABOUT 1200 FEET WIDE, WHICH THIS SITE IS A LITTLE NARROW, SO  
08:40:15 THAT WAS A BIG CONSTRAINT.  
08:40:17 SO THAT WAS NOT APPROVED.  
08:40:18 THEY WANTED THAT.  
08:40:19 THEY WERE CONSISTENT.  
08:40:20 THEY'VE BEEN WANTING THAT SINCE AT LEAST 2014.  
08:40:22 >>Barry Jones: VILLAGE COUNCIL HAS HEARD ALL THIS AND HAS  
08:40:25 BEEN APPROVED AS PART OF THE ZONING.  
08:40:30 >>Mary Gibbs: AGAIN, BECAUSE THE OTHER AGENCIES HAD APPROVED  
08:40:33 ALL THIS BEFORE THE COUNCIL TOOK THIS UP AS WELL.  
08:40:38 AGAIN, IF THIS WAS LIKE -- BRAND-NEW DEVELOPMENT COMING IN  
08:40:43 WITH A LOT OF WETLANDS THAT HADN'T BEEN APPROVED BY THE  
08:40:45 COUNTY FOR MORE UNITS, IT MIGHT BE A LITTLE DIFFERENT  
08:40:49 SITUATION.  
08:40:49 >>Barry Jones: UNDERSTOOD.  
08:40:50 FROM A WILDLIFE CORRIDOR STANDPOINT, IT SEEMS LIKE WILD BLUE  
08:40:55 HAD NEVER BEEN DEVELOPED, THEN THERE WOULD BE JUSTIFICATION  
08:40:58 FOR A CORRIDOR SOMEWHERE IN THIS PROXIMITY, BUT WITH WILD  
08:41:01 BLUE BEING DEVELOPED AND ALL THE LAND TO THE NORTH BEING

08:41:04 DEVELOPED, NATURAL CORRIDOR THROUGH THE WETLAND THAT RUNS  
08:41:09 NORTH-SOUTH TO THE EAST.  
08:41:12 I WOULD HOPE THAT WE'RE DOING SOME IMPROVEMENTS TO CORKSCREW  
08:41:14 ROAD AT THAT LOCATION THAT FACILITIES SAFE PASSAGE.  
08:41:22 >>Mary Gibbs: THERE IS A WILDLIFE CROSSING CLOSE BY.  
08:41:25 >>Barry Jones: ANYTHING ELSE ON THIS PROJECT?

08:41:27 NO.  
08:41:30 THANK YOU FOR COMING.  
08:41:31 HAVE A SAFE DRIVE BACK IF YOU'RE DRIVING BACK TONIGHT.  
08:41:37 WATCH OUT FOR THOSE PANTHERS AT NIGHT DRIVING ACROSS --  
08:41:47 YOU'RE GOING THROU SOUNDING GH THE MIDDLE.  
08:41:48 ANY PUBLIC INPUT?  
08:41:51 BOARD COMMUNICATIONS?  
08:41:55 OUR NEXT MEETING TWO WEEKS.  
08:42:00 >> MOVE TO ADJOURN.  
08:42:01 >>Barry Jones: SECOND.  
08:42:02 ALL IN FAVOR SAY AYE.  
08:42:04 AYE.  
08:42:04 [GAVEL ]

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