

THE VILLAGE OF ESTERO
DESIGN REVIEW BOARD MEETING
WEDNESDAY, JUNE 26, 2019
5:30 P.M.

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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.

5:29:49PM >>Barry Jones: GOOD AFTERNOON, LADIES AND GENTLEMEN.
5:29:51PM THANK YOU FOR JOINING US.
5:29:52PM IT'S 5:30, I THINK, ON THIS CLOCK HERE.
5:29:56PM I THINK WE'RE ALL HERE.
5:29:58PM NO REASON TO DELAY PROCEEDINGS HERE.
5:30:01PM FIRST DO THE CALL TO ORDER.
5:30:02PM I UNDERSTAND WE HAVE NO CLERK AND NO ATTORNEY TODAY.
5:30:06PM ARE YOU DOING ROLL CALL?
5:30:09PM >>Mary Gibbs: I'LL BE DOING THE ROLL CALL, I GUESS.
5:30:12PM >>Barry Jones: NOW THAT WE'VE BEEN CALLED TO ORDER.
5:30:15PM >>Mary Gibbs: BOARD MEMBER BARBER.
5:30:16PM >>Thomas Barber: HERE.
5:30:17PM >>William Glass: HERE.
5:30:18PM >>Michael Sheeley: HERE.
5:30:20PM >>Zach Zachariah: HERE.
5:30:22PM >>Barry Jones: HERE.
5:30:24PM >>Mary Gibbs: ALL PRESENT AND ACCOUNTED FOR.

5:30:27PM >>Barry Jones: LET'S JUMP BACK ONE TO THE PLEDGE OF

5:30:29PM ALLEGIANCE.

5:30:29PM [PLEDGE OF ALLEGIANCE]

5:30:45PM >>Barry Jones: ALL RIGHT.

5:30:49PM SO BUSINESS ITEMS, APPROVAL OF THE AGENDA.

5:30:54PM >> SO MOVED.

5:30:54PM >> SECOND.

5:30:57PM >>Barry Jones: ALL IN AGREEMENT SAY AYE.

5:31:00PM ALL RIGHT.

5:31:02PM THE AGENDA HAS BEEN APPROVED.

5:31:04PM THE BUSINESS ITEMS ON THE AGENDA.

5:31:07PM IT APPEARS THAT ALL WE HAVE IS PUBLIC INFORMATION MEETINGS

5:31:10PM TONIGHT.

5:31:12PM AS A PUBLIC INFORMATION MEETING, I DON'T BELIEVE ANYBODY HAS

5:31:15PM TO BE SWORN IN OR WE HAVE TO IDENTIFY ANY CONFLICTS OF

5:31:19PM INTEREST, IS THAT CORRECT?

5:31:20PM >>Mary Gibbs: THAT'S CORRECT.

5:31:22PM >>Barry Jones: OKAY.

5:31:22PM SO THE FIRST ITEM ON THE PUBLIC INFORMATION MEETING WOULD BE

5:31:25PM THE ESTERO PARKWAY ROADWAY LANDSCAPE DESIGN.

5:31:28PM I BELIEVE STAFF IS HERE TO MAKE A PRESENTATION ON THAT.

5:31:38PM >>Ted Tryka: MY NAME IS TED TRYKA WITH AGNOLI BARBER AND

5:31:42PM BRUNDAGE.

5:31:42PM I AM THE PROJECT MANAGER.

5:31:43PM THE FIRST PART OF MY PRESENTATION TONIGHT WILL FOCUS ON THE

5:31:46PM ROADWAY PLAN DEVELOPMENT.

5:31:47PM AND THE SECOND PART WILL BE THE LANDSCAPE PLANS AS PRESENTED

5:31:51PM BY BRUCE HOWARD FROM BRUCE HOWARD AND ASSOCIATES.

5:31:54PM >>Mary Gibbs: TED, CAN YOU MAKE SURE TO SPEAK INTO THE

5:31:57PM MICROPHONE?

5:31:57PM WE HAVE PROBLEMS IN THIS ROOM.

5:32:00PM >>Ted Tryka: OKAY.

5:32:02PM I WILL TRY.

5:32:02PM ALL RIGHT.

5:32:03PM SO FOR THE ROADWAY PLANS, WE STARTED WITH A BIG PICTURE

5:32:09PM FIRST AND THEN DIALED DOWN INTO THE DETAILS.

5:32:12PM SO WE GOT FOUR MAIN PARTS OF THIS.

5:32:15PM WE HAVE ACCESS MANAGEMENT, WHICH SETS UP CONTROL OF THE

5:32:19PM TRAFFIC FLOW.

5:32:22PM OPERATIONAL AND SAFETY IMPROVEMENTS AS WELL AS ESTABLISH THE

5:32:24PM INTERSECTION DESIGN.

5:32:26PM THE DESIGN CRITERIA PART WAS USED TO DEFINE THE GEOMETRIC

5:32:33PM DESIGN PARAMETERS, LANE WIDTHS, TURN LANE LENGTHS, SHOULDER

5:32:37PM WIDTHS, CLEAR ZONES, ET CETERA.

5:32:38PM THE ROADWAY SECTIONS DETERMINED HOW TO BEST UTILIZE THE

5:32:43PM EXISTING PAVEMENT SECTION THAT WE HAVE OUT THERE CURRENTLY.

5:32:46PM AND THEN FINALLY THE SHOULDER SECTIONS WAS HOW WE DEVELOPED

5:32:51PM THE DESIGN FROM THE EDGE OF PAVEMENT OUT TO THE RIGHT-OF-WAY

5:32:54PM LINE ON EACH SIDE OF THE ROAD.

5:32:57PM SO THE FIRST PART OF THIS IS THE ACCESS MANAGEMENT WHERE WE

5:33:02PM STARTED WITH EACH INTERSECTION.

5:33:04PM THIS ONE IS U.S. 41, AND THIS ONE, THE INTERSECTION HAS BEEN

5:33:10PM REVISED TO INCLUDE DUAL LEFTS, A SINGLE THROUGH, AND A

5:33:16PM RIGHT-TURN LANE WITH THE BIKE LANE.

5:33:19PM THIS HAS ACTUALLY ALREADY BEEN BUILT AS PART OF THE

5:33:21PM IMPROVEMENTS ACROSS THE STREET, SO IT'S CURRENTLY IN PLACE

5:33:24PM TODAY.

5:33:25PM THE NEXT INTERSECTION IS AT ESTERO RIDGE AND WALMART.

5:33:29PM AND WE ARE ADDING A DIRECTIONAL LEFT MEDIAN HERE.

5:33:34PM AND WHAT THIS DOES IS IT ALLOWS LEFT TURNS INTO WALMART AND

5:33:38PM INTO ESTERO RIDGE, BUT IT PREVENTS THE LEFT OUT MOVEMENTS TO

5:33:43PM PROVIDE A SAFER -- TO PROVIDE A SAFER INTERSECTION.

5:33:46PM MOVING DOWN THE ROAD, WE ADDED AN ADDITION OF A U-TURN LANE

5:33:54PM AT OSPREY COVE.

5:33:58PM AT THIS NEXT INTERSECTION, AT BELLE LAGO, WE REVISED THE

5:34:03PM MEDIAN NODES TO THE EAST TO DISCOURAGE U-TURNS BECAUSE NOW

5:34:07PM THEY CAN MAKE U-TURNS FURTHER DOWN THE ROAD.

5:34:10PM WE DON'T WANT TO MAKE U-TURNS WHERE THERE'S NOT A U-TURN

5:34:14PM LANE SO IT DOESN'T IMPACT TRAFFIC AND BLOCK TRAFFIC FROM

5:34:17PM BEHIND.

5:34:17PM THE NEXT ONE HERE, BETWEEN BELLE LAGO AND THE RESERVE, IS

5:34:21PM WHERE WE ADDED ANOTHER U-TURN LANE.

5:34:24PM AT THE RESERVE AND THE CASCADES, IT'S A LITTLE BIT HARD TO

5:34:30PM SEE, BUT WHAT WE DID IS WE PULLED THE MEDIAN NOSE POINTS

5:34:34PM BACK IN EACH DIRECTION, AND THAT PROVIDES MORE MOVEMENT,

5:34:37PM MORE ROOM FOR THE RESIDENTS TO MAKE LEFT TURNS OUT OF THERE,

5:34:41PM BECAUSE THERE'S A LITTLE BIT OF A STACKING PROBLEM.

5:34:44PM THE NEXT INTERSECTION IS AT ROOKERY POINT, AND WE HAVE ADDED

5:34:50PM A LEFT-TURN LANE INTO THE PROPERTY.

5:34:55PM AND ALSO EXTENDED THE RIGHT-TURN LANE INTO THE PROPERTY.

5:34:58PM NOW, UNFORTUNATELY, ON THIS SLIDE, WE HAD A BIT OF A CHANGE.

5:35:05PM THIS HAS ACTUALLY BEEN A CHANGE SINCE WE DEVELOPED THIS

5:35:08PM PowerPoint.

5:35:09PM INITIALLY, WE HAD PROPOSED A DIRECTIONAL LEFT MEDIAN LIKE WE

5:35:15PM HAD AT WALMART, BUT DUE TO SOME OF THE UNCERTAINTY OF THE

5:35:19PM DEVELOPING CONDITIONS AROUND WITH THE UNDEVELOPED

5:35:21PM PROPERTIES, IT'S BEEN DECIDED NOT TO PUT THE DIRECTIONAL

5:35:24PM LEFT MEDIAN IN AT THIS POINT.

5:35:26PM SO WE'RE GOING TO LEAVE THE MEDIAN OPEN AS IS, BUT WE ARE

5:35:30PM GOING TO EXTEND THE LEFT TURN INTO HEATHER STONE AND ALSO

5:35:40PM PROVIDE A RIGHT-TURN LANE.

5:35:45PM AND THIS IS THE FINAL INTERSECTION.

5:35:47PM WE HAD THE OPTION OF PULLING BACK THE MEDIAN A LITTLE BIT

5:35:53PM HERE TO IMPROVE THE TAPERS, BUT WE OPTED AGAINST THAT, AND

5:35:57PM WE'RE JUST LEAVING THAT INTERSECTION AS-IS FOR NOW.

5:36:02PM ON TO THE DESIGN CRITERIA REPORT, I WANT TO KEEP IT SHORT

5:36:07PM BECAUSE I KNOW WE'RE TRYING TO MOVE A LOT OF THINGS ALONG

5:36:10PM TONIGHT.

5:36:10PM I ASSUME YOU GUYS ALREADY READ THROUGH THIS.

5:36:12PM THERE ARE TWO KEY TAKEAWAYS FROM THIS.

5:36:16PM ESTABLISHING LANE WIDTHS AT 11-FOOT AND TURN LANES AT

5:36:19PM 11-FOOT, AND THEN ESTABLISHING THE ROADSIDE CLEAR ZONES,

5:36:22PM WHICH IS THE TRAVEL WAY FROM THE EDGE OF PAVEMENT TO THE

5:36:26PM FIXED OBJECT OR THE EDGE OF THRU LANE, NOT JUST EDGE OF

5:36:32PM PAVEMENT, THE EDGE OF THE THRU LANE.

5:36:34PM AS YOU CAN SEE, WITHOUT CURB AND GUTTER, IT'S 18-FOOT.

5:36:38PM WITH CURB, IT'S FOUR FOOT.

5:36:40PM SO THAT HAS A HUGE IMPACT ON HOW WE'RE ABLE TO LANDSCAPE AND

5:36:44PM DESIGN THE REST OF THE PROJECT.

5:36:46PM MOVING FORWARD WITH THE ROADWAY SECTIONS, THIS IS A BASIC

5:36:53PM CONCEPT OF WHAT'S OUT THERE NOW.

5:36:57PM TWO 12-FOOT LANES AND A FOUR-FOOT PAVED SHOULDER WITH A

5:37:01PM 22-FOOT MEDIAN.

5:37:03PM AND THAT GIVES US A ROADWAY, EXISTING ROADWAY WIDTH OF

5:37:08PM 28-FOOT TOTAL.

5:37:09PM AND ONE OF THE BIG DESIRES OF THIS PROJECT WAS TO ADD A

5:37:14PM 7-FOOT BUFFERED BIKE LANE ON THE ROADWAY.

5:37:18PM SO BY REDUCING THE TRAVEL LANES FROM 12 TO 11, WE'RE ABLE TO

5:37:23PM GET THE THRU LANES AND A BUFFERED BIKE LANE IN 29 FEET.

5:37:28PM SO WE HAD TO HAVE ONE FOOT OF WIDENING ON THE TURN LANE.

5:37:31PM SO WE'RE ABLE TO UTILIZE A MAJORITY OF THE PAVEMENT.

5:37:36PM LAST IS THE SHOULDER SECTION.

5:37:41PM AND BRUCE WILL GET MORE INTO THIS, BUT THIS IS KIND OF A

5:37:44PM VERY BRIEF OVERVIEW OF OUR ROADWAY, AND WHAT WE'RE TRYING TO

5:37:51PM DO HERE, FOR THE MOST PART, IS IN THE THRU LANE SECTIONS,

5:37:56PM WHICH IS KIND OF SHOWN ON THE LEFT SIDE, WE HAVE -- THIS IS
5:38:00PM AN OPEN DRAINAGE ROAD SO WE HAVE TO MAINTAIN THE EXISTING
5:38:04PM DITCH -- OR NOT THE EXISTING DITCHES, BUT WE HAVE TO
5:38:06PM MAINTAIN OPEN SWALES TO DRAIN THE ROAD.
5:38:11PM SO WE'VE GOT OUR SIDEWALK, FOR THE MOST PART, SITS ON THE
5:38:14PM BACK OF THE RIGHT-OF-WAY LINE OVER HERE.
5:38:19PM SO WE HAVE IN AREAS WHERE WE DON'T HAVE A RIGHT-TURN LANE,
5:38:22PM WE KIND OF HAVE THE OPEN SWALE DRAINAGE, WHICH CAN BE
5:38:26PM PLANTED WITH SOME WETLAND-TYPE THINGS, AND THEN WHERE WE
5:38:29PM HAVE THE RIGHT-TURN LANES WE HAVE A SMALLER CLEAR ZONE
5:38:33PM BECAUSE IT'S BASED ON THE THRU TRAVEL LANE, NOT THE
5:38:38PM RIGHT-TURN LANE.
5:38:39PM SO IN AREAS LIKE THIS, WE'RE ABLE TO GET IN TREES A LOT
5:38:44PM CLOSER TO THE ROADWAY.
5:38:46PM AND THEN WE HAVE AN OPTION THAT WE'RE UTILIZING AT THE NORTH
5:38:50PM END WHERE WE HAVE SOME SLOTTED DRAINED F CURB, WHICH ALLOWS
5:38:55PM US TO GET THE TREES CLOSER TO THE ROAD WHERE WE STILL HAVE
5:39:00PM THE LARGER SWALES.
5:39:01PM AND DOWN THESE SHOULDER SECTIONS IS REALLY WHAT WE USED TO
5:39:07PM DEVELOP AND ALLOW BRUCE TO MOVE FORWARD WITH HIS LANDSCAPE
5:39:10PM DESIGN.
5:39:11PM WITH THAT, I WILL TURN IT OVER TO BRUCE.
5:39:18PM >>William Glass: QUESTION.
5:39:19PM YOU SAID SOMETHING BEFORE THAT I'M SURE YOU REVIEWED THIS.
5:39:22PM WE HAVEN'T SEEN -- THIS IS THE FIRST TIME WE'VE SEEN IT

5:39:27PM TONIGHT AND WE HAVE NOTHING IN FRONT OF US TO LOOK AT TO
5:39:30PM SORT OF PARALLEL WHAT YOU'RE PRESENTING.
5:39:32PM IT'S FLYING RIGHT OVER.
5:39:34PM I'M SURE MY COLLEAGUE HAS BEEN MAKING COPIOUS NOTES SINCE
5:39:37PM THIS IS HIS BAILIWICK.

5:39:39PM BUT IT WOULD BE REALLY NICE IF WE HAD SOMETHING TO GO BY.

5:39:42PM MY ONLY COMMENT TO YOU IS I LIVE EAST OF WALMART, WITH THE

5:39:50PM PROPOSAL FOR LEFT IN AND NO RIGHT OUT THERE'S ABSOLUTELY NO

5:39:53PM WAY TO GET OUT OF THAT WALMART WITHOUT GOING ON TO 41 TO THE

5:39:58PM RIGHT, CROSSING THREE LANES OF TRAFFIC, GOING A HALF A MILE

5:40:01PM DOWN THE ROAD AND MAKING A U-TURN AND COMING BACK AND

5:40:03PM CLOGGING UP THE INTERSECTION TO MAKE A LEFT TURN.

5:40:09PM THAT IS A NONSTARTER FOR ME.

5:40:11PM >>Ted Tryka: ACTUALLY, IN THIS CASE, THERE IS A FRONTAGE

5:40:13PM ROAD IN WALMART THAT GOES OUT TO OSPREY COVE WHICH HAS A

5:40:16PM FULL MEDIAN OPENING.

5:40:18PM INSTEAD OF GOING TO ESTERO PARKWAY, JUST BEFORE YOU --

5:40:24PM >>William Glass: I GUESS WHERE I'M GOING IS WE HAVE A LOT OF

5:40:27PM NEIGHBORHOOD ORGANIZATIONS THAT COME HERE, AND THEY ARE ALL

5:40:29PM VERY WELL MEANING.

5:40:30PM THEIR HEART IS IN THE RIGHT PLACE.

5:40:32PM FOR US TO BE CARVING THESE ROADS UP AND BE FORCING WALMART

5:40:35PM TRAFFIC INTO THE THROAT OF THE COMMUNITY, IT'S NOT A GOOD

5:40:39PM IDEA.

5:40:39PM WE WENT AROUND AND AROUND WITH THIS ON THE VINES ON THE ALDI

5:40:43PM PROPERTY.

5:40:43PM I KNOW FRONTAGE ROADS ARE WONDERFUL WHEN YOU CAN PUT THEM

5:40:48PM IN.

5:40:48PM I'M SURE THE FOLKS IN THAT COMMUNITY WOULDN'T LIKE ALL THE

5:40:52PM WALMART TRAFFIC TURNING LEFT TO COME RIGHT OUT THEIR FRONT

5:40:55PM DOOR.

5:40:55PM THERE'S GOT TO BE ANOTHER WAY TO DO THIS.

5:40:58PM >>Ted Tryka: WELL, ONE OF THE BIG CONCERNS WAS THE SAFETY,

5:41:00PM AND AS YOU ARE PROBABLY AWARE, THERE'S BEEN SOME ACCIDENTS

5:41:05PM THERE AND A FATALITY WITHIN THE PAST YEAR OR SO.

5:41:10PM SO THAT WAS -- THE SAFETY IMPROVEMENT WAS A BIG FACTOR IN

5:41:13PM THAT DECISION.

5:41:19PM >>William Glass: AGAIN, IF WE HAD SOMETHING IN FRONT OF US,

5:41:22PM WE COULD LOOK AT WHAT YOU PRESENTED AND I COULD BE A LITTLE

5:41:24PM MORE EXACTING IN MY COMMENTS.

5:41:25PM BUT I DON'T KNOW WHAT WE JUST SAW BECAUSE WE DON'T HAVE IT.

5:41:29PM BUT THAT HIT ME RIGHT IN THE FACE WHEN YOU SHOWED IT.

5:41:31PM EAST OF THERE IS WHERE ESTERO IS GOING.

5:41:38PM YOU'VE GOT STONEYBROOK, GRANDEZZA, ALL THE COMMUNITIES UP

5:41:42PM CORKSCREW ROAD, THEY ALL GO TO THAT WALMART.

5:41:44PM GETTING IN IS ONE THING.

5:41:46PM GETTING OUT IS A NIGHTMARE.

5:41:48PM NOW YOU'RE SENDING THEM UP 41 TO FORT MYERS TO DO A LOOP DE

5:41:52PM LOOP AND DO CIRCLES AND JAM UP INTERSECTIONS AND HAVE

5:41:55PM ANOTHER REAR-END ACCIDENT.

5:41:57PM I'M SHOOTING STRAIGHT.

5:42:00PM YOU CAME HERE TO PRESENT TO US.

5:42:02PM I'M GIVING YOU MY FIVE CENTS.

5:42:03PM >>Ted Tryka: UNDERSTOOD.

5:42:06PM >>William Glass: THAT ONE I REALLY -- I WENT, "YOU'RE

5:42:09PM KIDDING."

5:42:11PM >>Ted Tryka: WE DO HAVE -- PLANS HAVE BEEN SUBMITTED TO THE

5:42:14PM VILLAGE.

5:42:14PM I'M SURE WE CAN PROVIDE --

5:42:19PM >>Mary Gibbs: I HAVE THE PowerPoint IN MY PACKET.

5:42:22PM BUT YOU ALL DIDN'T GET IT IN YOUR PACKET?

5:42:25PM >> THERE'S NOTHING HERE.

5:42:26PM >> NO.

5:42:27PM >>Mary Gibbs: I JUST LOOKED IN NANCY'S PACKET AND I ONLY SEE

5:42:30PM THE OTHER TWO ITEMS.

5:42:32PM I THINK THAT WAS OUR FAULT THAT YOU DIDN'T GET THAT.

5:42:34PM BECAUSE IT WAS POSTED A WEEK AGO.

5:42:36PM ALL THIS INFORMATION IS POSTED ELECTRONICALLY FOR EVERYBODY
5:42:41PM TO SEE, BUT THE PAPER PACKETS WE MAKE BEFORE THE MEETING AND
5:42:46PM YOU CAN PICK THEM UP A WEEK AHEAD OF TIME.
5:42:49PM NORMALLY YOU GUYS DON'T GET THEM UNTIL TONIGHT.
5:42:52PM >>William Glass: IT'S ALL WELL AND GOOD.
5:42:54PM IT'S NOT HERE.
5:42:55PM >>Mary Gibbs: TOM LOOKS AT HIS ONLINE.
5:42:58PM DID YOU HAPPEN TO LOOK AT YOURS ONLINE?

5:43:00PM WAS IT ON THERE?
5:43:03PM OKAY, OKAY.
5:43:06PM >>William Glass: AGAIN, WITHOUT SOMETHING IN REFERENCE, WITH
5:43:09PM EACH IMAGE FOCUSED ON WHERE THE ROAD IS, IT WAS JUST A LOT
5:43:13PM OF INTERSECTIONS.
5:43:15PM IT'S HARD TO --
5:43:18PM >>Ted Tryka: UNDERSTOOD.
5:43:19PM IT'S 1.8 MILES OF ROAD, AND WE'RE TRYING TO PRESENT IT IN --
5:43:26PM >>William Glass: I'M IN YOUR GAME.
5:43:27PM I'M IN YOUR BUSINESS. IT'S HARD TO SIT UP HERE AND REVIEW
5:43:33PM IT WHEN YOU CAN'T SEE IT.
5:43:34PM IT COULD BE ON THE INTERNET.
5:43:37PM IT COULD BE IN CYBERSPACE, BUT IT'S NOT HERE TONIGHT.
5:43:43PM >> CAN I ASK A FEW QUESTIONS?
5:43:46PM CLOSING IN THE LEFT IN, LEFT OUT, ARE BOTH THE BUSINESSES IN
5:43:52PM AGREEMENT WITH THAT OR WERE THEY PART OF THE DECISION-MAKING
5:43:54PM PROCESS?
5:43:55PM HAS THIS BEEN THROUGH A PUBLIC CHARRETTE, IF YOU WILL, OR IS
5:44:00PM THIS THE FIRST LOOK?
5:44:02PM >>Ted Tryka: NO.
5:44:02PM THE VILLAGE HAS BEEN IN CONTACT WITH BOTH PROPERTY OWNERS.
5:44:05PM WALMART HAS BEEN EXCEPTIONALLY RECEPTIVE TO THE IDEA.
5:44:12PM >> SO WHEN YOU'RE TAKING THAT TRAFFIC OVER TO THE OTHER

5:44:16PM INTERSECTION, HAS THERE BEEN A WARRANT ANALYSIS RUN THERE AS
5:44:19PM TO WHETHER THAT'S GOING TO MANDATE A TRAFFIC SIGNAL THERE OR

5:44:23PM WHERE ARE WE AT WITH THAT?

5:44:25PM >>Ted Tryka: WELL, THE WHOLE TRAFFIC -- THE ACCESS
5:44:31PM MANAGEMENT PLAN WAS BASED ON THE TRAFFIC CONDITIONS, THE
5:44:33PM EXISTING TRAFFIC STUDIES AND DATA.
5:44:36PM SO OUR TRAFFIC CONSULTANT DID LOOK AT ALL THOSE.
5:44:39PM WAS A SIGNAL WARRANT DONE AT THAT PARTICULAR INTERSECTION?
5:44:43PM NO.
5:44:43PM >>Barry Jones: BECAUSE YOU'RE BRINGING TWO USES -- YOU'RE
5:44:46PM COMPILING TRAFFIC THERE NOW.
5:44:47PM IS IT GOING TO PUSH IT INTO A SIGNAL WARRANT?
5:44:51PM THAT WOULD BE A QUESTION THAT I'D WANT TO KNOW.
5:44:55PM THE OTHER QUESTION, WAS THE USE OF ROUNDABOUTS AT THESE
5:44:59PM INTERSECTIONS IN LIEU OF ALL THESE LEFT-IN, LEFT-OUT
5:45:03PM SITUATIONS EXAMINED?
5:45:05PM BECAUSE THERE SEEMS TO BE PLENTY OF RIGHT-OF-WAY HERE THAT
5:45:07PM SOME OF THESE INTERSECTIONS COULD GO TO ROUNDABOUTS AND GET
5:45:10PM RID OF THIS CROSS-LEFT TURNING MOVEMENT WHICH WOULD IMPROVE
5:45:13PM THE SAFETY?
5:45:15PM >>Ted Tryka: YES, ROUNDABOUTS WERE EXTENSIVELY STUDIED
5:45:18PM DURING THE DESIGN PHASE.
5:45:19PM THERE WERE SOME PRESENTATIONS MADE TO SOME OF THE
5:45:26PM SURROUNDING COMMUNITIES, AND THEY WERE FAIRLY PASSIONATELY
5:45:29PM AGAINST THE ROUNDABOUTS.
5:45:32PM UNFORTUNATELY, WITH THE FOUR LANING SIZE OF THE ROAD, A
5:45:39PM ROUNDABOUT TAKES UP A PRETTY DECENT SIZE FOOTPRINT BECAUSE

5:45:43PM IT HAS TO BE A MULTILANE ROUNDABOUT.
5:45:45PM >> JUST LIKE AT WILLIAMS AND COCONUT -- VIA COCONUT POINT
5:45:49PM OVER THERE.

5:45:49PM AND THIS IS AN EXTREMELY WIDE RIGHT-OF-WAY.

5:45:51PM RIGHT-OF-WAY DOESN'T SEEM TO BE THE RESTRICTION.

5:45:53PM >>Ted Tryka: IT ACTUALLY IS IN THIS CASE BECAUSE

5:45:56PM UNFORTUNATELY, EVEN THOUGH IT IS A FAIRLY DECENT SIZE

5:45:58PM RIGHT-OF-WAY DOWN, MOST ROUNDABOUTS ARE AT, LIKE, AN

5:46:02PM INTERSECTION WHERE YOU WOULD HAVE RIGHT-OF-WAY GOING IN THE

5:46:06PM PERPENDICULAR DIRECTION.

5:46:08PM IN THIS CASE, IT JUST GOES STRAIGHT THROUGH.

5:46:10PM WHEN YOU GET THE BULB OF THE ROUNDABOUT.

5:46:13PM >> I DO TRANSPORTATION DESIGN, SO I UNDERSTAND.

5:46:15PM >>Ted Tryka: YES.

5:46:16PM WE TRIED.

5:46:17PM WE THOUGHT THAT WOULD BE A GREAT, NOT ONLY A SAFETY

5:46:23PM IMPROVEMENT, BUT UNFORTUNATELY, BECAUSE WE WOULD HAVE HAD TO

5:46:25PM GET ON PRIVATE RIGHT-OF-WAY, WE HAD TO HAVE 100% BUY-IN FROM

5:46:29PM THE RESIDENTS, AND WE MADE SEVERAL PRESENTATIONS TO THE

5:46:33PM SURROUNDING COMMUNITIES AND IT DID NOT GO OVER VERY WELL,

5:46:38PM AND THERE WAS QUITE A BIT OF --

5:46:42PM >>Barry Jones: I JUST HAVE TO SAY, I JUST RETURNED FROM A

5:46:44PM TRIP TO EUROPE.

5:46:45PM IT'S AMAZING HOW LITTLE I HAD TO STOP WHEN YOU EFFECTIVELY

5:46:50PM USE THE ROUNDABOUTS AND HOW WELL TRAFFIC FLOWS.

5:46:54PM AND ON WILLIAMS ROAD, I RARELY EVER HAVE TO COME TO A STOP

5:46:58PM AND SIT AND WAIT.

5:46:59PM >>Ted Tryka: UNDERSTOOD, YEP.

5:47:01PM >>Barry Jones: I GUESS I DIFFER THAN THE GENERAL.

5:47:03PM THE SEVEN-FOOT BUFFER, THAT SIX FOOT AND ONE FOOT FOR THE

5:47:08PM BUFFER LANE ON THE BIKE LANE IS THAT WHERE WE ARE AT?

5:47:10PM >>Ted Tryka: THE D.O.T., IT USED TO BE A FOUR FOOT WITH A

5:47:14PM THREE FOOT KIND OF STRIPED OUT AREA.

5:47:16PM THEY SWITCHED IT UP.

5:47:18PM THE DOUBLE RACING STRIPE IN THERE NOW.

5:47:20PM IT'S REALLY A KIND OF ODD -- THE WIDTH IS ONLY ABOUT

5:47:23PM 20 INCHES OF A DOUBLE STRIPE.

5:47:26PM SO THE BIKE LANE IS ABOUT FIVE AND CHANGE.

5:47:28PM IT'S A LITTLE OVER FIVE FEET.

5:47:30PM >>Barry Jones: OFFER OPTIONS TO DO WHATEVER IS APPROPRIATE

5:47:32PM FOR YOUR PROJECT, YEAH.

5:47:34PM THE STRIPING OF THE TURN LANES.

5:47:35PM WHAT WAS THE DESIGN SPEED ON THIS ROAD?

5:47:39PM >>Ted Tryka: 45.

5:47:39PM >>Barry Jones: SO THE DESIGN SPEED WAS 45, AND THAT'S ALSO

5:47:42PM THE POSTED SPEED, RIGHT?

5:47:44PM FOR THE CLEAR ZONE AREA -- FOR A 45 MILES PER HOUR RURAL

5:47:54PM ROAD OR RURAL CROSS SECTION THAT YOU CAN GET IF YOU WANTED

5:47:56PM TO BRING TREES IN CLOSER?

5:48:00PM >>Ted Tryka: WE WORKED OFF THE FLORIDA DEPARTMENT OF

5:48:04PM TRANSPORTATION MANUAL OF UNIFORM MINIMUMS, THE MUMs.

5:48:10PM YEAH, THE GREEN BOOK, YES.

5:48:12PM WE STUCK WITH -- THERE'S REALLY NOT AN EXCEPTION.

5:48:18PM OBVIOUSLY, IT'S TO ALLOW ERRANT VEHICLES TO BE ABLE TO

5:48:22PM SAFELY GO OFF THE ROAD.

5:48:24PM WE TRIED SOME ALTERNATIVE THINGS TO GET DIFFERENT TYPES OF

5:48:28PM CURB IN THERE, BUT, UNFORTUNATELY, THE PROFILE OF THE ROAD

5:48:30PM IS SO FLAT THAT IT'S ALMOST IMPOSSIBLE TO DRAIN UNLESS YOU

5:48:36PM GET INTO SOME OF THE -- AND WE DO HAVE SOME SLOTTED DRAIN IN

5:48:39PM CERTAIN AREAS, BUT IT'S REALLY EXPENSIVE --

5:48:43PM >>Barry Jones: THAT WAS MY NEXT QUESTION, HOW MUCH OF THAT

5:48:46PM SLOT DRAIN, BECAUSE IT IS EXTREMELY EXPENSIVE.

5:48:49PM >>Ted Tryka: YEAH, WE TRIED TO LIMIT IT.

5:48:51PM IT'S ABOUT, YOU KNOW, I ESTIMATE ABOUT \$165 A FOOT.

5:48:55PM >>Barry Jones: CAN YOU RUN A D CURB WITH CUTS IN BETWEEN IT

5:48:58PM AND LET THE WATER GO?

5:49:00PM >>Ted Tryka: AGAIN, IT'S SO FLAT, THERE ARE SOME OF THOSE

5:49:04PM DESIGNS --

5:49:04PM >>Barry Jones: THE FLUMES.

5:49:06PM >>Ted Tryka: THERE IS A FEAR OF THE WATER NOT, BECAUSE IT'S

5:49:09PM FLAT AS A PANCAKE ALMOST.

5:49:11PM JUST THE RISK OF PONDING WATER.

5:49:16PM >>Barry Jones: WITH YOUR SEVEN-FOOT WIDE BIKE LANE, YOU HAVE

5:49:19PM QUITE A --

5:49:27PM >>Ted Tryka: WE KIND OF LOOKED AT SOMETHING LIKE THAT.

5:49:29PM WHEN YOU HAVE LIKE THE F CURB, FLAT -- YOU GOT THE FACE, AND

5:49:33PM THEN YOU GOT THE GRASS ON TOP OF IT.

5:49:35PM IN THIS CASE, THERE IS A LITTLE BIT OF A FEAR THAT YOU JUST

5:49:39PM HAD THIS D CURB AND CARS COULD KIND OF LIKE MOUNT IT.

5:49:43PM >>Barry Jones: THE D CURB FACES THE SAME AS THE F CURB, SAME

5:49:47PM HEIGHT, SAME SLOPE, SAME EXACT FACE.

5:49:50PM >> RIGHT.

5:49:50PM BUT IF YOU HAD TO CUT NOTCHES, IT HAS TO BE FLAT ON THE

5:49:54PM OTHER SIDE.

5:49:55PM >>Barry Jones: YOU HAVE TO RAISE THE FLUMES -- LIKE WHAT

5:49:58PM ROAD DID WE DO THAT?

5:50:00PM DID ONE IN LEE COUNTY THAT WAY.

5:50:03PM YOU COULDN'T FIT IT BUT WE USED D CURB TO GET THE --

5:50:07PM >>Ted Tryka: WE DID LOOK THROUGH THOSE OPTIONS.

5:50:09PM IT WAS JUST, LIKE I SAID, THIS ROAD WAS JUST SUPER FLAT, AND

5:50:14PM IT WAS JUST NOT POSSIBLE WITHOUT REALLY TEARING UP THE ROAD.

5:50:18PM >>Barry Jones: I NOTICED ON YOUR CROSS SLOPES YOU HAD SOME

5:50:20PM ONE TO THREE SLOPES ON THE DITCH BANKS.

5:50:23PM I WOULD HAVE CONCERN THAT THOSE COULD BE MAINTAINED.

5:50:26PM >>Ted Tryka: IN THE CLEAR ZONE, THEY ARE GOING TO BE FOUR TO

5:50:29PM ONE, MINIMUM.

5:50:30PM IN SOME CASES WE HAVE EIGHT TO ONE.

5:50:33PM WE KIND OF MODIFIED THE DESIGN AND GOT IT.

5:50:36PM ON SOME OF THE BACKSLOPES OUTSIDE OF THE CLEAR ZONE, WE DO

5:50:39PM HAVE THREE TO ONES.

5:50:41PM >>Barry Jones: BOTH SIDES OF THE DITCH.

5:50:43PM I DON'T HAVE IT IN FRONT OF ME SO I CAN'T REFER TO THE

5:50:46PM PARTICULAR SLIDE.

5:50:47PM IF THE TREE CAN -- IF YOUR TREE CAN GO IN YOUR SLOPE AND YOU

5:50:52PM CAN LENGTHEN YOUR SLOPE, THERE'S NO REASON THE TREE CAN'T

5:50:56PM SIT IN A FOUR-TO-ONE SLOPE AND GET SOMETHING THAT CAN BE

5:50:58PM MOWED AND MAINTAINED.

5:51:00PM THREE-TO-ONE THEY'LL PROBABLY HAVE A CHALLENGE KEEPING GRASS

5:51:01PM IN THERE AND KEEPING IT MAINTAINED.

5:51:03PM >>Ted Tryka: IN A LOT OF CASES WHERE WE DO HAVE A THREE TO

5:51:06PM ONE ON THE BACKSLOPE, IT'S GOING TO BE MORE OF A PLANTED

5:51:09PM MULCH SITUATION AND -- WORKING WELL WHEN WATER RUNS

5:51:17PM LONGITUDINAL.

5:51:17PM MULCH ON A THREE TO ONE SLOPE --

5:51:22PM >>Ted Tryka: WE DO HAVE WILD GRASSES.

5:51:24PM ONE THING I DIDN'T GET INTO, THE OTHER BIG FACTOR WAS, AS WE

5:51:28PM WENT ON HERE, I HAD TO MAINTAIN SIMILAR STORAGE VOLUMES OR

5:51:34PM MAKE SURE THE STORAGE VOLUMES WORK.

5:51:37PM WHEN YOU START PUTTING A SIX-FOOT SIDEWALK ON BOTH SIDES OF

5:51:39PM THE ROAD AND START CUTTING INTO THE EXISTING DITCHES.

5:51:41PM SO WE HAD TO PUT A FINE POINT AND FIGHT FOR EVERY --

5:51:47PM >>Barry Jones: ARE YOU ADDING VOLUMES FOR THE ADDITIONAL

5:51:50PM PAVEMENT WIDTH?

5:51:51PM THIS SHOULD QUALIFY FOR AN --

5:51:54PM >>Ted Tryka: THIS IS AN EXAMPLES, NO NEW TRAVEL LANES.

5:51:59PM IT WAS A LOT TO FIT IN.

5:52:02PM 150-FOOT IS A FAIRLY WIDE RIGHT-OF-WAY, BUT WITHOUT THE
5:52:07PM ENCLOSED DRAINAGE AND THE CURB AND GUTTER, THE DITCHES TAKE
5:52:11PM UP A LOT OF ROOM FAST.
5:52:13PM >>Barry Jones: IF YOU DON'T MIND, IF YOU COULD FLATTER ME
5:52:15PM WITH ONE OF THE PICTURES OF THE ROUNDABOUTS THAT WOULDN'T
5:52:18PM WORK, I'D LOVE TO SEE AN ANALYSIS DONE, BECAUSE 150-FOOT
5:52:22PM WIDE RIGHT-OF-WAY AND THE LENGTH OF THAT, THAT SEEMS TO BE
5:52:25PM BROADER THAN WHAT WE GOT AT WILLIAMS WHERE WE GOT TWO
5:52:29PM FOUR-LANE ROAD CROSSING TWO LANE ROADS.
5:52:32PM >>Ted Tryka: I DON'T HAVE THEM WITH ME, OBVIOUSLY,
5:52:35PM CERTAINLY --
5:52:36PM >>Barry Jones: YOU'LL BE BACK.
5:52:37PM >> YEAH, YEAH.
5:52:38PM >> IS THERE SUCH A THING AS A -- YOU KNOW, A ROUNDABOUT IS
5:52:40PM ONLY ROUND IF YOU'RE LOOKING AT IT FROM A HELICOPTER.
5:52:47PM CAN YOU TAKE THEM AND MAKE THEM SLIGHTLY ELLIPTICAL AND MAKE
5:52:48PM THEM WORK?
5:52:50PM IF YOU'RE OUT OF PLUMB BY THREE OR FOUR FEET, I DON'T THINK
5:52:54PM ANYBODY IS GOING TO SEE IT.
5:52:56PM >>Ted Tryka: WE LOOKED AT ALL THE OPTIONS.
5:53:01PM YES, THEY CAN BE DIFFERENT SHAPED, BUT AS FAR AS THE LANE
5:53:07PM WIDTHS WHEN THEY WENT OUT, THERE WAS NOT A WAY TO SQUEEZE
5:53:10PM THEM AND FIT THEM IN.
5:53:11PM >> DAVID, WAS THIS MORE A MATTER OF PUBLIC OPPOSITION THAN

5:53:14PM IT WAS GEOMETRY?
5:53:17PM >>David Willems: THE THING TO REMEMBER IS THAT, YES, IT'S
5:53:19PM THE COMMUNITY ENTRANCES, BUT THOSE COMMUNITY ENTRANCES
5:53:22PM ACTUALLY ACT AS FOUR-LANE ROADS.
5:53:24PM YOU ACTUALLY HAVE TWO FOUR-LANE ROAD INTERSECTIONS IS WHAT
5:53:27PM YOU'RE DEALING WITH.
5:53:29PM >>Barry Jones: SOME OF THEM HAVE A LEFT OUT AND SOME OF THEM

5:53:31PM HAVE A RIGHT OUT --

5:53:32PM >>David Willems: BUT THE MEDIANS ARE SO WIDE AT THESE GATED

5:53:35PM COMMUNITIES THAT THE WIDTH OF THE ENTRANCES REALLY ACT MORE

5:53:38PM LIKE A FOUR-LANE ROADWAY THAN IT DOES A TWO LANE.

5:53:41PM SO IT IS A FOUR BY FOUR AND THAT'S WHY IT GOT SO LARGE.

5:53:45PM IT NEEDED TO BE LARGER THAN WHAT WE HAVE AT VIA COCONUT AND

5:53:48PM WILLIAMS BECAUSE OF THAT.

5:53:50PM >>Barry Jones: CAN YOU ELONGATE THEM?

5:53:52PM >>David Willems: YES.

5:53:53PM [TALKING OVER ONE ANOTHER]

5:53:56PM WE TRIED PROBABLY SIX OR EIGHT DIFFERENT CONFIGURATIONS, AND

5:54:00PM ALL OF THEM NEEDED TO CLIP SOME OF THE PRIVATE PROPERTY.

5:54:04PM >>Barry Jones: THEY WEREN'T WILLING TO --

5:54:08PM >>David Willems: THE ONE COMMUNITY WAS ADAMANT THAT THEY

5:54:10PM COULD NOT DEAL WITH A ROUNDABOUT IN FRONT OF THEIR

5:54:14PM COMMUNITY.

5:54:14PM >>Barry Jones: UM-HUM.

5:54:15PM IT MAKES PEDESTRIAN MOVEMENT SO MUCH SAFER.

5:54:18PM IT ELIMINATES CROSS TRAFFIC.

5:54:20PM >>David Willems: WE HAD OUR CONSULTANT, THE EXPERT ON IT

5:54:24PM EXPLAIN THAT TO THEM.

5:54:25PM WE ALMOST -- WE WALKED THEM THROUGH HOW YOU WOULD NAVIGATE

5:54:28PM THE ROUNDABOUT, WHY THEY ARE SAFER.

5:54:30PM PEOPLE ARE GOING 20 MILES AN HOUR INSTEAD OF 50 OR 60.

5:54:33PM WE WENT THROUGH EVERYTHING MULTIPLE TIMES, AND WE JUST COULD

5:54:38PM NOT GET ANYWHERE.

5:54:40PM IN ORDER TO MOVE THE PROJECT FORWARD, WE HAD TO DO SOMETHING

5:54:43PM ELSE.

5:54:43PM >>Barry Jones: UNDERSTOOD.

5:54:44PM WELL, THANK YOU FOR ENTERTAINING MY QUESTIONS.

5:54:46PM IT'S OUR OBJECTIVE TO TRY AND FIGURE OUT IF THERE IS A WAY

5:54:49PM TO HELP.

5:54:50PM >>David Willems: YEAH.

5:54:51PM SO YOU HAD THE QUESTION ABOUT THE POTENTIAL FOR A TRAFFIC

5:54:54PM SIGNAL AT OSPREY COVE.

5:54:56PM >>Barry Jones: WHETHER IT WOULD BE WARRANTED AND FIND -- GET

5:55:00PM THE VOLUMES DOWN.

5:55:01PM >>David Willems: WE CAN DO AN ESTIMATE.

5:55:03PM TYPICALLY THE TRAFFIC WARRANTS ARE BASED ON THE TRAFFIC

5:55:06PM THERE TODAY.

5:55:08PM >>Barry Jones: COUNTING THE LEFT TURNING MOVEMENT COMING OUT

5:55:11PM OF WALMART.

5:55:11PM COUNT OF TOTAL MOVEMENT COMING OUT OF THE OTHER -- YOU ADD

5:55:16PM THE TWO TOGETHER AND WILL THAT TRIP A SIGNAL?

5:55:18PM >>David Willems: RIGHT.

5:55:19PM THAT'S STILL NOT THE ACTUAL NUMBERS.

5:55:21PM IN PRACTICE, IT WOULD BE SLIGHTLY DIFFERENT THAN THAT.

5:55:23PM WE COULD LOOK AT AND ESTIMATE IT, BUT WE WOULD PROBABLY

5:55:26PM STILL WAIT TO SEE WHAT IT ACTUALLY IS.

5:55:29PM >>Barry Jones: I JUST DIDN'T WANT TO GET INTO A SITUATION

5:55:32PM WHERE THE IMPROVEMENTS WE WERE DOING WAS PUTTING A SIGNAL

5:55:34PM RIGHT AROUND THE CORNER FROM A SIGNAL.

5:55:36PM UNINTENDED CONSEQUENCES.

5:55:38PM >>David Willems: WELL, BUT IT IS A FURTHER DISTANCE.

5:55:40PM THE REAL PROBLEM HERE IS THAT ENTRANCE COMING OUT OF THERE

5:55:43PM IS SO CLOSE TO U.S. 41 AND ON THE OTHER SIDE OF IT, YOU HAVE

5:55:48PM THE SUPER ELEVATED TURN, SO IT'S REALLY DIFFICULT TO SEE,

5:55:51PM ESPECIALLY WHEN YOU'RE COMING OUT OF ESTERO RIDGE.

5:55:55PM IF YOU'RE TRYING TO MAKE THAT LEFT, TRYING TO NAVIGATE THE

5:55:57PM PEOPLE COMING FROM 41, THE PEOPLE THAT ARE COMING ACROSS

5:56:00PM FROM WARMER, AND YOU'RE TRYING TO DEAL WITH THE PEOPLE

5:56:03PM COMING OFF A SUPER ELEVATED TURN THAT IT'S DIFFICULT TO SEE.

5:56:07PM >>Barry Jones: I UNDERSTAND THE CHALLENGE.

5:56:08PM >>David Willems: IT'S A TOUGH INTERSECTION TO NAVIGATE.

5:56:10PM IT'S A REAL SAFETY ISSUE.

5:56:11PM >>Barry Jones: THANK YOU.

5:56:15PM >> I HAVE A QUESTION GOING BACK TO BILL'S CONCERN, THAT

5:56:20PM GROCERY STORE IS SUPPOSED TO GO NEXT DOOR.

5:56:23PM IT'S GOING TO INCREASE THAT TRAFFIC AREA ON THE NORTH SIDE.

5:56:28PM >> IT'S GOING TO THROW A LOT OF TRAFFIC TO THE THROAT OF THE

5:56:31PM PINES.

5:56:32PM INSTEAD OF GOING OUT ON 41, THEY'LL GO OUT THAT WAY, AND

5:56:34PM THAT WOULD BE A NONSTARTER WITH THE VINES, IF WE WENT AROUND

5:56:38PM AND AROUND AND AROUND ON THE ALDI.

5:56:40PM FLORIDA IS TURNING INTO THE LAND OF THE U-TURN.

5:56:48PM YOU CAN'T GET ANYWHERE OUT OF A QUADRANT AND GO THE OTHER

5:56:51PM DIRECTION WITHOUT CROSSING THREE LANES OF TRAFFIC, GETTING

5:56:53PM THE REAR END OF YOUR CAR IN DANGER, AND HAVING TO SWING A

5:56:58PM U-TURN.

5:56:59PM I JUST DON'T THINK IT'S AN ANSWER.

5:57:00PM I'M NOT A TRAFFIC EXPERT.

5:57:02PM I'M AN ARCHITECT.

5:57:03PM I PUT BUILDINGS TOGETHER, BUT I DO DRIVE.

5:57:05PM NOT HAVING A LEFT OUT OF THE WALMART I THINK IS A

5:57:11PM NONSTARTER.

5:57:12PM >> ESPECIALLY DURING SEASON.

5:57:14PM >> OH, WELL, THE OTHER COMPLICATED FACTOR, HAD A FATALITY ON

5:57:18PM THE STREET.

5:57:22PM >> YES.

5:57:23PM >> I CAN ASSUME, 99% ASSUMPTION, INVOLVED WITH A HIGH-RATE

5:57:26PM OF SPEED.

5:57:27PM TRAFFIC ON ESTERO PARKWAY, IT'S LIKE A DRAG STRIP.

5:57:30PM IF WE CAN DO ANYTHING TO SLOW THE CARS DOWN, TRAFFIC

5:57:33PM CIRCLES, ANYTHING, JUST TO MITIGATE THE SPEED, BECAUSE THE
5:57:36PM KIDS COME OUT OF FGCU TRYING TO GET TO 41, IT'S LIKE A DRAG
5:57:42PM STRIP.
5:57:43PM >>David Willems: GENERALLY, I DON'T DISAGREE WITH WHAT
5:57:47PM YOU'RE SAYING.
5:57:48PM AT THIS LOCATION TRAFFIC IS SLOWER BECAUSE OF THE CURVE AND
5:57:50PM EVERYTHING GOING ON IN THAT AREA.
5:57:52PM WE DID A STUDY ON THE ROADWAY OF THE SPEED AND OF THE AREAS
5:57:55PM WHERE THE WALMART ENTRANCE IS, IS A MUCH LOWER SPEED THAN
5:58:00PM WHAT THE REST OF THE ROAD IS.
5:58:02PM THE CHARACTER OF THIS ACTUALLY ALREADY SLOWS PEOPLE DOWN.
5:58:04PM SO AS FAR AS THE IMPACT TO THE VINES, WALMART HAS AN
5:58:12PM ENTRANCE RIGHT ON 41.
5:58:14PM I'M NOT SURE YOU'RE GOING TO GET A WHOLE LOT OF PEOPLE THAT
5:58:17PM WILL DECIDE TO GO OVER TO THE VINES INSTEAD OF JUST MAKING A
5:58:20PM RIGHT ON 41 AT WALMART'S ENTRANCE.
5:58:23PM >> I THINK HE WAS GOING TO THE VINES AND TAKING A LEFT TO
5:58:25PM COME BACK TO THREE OAKS.
5:58:27PM >> THEY'LL GO DOWN TO THE VINES AND TAKE THE LEFT.
5:58:29PM >>David Willems: I DON'T THINK YOU CAN TAKE A LEFT AT THE
5:58:31PM VINES.
5:58:31PM ISN'T THAT DIRECTIONAL?
5:58:33PM YOU CAN'T TURN OUT.
5:58:37PM >> IT IS.
5:58:38PM THERE IS A PORT SHOP THERE.

5:58:40PM NO LEFT OUT.
5:58:41PM >>David Willems: IT'S DIRECTIONAL.
5:58:43PM YOU CAN'T MAKE A LEFT.
5:58:44PM THEY WOULD BE IN THE SAME SITUATION.
5:58:45PM YOU WOULD ACTUALLY GO OUT WALMART BECAUSE THEN YOU CAN MAKE

5:58:47PM A QUICK U TURN.

5:58:49PM IF YOU GO OUT THE VINES, YOU HAVE TO GO WAY NORTH BEFORE YOU

5:58:52PM CAN MAKE A U TURN.

5:58:54PM THEY WOULDN'T DO THAT TO GET OUT.

5:59:00PM >>Barry Jones: ANY OTHER COMMENTS OR QUESTIONS?

5:59:02PM >> CAN WE HAVE FOR THE RECORD WHO THAT GENTLEMAN IS?

5:59:08PM >>Mary Gibbs: THAT'S DAVID WILLEMS, OUR PUBLIC WORKS

5:59:11PM DIRECTOR FOR THE VILLAGE.

5:59:14PM >> SO THAT IT'S ENTERED INTO THE RECORD.

5:59:17PM >>Mary Gibbs: THE CLERK FORGOT HER DUTIES.

5:59:20PM >>Barry Jones: WE'LL BLAME THE CLERK.

5:59:22PM >> WRONG HAT, MARY.

5:59:23PM PUT ON THE OTHER HAT.

5:59:25PM >>Barry Jones: THANK YOU FOR ENTERTAINING OUR QUESTIONS AND

5:59:29PM THOUGHTS.

5:59:30PM IT SURE WOULD BE NICE TO FIND A WAY TO WORK SOME ROUNDABOUTS

5:59:33PM IN, ELIMINATE SOME OF THOSE CROSS-LEFTS AND SLOW DOWN

5:59:39PM TRAFFIC.

5:59:40PM IF IT'S NOT FEASIBLE, WE ASKED AND YOU SAID NO.

5:59:44PM SOMETHING FROM THE LANDSCAPE ARCHITECT?

5:59:46PM YES, PLEASE.

5:59:47PM >>Mary Gibbs: THAT'S BRUCE HOWARD, FOR THE RECORD.

5:59:49PM >>Bruce Howard: GOOD AFTERNOON, EVERYBODY.

5:59:50PM JUST FOR A LITTLE HISTORY ON OURSELVES, WE STARTED WITH

5:59:55PM BONITA BAY IN 1983 AND HAVE DESIGNED ALL OF BONITA BAY, ALL

6:00:01PM OF THE BROOKS, ALL OF MEDITERRA AND SEVERAL OF THE

6:00:05PM COMMUNITIES AROUND.

6:00:05PM WE HAVE DESIGNED OVER 15,000 ACRES OF COMMUNITIES AND

6:00:10PM HUNDREDS OF MILES OF ROAD.

6:00:12PM AS PART OF THE BROOKS, WE DESIGNED COCONUT ROAD AND THREE

6:00:17PM OAKS PARKWAY AND WERE TOLD BY THE CITY THAT THEY THOUGHT

6:00:20PM THOSE WERE TWO OF THE NICEST STREETS IN THE AREA, WHICH IS
6:00:23PM PROBABLY THE REASON WHY WE'RE HERE TALKING TO YOU.
6:00:26PM SO IN LOOKING AT THIS PARTICULAR SECTION OF ROADWAY, IF YOU
6:00:30PM COMPARE THEM TO COCONUT AND THREE OAKS, ALL THOSE ROADS ARE
6:00:35PM CURB AND GUTTERED, ALL RIGHT, WITH SIDEWALK AND THE CURB
6:00:41PM SYSTEM AND WATER EVACUATION SYSTEM.
6:00:43PM THIS ROAD WAS DECIDED NOT TO SPEND THE ADDITIONAL MONIES AND
6:00:47PM ALL THE DRAINAGE HAPPENS INTO SWALES.
6:00:50PM WHAT'S HAPPENING AROUND THE COUNTRY IS THAT AS PART OF THE
6:00:53PM GREEN STREET MOVEMENT, THEY'RE ADOPTING PRINCIPLES THAT SAY
6:00:58PM IT'S BETTER TO COLLECT THE WATER IN THE SWALES, PLANT THEM
6:01:01PM WITH WETLAND AND PLANTS CAPABLE OF TAKING THE AMOUNT OF
6:01:06PM MOISTURE, FILTERING THE WATER, PUTTING THE WATER DOWN
6:01:08PM THROUGH THE WATER TABLE, CLEAN, COMPARED TO RUNNING IT IN

6:01:12PM PIPES AND DUMPING WATER THAT'S NOT AS CLEAN INTO AN
6:01:16PM END-RESULT SYSTEM.
6:01:17PM SO VERY IMPORTANT PART OF OUR DESIGN WAS TO UTILIZE THESE
6:01:22PM SWALES TO GIVE YOU A BEAUTIFUL ROAD AND SOMETHING VERY
6:01:25PM EFFECTIVE, MAINTENANCE SENSITIVE AND SOMETHING THAT WOULD BE
6:01:32PM BEAUTIFUL FOR THE COMMUNITY FOR YEARS TO COME.
6:01:34PM AS TED SAID, IT'S ABOUT 1.8 MILES OF ROADWAY, AND BECAUSE OF
6:01:41PM THE ISSUE OF THE DRAINAGE SWALES DOWN THE WHOLE LENGTH OF
6:01:45PM BOTH SIDES, WE USE SOME REFERENCES THAT TALKED ABOUT THE
6:01:51PM AMOUNT OF WATER CERTAIN PLANTS COULD TAKE.
6:01:53PM SO WE DID EXTENSIVE RESEARCH TO FIGURE OUT WHICH PLANTS
6:01:56PM COULD HANDLE DIFFERENT LEVELS OF WATER THE BEST.
6:01:59PM PART OF XERISCAPING AND SOMETHING THEY CALL L.I.D., LOW
6:02:06PM IMPACT DEVELOPMENT, IS UTILIZING THESE PRINCIPLES TO COME UP
6:02:09PM WITH SOMETHING THAT MIMICS THE NATURAL SOLUTIONS FOR WETLAND
6:02:13PM AREAS.
6:02:13PM YEARS AGO, BONITA BAY IN THE RIGHT-OF-WAY 41, THE NATURAL

6:02:17PM PLANTS, THE SEEDS GREW IN THAT AREA AND BEFORE WE KNEW IT,
6:02:22PM IT BECAME JURISDICTIONAL.
6:02:24PM WE'RE KIND OF JUMPING THE GUN AND SAYING, OKAY, IF THIS IS
6:02:27PM WHAT'S GOING TO HAPPEN ANYHOW, LET'S PLANT THE RIGHT PLANTS
6:02:31PM THAT ARE EASILY MAINTAINED AND SUSTAINABLE.
6:02:36PM TED TALKED ABOUT THE CROSS SECTIONS BUT WE WORKED HAND IN
6:02:38PM HAND ALL THROUGH THE PROCESS, ALONG WITH CITY COUNCIL, TO
6:02:42PM COME UP WITH A METHOD OF PROVIDING THE ADEQUATE AMOUNT OF

6:02:46PM WATER STORAGE AND AT THE SAME TIME BEAUTIFYING THE ROAD.
6:02:48PM WITH ALL THE MILES OF ROADWAYS THAT WE'VE LANDSCAPED, IF YOU
6:02:53PM DRIVE THROUGH THE DIFFERENT COMMUNITIES, THE MOST EFFECTIVE
6:02:56PM LANDSCAPING IS WHEN THE TREES ARE CLOSEST TO THE ROADS.
6:02:59PM IF THE TREES ARE 25, 30, 40 FEET BACK, YOU NEVER GET THAT
6:03:03PM DRIVE UNDER AND CLOSING FEELING THAT SOWS APPRECIABLE ON
6:03:09PM THESE ROADS.
6:03:10PM THE CLOSENESS OF THE TREES AND THE DENSITY OF THE VEGETATION
6:03:14PM IS ALSO DETERMINED TO BE A DEVICE THAT HELPS SLOW DOWN
6:03:17PM TRAFFIC COMPARED TO THE WIDE OPEN GRASS AREAS.
6:03:20PM SO THESE WHOLE CROSS SECTIONS AND SWALES WERE VISUALIZED TO
6:03:27PM FIGURE OUT HOW WE COULD PLANT TREES CLOSE ENOUGH TO THE ROAD
6:03:30PM COMPARED TO THE NORMAL CROSS SECTIONS, WHICH IS ON THE TOP
6:03:33PM LEFT.
6:03:33PM YOU SEE THERE'S TYPICALLY 18 FEET FROM THE EDGE OF THE
6:03:36PM CLOSEST TRAVEL LANE BEFORE YOU CAN PLANT A TREE.
6:03:40PM BECAUSE WE HAD ALL THESE DECEL LANES INTO THE COMMUNITIES,
6:03:44PM WE CAME UP WITH A SYSTEM, IN A COUPLE OF INSTANCES WE
6:03:47PM INCLUDED CURB AND GUTTERS AND WE DESIGNED A SYSTEM THAT THE
6:03:50PM TREES COULD BE FOUR FEET AWAY FROM THE BACK OF CURB.
6:03:53PM THE TREES ARE IN AN EIGHT TO ONE OR FLAT SLOPE BECAUSE THE
6:03:57PM ROOT BALLS ON SOME OF THESE TREES WILL BE SIX, EIGHT FEET IN
6:04:00PM DIAMETER.

6:04:01PM IF YOU CREATE A THREE TO ONE OR FOUR TO ONE SLOPE, YOU HAVE
6:04:05PM HALF THE ROOT BALL IN THE AIR AND IT'S NOT A HEALTHY

6:04:08PM SITUATION FOR THE TREES.
6:04:09PM HERE'S A TYPICAL SOLUTION THAT'S SHOWN ON THE ALL THE
6:04:13PM WEBSITES AND RECOMMENDED ACROSS THE NATION, AND PROBABLY
6:04:16PM GOING TO BECOME LAW PRETTY SOON, OF HOW TO PLANT THESE AREAS
6:04:20PM TO MAKE THEM INTO NATURAL SYSTEMS TO CLEAN THE WATER BEFORE
6:04:23PM IT GOES INTO THE WATER TABLES, WHICH IS WHAT EVERYBODY HAS
6:04:28PM DETERMINED IS THE BEST WAY TO HANDLE IT.
6:04:31PM WE TOOK THE TYPICAL CROSS SECTIONS THAT YOU SEE ON THE TOP,
6:04:36PM AND WE BROKE DOWN THE DIFFERENT AREAS OF THE ROADWAY AND
6:04:40PM DETERMINED, LIKE IN THIS ONE, YOU SEE THE BOTTOM OF THE
6:04:43PM SWALE, WE CREATED ZONES, THE CLEAR ZONE, THE SLOPE INTO THE
6:04:48PM SWALE, THE SWALE ITSELF, THE SLOPE BACK UP, AND THEN WHERE
6:04:52PM THERE'S ROOM, THE SIDE SLOPE FROM THE SIDEWALK UP TO THE
6:04:55PM EXISTING COMMUNITIES.
6:04:58PM SO WE DID THIS ON THE WHOLE SECTION OF THE ROAD, ON BOTH
6:05:01PM SIDES.
6:05:01PM WE IDENTIFIED THESE DIFFERENT ZONES, AND THEN WE CAME UP
6:05:05PM WITH THE TYPE OF PLANTS THAT WOULD DO BEST IN THESE AREAS.
6:05:09PM SO VERY SPECIFICALLY, AS IS THE NORM IN XERISCAPING, USE THE
6:05:14PM RIGHT PLANT IN THE RIGHT LOCATION, WE TRIED TO DETERMINE THE
6:05:18PM PHYSICAL EVENTS THAT MADE CERTAIN PLANTS MORE VIABLE IN
6:05:22PM CERTAIN LOCATIONS THAN OTHER LOCATIONS.
6:05:25PM SO YOU SEE ON THE LIST OF THE THINGS, WITHOUT GOING OVER
6:05:28PM EVERY PLANT, ALL OF OUR TREE AND PLANT CHOICES WERE BASED ON
6:05:32PM WHERE THEY OCCUR IN THIS CROSS SECTION.

6:05:34PM THE MEDIAN IS PRETTY FLAT SO THE MEDIAN ALLOWS JUST ABOUT
6:05:38PM ANY TYPE OF VEGETATION.
6:05:40PM HERE ON THE RIGHT SIDE, AGAIN, YOU SEE THE CROSS SECTION

6:05:44PM WHERE YOU HAVE THE FLATTER AREA WHERE THE TREE, THE DRIER
6:05:48PM PLANTS, AND THEN DOWN AT THE BOTTOM OF THE SWALE, THE
6:05:52PM WETLAND PLANTS THAT DO BEST IN THESE AREAS.
6:05:54PM ALSO, IN THE CODES, CHANGE AND UNDER XERISCAPING AND UNDER
6:06:01PM WATER MANAGEMENT, THEY SUGGEST REDUCTION OF THE AMOUNT OF
6:06:05PM TURF AREA.
6:06:08PM WITH PROPER XERISCAPING AND WATER CONSERVATION IN MIND, TURF
6:06:12PM TAKES TWICE THE AMOUNT OF IRRIGATION THE PLANTING AREAS DO.
6:06:16PM ONE OF THE OTHER CONCERNS IS WEED INFESTATION IN THESE
6:06:20PM AREAS.
6:06:20PM THE TYPE OF PLANTS WE'RE USING IN THE SWALES CAN BE MOWED
6:06:23PM AND THEREBY CUT THE WEEDS DOWN JUST LIKE THE SOD CAN, BUT
6:06:27PM DONE ONCE OR TWICE A YEAR INSTEAD OF EVERY WEEK LIKE SOD.
6:06:31PM LESS MAINTENANCE.
6:06:32PM MORE NATURAL SITUATION BEING DEVELOPED AND SOMETHING THAT
6:06:34PM SHOULD BE LESS COSTLY AND EASY TO MAINTAIN AS WELL AS
6:06:37PM BEAUTIFUL.
6:06:38PM THIS SHOWS ALONG THE ROADWAY, WE TOOK SOME SPECIFIC STATION
6:06:42PM POINTS AND CROSS SECTIONS TO SHOW YOU A LITTLE MORE ABOUT
6:06:47PM HOW WE DESIGN.
6:06:48PM YOU SEE THE EXISTING CROSS SECTION AT THE TOP, THE LOWER
6:06:51PM CROSS SECTION, WE'RE SHOWING THE TYPE OF PLANTS THAT GROW IN

6:06:55PM EACH ONE OF THE ZONES.
6:06:56PM AND THEN ON THE LEFT AND RIGHT, YOU HAVE PERIMETER BERMS OF
6:07:00PM THE ADJACENT COMMUNITIES WITH THEIR TREES AND SHRUBS.
6:07:02PM A LITTLE BLOWUP OF THAT AREA TO SHOW YOU THAT, AS YOU COME
6:07:08PM OFF THE ROAD, YOU GO INTO THE GRADES AND THE SWALE AND HOW
6:07:11PM THE PLANTS CHANGE, THE TYPE OF VEGETATION WE'RE USING.
6:07:17PM SAME THING ON THE RIGHT.
6:07:19PM IN THIS SCENARIO, THE SIDEWALK IS CLOSER TO THE STREET
6:07:22PM RATHER THAN ALL THE WAY BACK AT THE RIGHT-OF-WAY LINE.

6:07:26PM SO HERE'S A CROSS SECTION OF STATION POINT 297.09 THAT SHOWS
6:07:32PM HOW WE'RE HANDLING ALL THE VEGETATION ALL THE WAY ACROSS THE
6:07:36PM STREET.
6:07:36PM A LITTLE BLOWUP TO SHOW YOU WHAT HAPPENS ON THE SOUTH SIDE.
6:07:41PM AGAIN, ON THE NORTH SIDE.
6:07:43PM IN DESIGNING THESE NATURAL SYSTEMS, WHAT WE DID AT BONITA
6:07:52PM BAY, WE WERE INSTRUCTED TO TRY AND MAKE THAT AS NATURALISTIC
6:07:55PM AS WE POSSIBLY COULD.
6:07:56PM AND AS PART OF OUR LOOK AND EMULATING MOTHER NATURE, WE
6:08:06PM COMBINED SOME OF THESE DIFFERENT PLANTS AND MIXES THAT A LOT
6:08:07PM OF OTHER PEOPLE DON'T USE.
6:08:08PM WE'RE NOT AFRAID OF INTEGRATING DIFFERENT TYPES OF PLANTS,
6:08:10PM BECAUSE AFTER 47 YEARS, WE KNOW HOW EACH PLANT GROWS, WHICH
6:08:14PM PLANTS ARE MORE COMPATIBLE.
6:08:15PM SO WE HAVE MORE OF A MIXED LOOK, WHICH WE THINK IS MORE
6:08:18PM NATURAL LOOKING VERSUS MANUFACTURED.

6:08:20PM SO YOU SEE IN THE PARTICULAR ELEVATION OF THE LANDSCAPING,
6:08:25PM DOWN AT THE BOTTOM, THERE'S MUHLY GRASS AND THERE'S
6:08:29PM COCOPLUM, THERE'S DWARF PALMETTO.
6:08:32PM THERE'S WAX MYRTLES AND SLASH PINES, AND THEN LARGER TYPES
6:08:36PM OF PALMS AND OAK TREES AND THINGS.
6:08:39PM SO THIS INTEGRATIVE LOOK IS DESIGNED TO FEEL LIKE A VERY
6:08:43PM NATURAL SYSTEM.
6:08:44PM WE'RE GOING TO SPECIFY AS PART OF THE MAINTENANCE
6:08:47PM REQUIREMENTS THEY DON'T TURN EVERYTHING INTO BOXES AND
6:08:50PM HEDGES AND THINGS.
6:08:51PM THIS IS DESIGNED WITH THE RIGHT KIND OF PLANT TO BE TRIMMED
6:08:54PM PERIODICALLY, NEVER SHEARED, NEVER HEDGED.
6:09:02PM HERE IS A MEDIAN.
6:09:03PM BECAUSE IT'S SO FLAT, YOU CAN DO ALMOST ANYTHING YOU WANT TO
6:09:06PM DO.

6:09:07PM MOST OF THE SABAL PALMS AND A LOT OF THE TREES ARE EXISTING
6:09:09PM IN THE MEDIANS.
6:09:10PM SO ALL WE DID WAS COME IN WITH SOME UNDERPLANTINGS.
6:09:14PM WE TYPICALLY DON'T ALLOW SOD AROUND THE BASE OF TREES AND
6:09:17PM THINGS BECAUSE THE MAINTENANCE GUYS WITH THE WEED EATER WILL
6:09:20PM GIRDLE THE TRUNK AND STOP THE FLOW OF WATER AND EVENTUALLY
6:09:23PM KILL THE TREE.
6:09:24PM WE ALMOST ALWAYS, IN ALL OF OUR COMMUNITIES, PLANT AROUND
6:09:27PM THE BASE OF ALL OF OUR TREES.
6:09:31PM THE TYPES OF VEGETATION THAT WE'RE USING, WE HAVE ALL

6:09:35PM DIFFERENT TYPES OF SHADE TREES THAT YOU SEE IN HERE.
6:09:38PM THE VERY LARGE FIELD GROWN OAKS, THE LARGE CONTAINER OAKS,
6:09:43PM JAPANESE BLUEBERRY, SHADY LADY BLACK OLIVES.
6:09:47PM PALMS.
6:09:47PM WE'RE UTILIZING, RIGHT NOW, WE'RE CALLING FOR MEDJOOOL DATE
6:09:52PM PALMS AT THE ENTRANCE OF THE COMMUNITIES.
6:09:53PM PART OF THE DESIGN PRINCIPLE, WHEN YOU GO UP THREE OAKS
6:09:58PM PARKWAY, WE TRY AND USE THE DESIGN OF THE ROAD TO HELP GUIDE
6:10:02PM TRAFFIC ALONG.
6:10:03PM SO WHEN WE COME TO AN INTERSECTION, WE CHANGE THE VEGETATION
6:10:05PM FROM THE OAK TREES AND THE CANOPY TREES INTO SOME TYPE OF
6:10:09PM PALM WITH FLOWERING SHRUBS SO THAT PEOPLE KNOW THAT THE AREA
6:10:12PM OF IMPORTANCE IS COMING UP.
6:10:14PM SO PART OF OUR DESIGN IS TO BEAUTIFY THESE ENTRIES AND ALSO
6:10:18PM ACT AS NOTIFICATION OF EVENTS HAPPENING ALONG THE ROADWAY.
6:10:22PM THE DATE PALMS THAT WE'RE CALLING FOR AT THE ENTRY, ALMOST
6:10:25PM ALL THE ADJACENT COMMUNITIES HAVE DATE PALMS USED
6:10:28PM EXTENSIVELY AROUND THEIR PERIMETER.
6:10:30PM WHEN WE DO THE DATE PALMS, OR WHATEVER PALM WE WIND UP WITH,
6:10:34PM WE WANT IT TO BLEND INTO WHAT THE COMMUNITY IS DOING.
6:10:37PM SABAL PALMS ALL UP AND DOWN THE ROAD.

6:10:39PM WE'RE CALLING FOR SOME BISMARCKIA, THRINAX, PAUROTIS,
6:10:44PM SOLITAIRE PALMS.
6:10:45PM THE PALM ON THE BOTTOM RIGHT, THE SOLITAIRE, IS VERY -- WHEN
6:10:48PM YOU HAVE NARROW MEDIANS BECAUSE NONE OF THE TRUNKS OVER FOUR

6:10:51PM INCHES WIDE, AND IT'S THE ONLY TYPE OF TREE THAT'S ALLOWED
6:10:55PM IN THESE SKINNY AREAS.
6:10:56PM SOME OF THE SHRUBS AND PLANTINGS THAT WE'RE USING, YOU SEE
6:11:02PM IN HERE, A LOT OF COLOR, BOUGAINVILLEA, ASIATIC JASMINE,
6:11:08PM DWARF RUELLIA.
6:11:11PM THERE HAVE BEEN SOME COMMENTS ABOUT THE NEGATIVITY ABOUT
6:11:13PM RUELLIA BECAUSE IT SPREADS.
6:11:15PM WE'RE CALLING FOR A NEW SPECIES DESIGNED BY THE UNIVERSITY
6:11:18PM OF FLORIDA AND RELEASED THAT ARE KNOWN DWARFS AND HAVE
6:11:21PM PROVEN TO NOT SEED AND BE VIABLE IN AREAS OTHER THAN WHERE
6:11:24PM THEY ARE PLANTED.
6:11:25PM WE LOOKED AT ALL THE CONCERNS ABOUT ALL THE PLANTS WE'RE
6:11:28PM USING.
6:11:29PM THESE ARE THE TYPE OF TREES THAT WE KNOW ARE CAPABLE OF
6:11:32PM HANDLING THE WETTER CONDITIONS.
6:11:34PM THE WAX MYRTLE, DAHOON HOLLY, AS THE SMALLER TREES.
6:11:39PM THE BIG TREES, YOU HAVE RED MAPLES, FLORIDA SLASH PINE,
6:11:42PM BUTTONWOODS, PIGEON PLUM.
6:11:49PM SOME OF THE NATIVE PLANTS THAT ARE CAPABLE OF HANDLING THESE
6:11:52PM WET CONDITIONS, YOU SEE THE FLORIDA ANISE, WAX MYRTLE,
6:11:57PM DIFFERENT BUTTONWOODS, THE HORIZONTAL AND THE RED-TIP
6:11:59PM COCOPLUM.
6:12:00PM DWARF PORTERWEED.
6:12:01PM SO THERE ARE ALL KINDS OF VARIETIES OF TEXTURES AND COLORS
6:12:05PM AND DIFFERENT SIZES THAT WE'RE UTILIZING.

6:12:07PM AND PART OF OUR DESIGN CRITERIA TO BE MORE NATURAL IN

6:12:12PM XERISCAPING, THE FLORIDA FRIENDLY, WE HAVE 85, 86 PERCENT OF
6:12:18PM THE SHRUBS CALLING FOR NATIVE.
6:12:20PM 82% OF THE TREES CALLING FOR A NATIVE.
6:12:23PM MOST OF THE MUNICIPALITIES, THE LARGEST QUANTITY THEY CALLED
6:12:26PM FOR IS 50% OF THE TREES AND 75% OF THE SHRUBS.
6:12:29PM SO WE'VE EXCEEDED ALL OF THOSE BECAUSE EVERYONE'S OPINION IS
6:12:33PM THAT THE NATIVE PLANTS DO BETTER IN THESE CONDITIONS AND
6:12:36PM REQUIRE LESS MAINTENANCE.
6:12:37PM SOME OF THE WETLAND PLANTS THAT WE'RE TALKING ABOUT USING.
6:12:40PM WE GOT THE LEATHER FERN AT THE TOP.
6:12:42PM THE ALLIGATOR FLAG AND THE SPIKERUSH ARE THE PLANTS THAT
6:12:45PM WE'RE TALKING ABOUT THAT CAN BE MOWED.
6:12:47PM THOSE HANDLE THE REAL WET CONDITIONS DOWN AT THE BOTTOM.
6:12:50PM AS PART OF THIS CONCEPT, THE LAST PART OF THIS IS THE DESIGN
6:12:54PM OF THE IRRIGATION SYSTEM.
6:12:56PM SO WE WORK WITH OUR IRRIGATION DESIGNER, AND IT'S VERY SPOT
6:13:00PM SPECIFIC.
6:13:01PM ALL THE DIFFERENT ZONES THAT WE IDENTIFIED HAVE THEIR OWN
6:13:04PM ZONES AND OWN SECTIONS OF IRRIGATION.
6:13:07PM IF WE WANTED TO KEEP THE WETLAND PLANTS WETTER DURING THE
6:13:10PM DRY TIMES OF THE YEAR, WE CAN WATER ONLY THOSE AREAS AND NOT
6:13:14PM IRRIGATE ANY OF THE OTHER AREAS.
6:13:15PM FROM SOUP TO NUTS ALL THE WAY THROUGH THE DESIGN, WE TRIED
6:13:18PM TO CONSIDER ALL THE MAINTENANCE RAMIFICATIONS, ALL THE

6:13:21PM AESTHETIC APPEARANCES AND WHAT'S BEST FOR THE COMMUNITY
6:13:24PM ENVIRONMENTALLY SPEAKING.
6:13:25PM WITH THE IRRIGATION SYSTEM, WE LOOKED INTO THE EXISTING
6:13:31PM SYSTEM THAT'S OUT THERE AND WAS DETERMINED BY THE PEOPLE
6:13:35PM MAINTAINING IT THAT IT WASN'T SATISFACTORY TO USE ANY
6:13:39PM FURTHER.
6:13:39PM THEY HAD ACTUALLY CONVERTED ONE OF THE WELLS INTO USING

6:13:42PM POTABLE WATER.

6:13:43PM SO OUR NEW DESIGN CALLS FOR THREE NEW WELLS, WHICH REDUCED

6:13:48PM THE SIZE OF THE MAIN LINE, WHICH ALSO HELPS THE BUDGET

6:13:51PM EXTENSIVELY.

6:13:52PM WE DID A BUDGET BREAKDOWN, AND ORIGINALLY WHEN WE PREPARED

6:13:58PM THE BUDGETS WE HAD ABOUT \$3.5 MILLION FOR PLANTING AND FOR

6:14:01PM IRRIGATION, AND WE ARE FAIRLY WELL BELOW THAT TO HANDLE SOME

6:14:07PM CHANGES THAT OCCUR AS THE COMMUNITY GOES ON.

6:14:10PM ONE OF THE IMPORTANT ISSUES, WE THINK, IN THIS TYPE OF

6:14:13PM DESIGN IS BEING ABLE TO SPEND TIME IN THE FIELD AS THIS IS

6:14:16PM BEING IMPLEMENTED, WORK WITH THE GENERAL CONTRACTOR AND

6:14:19PM LANDSCAPE CONTRACTS, FIGURE OUT THE BEST WAY TO WORK DOWN

6:14:23PM THE ROAD, PROVIDE THE SAFETY FOR THE VEHICLES AND FOR THE

6:14:25PM PEOPLE WORKING ON THE ROAD AND BE ABLE TO ACCOMPLISH THIS

6:14:28PM WHOLE THING IN THE SHORTEST AMOUNT OF TIME.

6:14:32PM OVERALL LANDSCAPE BUDGET WAS 3.5.

6:14:39PM 2.1 FOR THE SHAPE, 1.4 FOR THE IRRIGATION.

6:14:43PM SO FAR, WE'RE BELOW THE LANDSCAPE BUDGET BY ALMOST 700,000

6:14:51PM AND CONSIDERABLY BELOW THE IRRIGATION BUDGET AS WELL.

6:14:56PM THIS LIST HAS SINCE CHANGED.

6:14:57PM YOU SEE THE SUMMARY AT THE BOTTOM.

6:14:59PM WE'RE UP TO 82% NATIVE TREES AND ALMOST 86% NATIVE SHRUBS.

6:15:04PM THAT PRETTY WELL CONCLUDES OUR PRESENTATION ON THE

6:15:08PM LANDSCAPING.

6:15:08PM ANY QUESTIONS, WE WOULD BE DELIGHTED TO ANSWER.

6:15:15PM >> I AM JUST LEARNING THAT YOU DID THE BROOKS AND THREE

6:15:17PM OAKS, YOUR STOCK WENT UP ABOUT 500 POINTS.

6:15:20PM THOSE ARE TWO OF THE MOST SUCCESSFUL STREETS EVER DONE DOWN

6:15:23PM HERE.

6:15:24PM WE WOULD LOVE TO HAVE YOU ON THE BOARD.

6:15:25PM >> APPRECIATE IT.

6:15:26PM >> CAN I THROW THAT INVITATION?
6:15:26PM IS THAT SNEAKY?
6:15:33PM IT'S WAY ABOVE MY PAY GRADE, BUT LET'S TALK ABOUT IT.
6:15:42PM >> A FEW QUESTIONS.
6:15:43PM IS THIS STREET GOING TO HAVE STREET LIGHTING?
6:15:49PM IT DOESN'T HAVE STREET LIGHTING CURRENTLY, DOES IT?
6:15:54PM >>Bruce Howard: AS WE WERE PRESENTING, GOING THROUGH THE
6:15:56PM PROCESS, CITY COUNCIL BROUGHT UP THE POINTS, HOW CAN WE DO
6:15:59PM THESE IMPROVEMENTS AND NOT LIGHT THE ROAD?
6:16:01PM SO LIGHTING HAS BEEN INCORPORATED, I THINK.
6:16:05PM >>David Willems: THERE ARE NO STREETLIGHTS THERE RIGHT NOW.
6:16:07PM THE BUDGET CURRENTLY HAS STREETLIGHTS IN IT, SO THE LIGHTS

6:16:12PM ARE DESIGNED, BY COUNCIL -- BUT COUNCIL STILL HAS ANOTHER
6:16:19PM ROUND TO SUBMIT TO GIVE THE FINAL OKAY WHETHER THAT'S
6:16:22PM INCLUDED OR NOT.
6:16:24PM >>Barry Jones: ARE YOU RUNNING THE PHOTOMETRICS WITH THE
6:16:28PM TREES IN PLACE OR THE TREES AT MATURITY --
6:16:31PM >> -- WORKING WITH THE CONSULTANT TO MAKE SURE THE TREES
6:16:32PM WEREN'T -- WE ADJUSTED LIGHT LOCATIONS AND TREE LOCATIONS TO
6:16:35PM MAKE SURE THE TREES WOULDN'T BLOCK THE LIGHT.
6:16:41PM >>Barry Jones: JUST REAL QUICK ON TREES, WHEN YOU DO TREES
6:16:45PM AND MEDIANS, CAN'T YOU DO PALM TREES OR TREES UP TO A
6:16:51PM CERTAIN CALIPER AND HAVE THEM IN THE CLEAR ZONE?
6:16:55PM SOMETHING IN MY MIND RECALLS ROOTED ROOT BALL TREES CAN'T
6:17:02PM COUNT THE SAME AS TREES WITH A SPREAD ROOT?
6:17:04PM >> NO, THAT MAY HAVE BEEN THE WAY D.O.T. TREATED IT A FEW
6:17:07PM YEARS AGO.
6:17:08PM THAT IS NOT THE CASE ANYMORE.
6:17:09PM >>Barry Jones: LIKE I SAID, IT'S BEEN A LITTLE WHILE.
6:17:12PM >>David Willems: IT SEEMS THEY HAVE CHANGED THE WAY THEY
6:17:15PM INTERPRET THAT RULE.

6:17:16PM BASICALLY, THERE'S NO TREE THAT MEETS THE CLEAR ZONE.

6:17:20PM IT HAS TO BE OUT OF THE CLEAR ZONE.

6:17:22PM >>Barry Jones: DEFINITION OF TREE IS SOMETHING WITH BARK,

6:17:24PM SOMETHING THAT GROWS BEYOND A FOUR-INCH CALIPER?

6:17:27PM >>David Willems: THEY MIGHT HAVE THE FOUR-INCH CALIPER BUT

6:17:30PM THE ARGUMENT IS VIRTUALLY EVERY TREE WHEN FULLY MATURE IS

6:17:34PM ABOVE FOUR INCHES.

6:17:38PM >>Barry Jones: FOR ANY TREES IN PROXIMITY TO THE EXISTING

6:17:41PM CURBS THAT AREN'T FULL DEPTH, ARE YOU SPECCING A ROOT

6:17:45PM BARRIER SO WE DON'T HAVE CURB BLOWING UP OUT THERE IN FIVE

6:17:49PM YEARS?

6:17:50PM >>Bruce Howard: WE CERTAINLY WOULD LOOK INTO INCORPORATING

6:17:53PM THE ROOT BARRIER --

6:17:56PM >>Barry Jones: I DON'T THINK THOSE MEDIAN HAVE FULL DEPTH.

6:18:00PM IF YOU DO SOMETHING ON THE -- SPEC A ROOT BARRIER TO MAKE

6:18:04PM SURE WE DON'T HAVE AN ISSUE.

6:18:06PM ON THE CLEAR ZONE, AND WE ARE MEASURING FROM THE EDGE OF THE

6:18:10PM OUTSIDE TRAVEL LANE AND NOT THE OUTSIDE EDGE OF THE

6:18:13PM SIDEWALK, RIGHT?

6:18:15PM >> RIGHT.

6:18:15PM >>Barry Jones: OR THE BIKE LANE.

6:18:17PM THAT SEVEN FOOT COUNTS TOWARDS YOUR CLEAR ZONE.

6:18:20PM >> YEP.

6:18:25PM >>Barry Jones: AND THEN AT THE BIG CURB WHERE THE

6:18:28PM INTERSECTION IS FOR WALMART THERE, DOES THAT CLEAR ZONE

6:18:33PM SWALE OUT ANY?

6:18:35PM I USED TO HAVE TO PUSH -- BETTER CHANCE OF THE TREE OR

6:18:40PM DRIVER GOING OFF AT A CURVE THAN AT A STRAIGHT AREA.

6:18:43PM I KNOW THE GREEN BOOK REFERENCES EXTENDING THE CLEAR ZONES

6:18:48PM WHERE YOU HAVE CURVES IN A RURAL CROSS SECTION.

6:18:50PM IT MIGHT BE SOMETHING TO CONSIDER.

6:18:52PM I DON'T KNOW WHAT TREES YOU MIGHT HAVE ON THE OUTSIDE EDGE
6:18:56PM OF THAT CURVE AT THAT POINT.
6:18:59PM >>Bruce Howard: THE CLEAR ZONE GUIDELINES SAY UNLESS YOU
6:19:03PM HAVE A CURB, YOU CAN'T HAVE A TREE WITHIN 18 FEET INCLUDING
6:19:06PM THE SEVEN FOOT OF THE BIKE LANE.
6:19:07PM WHEN NO CURB, THE TREES ARE 18 FEET AWAY FROM THE EDGE OF
6:19:11PM PAVING, TRAVEL LANE.
6:19:12PM YOU HAVE 20 SOMETHING FEET FOR THE ROOT BALL TO DEVELOP.
6:19:17PM >>Barry Jones: NO, THAT WASN'T THE QUESTION.
6:19:19PM THE QUESTION, THE CLEAR ZONE --
6:19:21PM >>David Willems: I UNDERSTAND THE QUESTION.
6:19:22PM I DON'T REMEMBER WHAT THE LANDSCAPE LOOKS LIKE EXACTLY AT
6:19:24PM THAT CURB.
6:19:25PM WE CAN LOOK AT IT.
6:19:26PM >>Barry Jones: I WAS PUTTING IT OUT THERE THE CURVE, BLOWING
6:19:32PM THAT CLEAR ZONE OUT THERE.
6:19:33PM AND THEN THE SWALES ON THIS ROAD, THEY ARE INTENDED FOR
6:19:37PM CONVEYANCE, RIGHT, AND NOT STORAGE?
6:19:42PM >>Bruce Howard: THE NEW SCHOOL OF THOUGHT SAYS THAT YOU
6:19:44PM STORE THE WATER WHERE IT LANDS AND FILTER IT, AND LET IT GO
6:19:48PM DOWN INTO THE WATER TABLE AND IT'S MUCH MORE DESIRED THAN
6:19:52PM CONVEYANCE.
6:19:53PM WE HAVE BOTH SYSTEMS BECAUSE WE HAVE THE CONVEYANCE SYSTEM,
6:19:56PM BUT WE ALSO HAVE THE PLANTED SWALES.
6:20:01PM >>David Willems: LET ME JUST RESPOND.

6:20:02PM I UNDERSTAND WHAT YOUR QUESTION IS.
6:20:04PM THE SWALES ARE BOTH.
6:20:05PM THEY ARE FOR WATER QUALITY, THERE IS A WEIR DESIGNED TO HOLD
6:20:12PM THE WATER BACK THERE AND SLOW IT DOWN.
6:20:14PM ALSO, IT HAS TO CONVEY THE WATER SO THE ROADWAY DOESN'T

6:20:17PM FLOOD.

6:20:18PM WE'VE TALKED THROUGH THAT.

6:20:21PM TED HAS LOOKED AT THAT BECAUSE I HAVE THE SAME EXACT CONCERN

6:20:25PM YOU DO.

6:20:25PM WE TALKED THROUGH IT AND TED FEELS COMFORTABLE THAT WITH THE

6:20:29PM PLANTINGS, THERE'S STILL THE CAPACITY TO GET THE WATER

6:20:32PM THROUGH THERE.

6:20:33PM >>Barry Jones: THERE ARE TWO DIFFERENT THINGS.

6:20:36PM THERE'S RETENTION AREAS OR DETENTION AREAS AND THERE'S

6:20:38PM CONVEYANCE.

6:20:39PM IF YOU HAVE CONVEYANCE AND NOT MEETING IT, THEN YOU'RE GOING

6:20:42PM TO GET A HIGHER TAIL WATER WHICH IS GOING TO INDUCE PONDING

6:20:45PM ON THE ROAD TYPE SCENARIO WHERE WE HAVE IT SO FLAT.

6:20:50PM I WANTED TO BE -- WITHOUT SOMETHING TO REVIEW, I WAS CURIOUS

6:20:53PM HOW THAT WAS ADDRESSED.

6:20:54PM IF YOU'RE DOING PLANTINGS IN CONVEYANCE AREAS, THEN YOU

6:20:58PM LIMIT THE VOLUME THEY CAN GET THROUGH THERE, THE RATE IT CAN

6:21:01PM RUN OFF THE ROAD AND GET SIMILAR PONDING CONCERN.

6:21:06PM THAT WAS EVERYTHING THAT I SCRIBBLED DOWN.

6:21:13PM THANK YOU FOR THE PRESENTATION AND THANK YOU, DAVID.

6:21:17PM >> VERY NICELY DONE ON THE LANDSCAPING.

6:21:20PM >>Barry Jones: ANY OTHER COMMENTS?

6:21:21PM PUBLIC COMMENT ON THIS ISSUE?

6:21:25PM >>Mary Gibbs: I HAVE TWO SPEAKER CARDS.

6:21:26PM THE FIRST ONE IS MARLENE RODAK.

6:21:34PM >> HELLO.

6:21:34PM MARLENE RODAK.

6:21:35PM I'M AN ESTERO RESIDENT, BUT I'M ALSO HERE TONIGHT ON BEHALF

6:21:40PM OF THE FLORIDA NATIVE PLANT SOCIETY.

6:21:43PM THIS IS A PRETTY REMARKABLE PROJECT.

6:21:49PM CERTAINLY, THE PLANTING OF THE SWALES IS NOT SOMETHING THAT

6:21:54PM YOU GENERALLY SEE HERE.

6:21:55PM IT'S SOMETHING THAT WE TRY TO TEACH PEOPLE THROUGH OUR

6:22:01PM PARTNERS IN THE WET PLAN PROGRAM, BUT IT'S VERY DIFFICULT

6:22:05PM FOR HOMEOWNERS ESPECIALLY TO UNDERSTAND ABOUT THE IMPORTANCE

6:22:09PM OF LITTORAL PLANTINGS.

6:22:11PM THIS REALLY GOES A LONG WAY IN TEACHING PEOPLE ABOUT THE

6:22:15PM IMPORTANCE OF CLEAN WATER AND CLEANING OUR WATER BEFORE IT

6:22:18PM GOES OUT TO THE BAY.

6:22:20PM IT'S GOING TO SET A GREAT EXAMPLE FOR THAT.

6:22:26PM EVERYTHING HE SAID, MIMICKING NATURE.

6:22:30PM THE BROOKS LANDSCAPING IS EXCEPTIONAL.

6:22:33PM THE LANDSCAPING ALONG DANIELS, BETWEEN SHIRE LANE AND THE

6:22:40PM HIGHWAY ALSO IS A VERY NATURALISTIC LANDSCAPING THAT'S

6:22:44PM BEAUTIFUL.

6:22:44PM A LOT OF DIFFERENT THINGS, BUT IT'S VERY NATURAL LOOKING.

6:22:48PM SO AS FAR AS VOTING WATER DOWN, THAT'S EXACTLY WHAT WE WANT

6:22:53PM TO SEE.

6:22:53PM AND THAT'S THE MESSAGE WE WANT TO SEND TO RESIDENTS IN

6:23:00PM ESTERO IN THIS AREA FOR THEIR OWN HOMES AND OWN LITTORAL

6:23:04PM ZONES.

6:23:04PM TWO VERY MINOR COMMENTS ON THE LANDSCAPING, SINCE WE ARE

6:23:13PM SETTING AN EXAMPLE FOR HOMEOWNERS, I THINK THAT THE MEXICAN

6:23:16PM PETUNIA, ESPECIALLY 35 OR 40 THOUSAND DOLLARS WORTH OF

6:23:20PM MEXICAN PETUNIAS, OR ANYTHING THAT LOOKED LIKE MEXICAN

6:23:24PM PETUNIAS IS REALLY SETTING A WRONG EXAMPLE FOR RESIDENTS AND

6:23:29PM FOR ESTERO.

6:23:29PM MEXICAN PETUNIAS ARE ON THE INVASIVE EXOTIC LIST.

6:23:38PM THEY SPREAD.

6:23:39PM THEY ARE DOWN AT FAKAHATCHEE.

6:23:41PM THEY ARE ALL OVER THE PLACE.

6:23:43PM WE'RE TRYING TO SET GOOD EXAMPLES.

6:23:45PM EVEN IF THE PLANTS ARE STERILE, YOU'RE SHOWING PEOPLE WHO
6:23:49PM LIVE HERE THAT THESE PLANTS ARE OKAY TO PLANT OR ANYTHING
6:23:53PM THAT LOOKS LIKE THEM.
6:23:54PM THEY MAY NOT KNOW THAT THEY ARE STERILE.
6:23:55PM THEY CAN STILL GO BUY THE INVASIVE EXOTIC STUFF AT LOWE'S
6:24:00PM AND HOME DEPOT AND EVERYPLACE ELSE.
6:24:02PM SO I FEEL VERY STRONGLY THAT WE SHOULD NOT SET THAT EXAMPLE.
6:24:07PM THE OTHER COMMENT IS JUST ABOUT THE DATE PALMS.

6:24:10PM I KIND OF HAVE THIS THING WHERE I WATCHED THEM DIE IN THE
6:24:15PM BROOKS.
6:24:15PM AND AT \$5,000 A POP FOR THOSE TREES, I THINK THAT'S
6:24:20PM EXPENSIVE.
6:24:21PM WE COULD CERTAINLY AFFORD IT, BUT I THINK THAT MAYBE ROYAL
6:24:25PM PALMS COULD GET THE SAME EFFECT WITHOUT HAVING THE MORTALITY
6:24:29PM RATE AND THE COST OF THE QUARTER OF MILLION DOLLARS' WORTH
6:24:33PM OF DATE PALMS.
6:24:34PM I THINK THAT'S ALL OF MY COMMENTS.
6:24:41PM OTHERWISE I AM LOVING THE WHOLE THING.
6:24:43PM >>Barry Jones: THANK YOU VERY MUCH FOR YOUR INPUT.
6:24:47PM >>Mary Gibbs: THE SECOND CARD I HAVE IS FROM BILL CARR.
6:24:51PM I WASN'T SURE.
6:24:52PM WAS IT THIS ITEM?
6:24:53PM THAT'S OKAY.
6:24:56PM IT'S ON ESTERO PARKWAY.
6:25:04PM >> BILL CARR, 20380 CARRIAGE COURT OFF OF BROADWAY.
6:25:09PM I LIKE THE IDEA THAT EVENTUALLY ESTERO PARKWAY IS GOING TO
6:25:14PM BE RENOVATED, SO TO SPEAK.
6:25:17PM MY MAIN CONCERN AND SEVERAL OF YOU GENTLEMAN HAVE ALREADY
6:25:21PM MENTIONED IS THE INTERSECTION UP HERE AT U.S. 41 AND ESTERO
6:25:27PM GOING WEST.
6:25:30PM THAT'S A DANGEROUS TRAFFIC INTERSECTION.

6:25:34PM ONE THING I NOTICED ONCE WITH ESTERO GRANDE ACROSS THE
6:25:37PM STREET, GOING FROM EAST TO WEST, TWO LEFT-HAND TURNS ARE

6:25:45PM FINE.
6:25:45PM THEN YOU HAVE ONE THRU LANE.
6:25:49PM THEN YOU HAVE THIS REAL NARROW LITTLE BIKE LANE, WHICH I
6:25:52PM THINK IS TOTALLY DANGEROUS, IF YOU THINK ABOUT IT, YOU MIGHT
6:25:55PM HAVE A UPS TRUCK OVER HERE AND WASTE MANAGEMENT TRUCK HERE
6:26:00PM AND CAUGHT BETWEEN THE TWO.
6:26:02PM I THINK IT'S A SAFETY ISSUE.
6:26:04PM AND WE HAVE ENOUGH ACCIDENTS AT THAT INTERSECTION NOW.
6:26:08PM SO SINCE WE ARE STILL IN THE PLANNING STAGE, MAYBE SOMETHING
6:26:12PM CAN BE DONE TO KIND OF MAKE A FEW CHANGES THERE.
6:26:17PM TO ME, THAT NARROW LANE FOR BIKE RIDERS, I JUST DON'T
6:26:22PM UNDERSTAND THAT ONE.
6:26:23PM ALSO, YOU MENTIONED IT QUITE WELL ABOUT THE TRAFFIC COMING
6:26:30PM OUT OF WALMART.
6:26:31PM NO LEFT-HAND TURNS NOW.
6:26:40PM YOU HAVE TO GO OVER LIKE THREE LANES AND THEN YOU GOT THE
6:26:41PM OTHER TWO LANES COMING FROM WEST TO EAST, SO TO SPEAK, AND
6:26:43PM YOU HAVE TO LOOK ALL OVER THE PLACE TO WATCH ALL YOUR
6:26:48PM TRAFFIC.
6:26:48PM SO THE SPEED LIMIT ON ESTERO PARKWAY, IT MIGHT BE 45, BUT
6:26:52PM I'VE NEVER SEEN TOO MANY PEOPLE DO THAT.
6:26:55PM IT'S MUCH HIGHER THAN THAT.
6:26:57PM IT'S DANGEROUS.
6:26:58PM SO I THINK THE POINTS THAT YOU BROUGHT UP WERE VERY VALID,
6:27:03PM AND THIS WOULD BE THE TIME TO TRY TO MAKE SOME CHANGES TO

6:27:08PM THE DESIGN THAT YOU HAVE HERE.
6:27:10PM AS FAR AS I'M CONCERNED, FOR BIKE RIDERS.
6:27:14PM I'M NOT A DESIGNER.

6:27:15PM I WAS A SPECIAL ED. TEACHER.

6:27:17PM BUT COMING UP TO 41 GOING WEST, THAT'S THE BIGGEST PROBLEM I

6:27:22PM SEE IS BIKE RIDERS, SOMEHOW THAT LANE, JUST ON PAGE 3, THE

6:27:28PM LANE FOR THE BIKE RIDERS MIGHT SOMEHOW BE MOVED OVER HERE,

6:27:33PM AND THEY'LL HAVE TO USE THE INTERSECTIONS.

6:27:35PM THAT'S WHAT YOU HAVE TO DO SOMETIMES.

6:27:38PM >> THE KEYHOLE LANE IS TYPICAL.

6:27:40PM EVEN THOUGH IT IS A FOUR FOOT LANE NOW, I THINK BY NARROWING

6:27:43PM THOSE LANES BY 11-FOOT AND NOT HAVE TO -- AND I'D HAVE TO

6:27:48PM DEFER TO THE DESIGNERS, PERHAPS THAT KEYHOLE LANE GOT

6:27:50PM WIDENED TO MATCH THE SEVEN FOOT OR SIX FOOT CLEAR, I DON'T

6:27:54PM KNOW.

6:27:54PM DAVID, DO YOU HAVE ANY FEEDBACK ON THAT?

6:27:59PM >>David Willems: SO, THERE ARE TWO POINTS.

6:28:01PM ONE IS, YES, WE ARE WIDENING IT TO MATCH THE OTHER LANE.

6:28:04PM SO IT WILL BE THE SEVEN FOOT.

6:28:06PM >>Barry Jones: THAT ADDRESSES HIS FIRST QUESTION.

6:28:08PM >>David Willems: ANOTHER THING.

6:28:10PM WHEN YOU GET THE SET OF PLANS, WHEN YOU SEE THEM, YOU'LL SEE

6:28:13PM WHAT WE'RE DOING IS WHERE YOU HAVE THE TRAFFIC KIND OF

6:28:17PM GETTING INTO THAT RIGHT-TURN LANE, WE'RE ACTUALLY GOING TO

6:28:19PM BE PAINTING THE BIKE LANES GREEN SO IT REALLY IDENTIFIES

6:28:25PM THAT THERE ARE BIKES THERE.

6:28:26PM IT REALLY HAS TO BE BETWEEN THE THRU LANE AND THE RIGHT-TURN

6:28:29PM LANE, BECAUSE IF A BICYCLIST WANTS TO GO STRAIGHT, HE SAW TO

6:28:33PM BE ON THAT SIDE OF THE RIGHT-TURN LANE.

6:28:35PM IT HAS TO BE THERE.

6:28:36PM WHAT WE'RE DOING IS MAKING IT WIDER AND PAINTING PART OF IT

6:28:39PM GREEN SO IT REALLY SETS IT UP, SO PEOPLE KNOW A BICYCLIST IS

6:28:43PM THERE.

6:28:45PM >>Barry Jones: THANK YOU.

6:28:45PM >> THEN THE OTHER THING, YOU WERE RIGHT ABOUT, IT'S NOT
6:28:49PM GOING TO WORK ON THIS ROAD, I GUESS, BUT IN ANCHORAGE, WE
6:28:53PM HAVE BEAUCOUP ROUNDABOUTS.
6:28:56PM WE DIDN'T HAVE THEM A FEW YEARS AGO, BUT THEY WENT CRAZY AND
6:29:00PM THEY STARTED PUTTING IN ROUNDABOUTS.
6:29:03PM EVEN SOMETIMES THE MOOSE PAY ATTENTION TO IT.
6:29:06PM IT'S REALLY REDUCED A LOT OF ACCIDENTS.
6:29:09PM THE BIGGEST THING IS THE DRIVERS GETTING USED TO THE WAY
6:29:12PM THEY ARE SUPPOSED TO WORK.
6:29:13PM WE CAN'T WORRY ABOUT THAT, BECAUSE WE'RE NOT GOING TO HAVE
6:29:15PM IT HERE.
6:29:16PM THAT'S ALSO A VALID POINT.
6:29:17PM THANK YOU.
6:29:20PM >> JUST TO BE CLEAR, IF YOU WANTED TO COME OUT OF WALMART
6:29:23PM AND GO BACK TO THE EAST, YOU'LL STILL BE ABLE TO GO TO A
6:29:26PM DRIVEWAY AND MAKE A LEFT-HAND TURN AND GO EAST ON ESTERO

6:29:29PM PARKWAY WITHOUT HAVING TO GO UP TO THE 41 INTERSECTION.
6:29:33PM IT'S NOT A U-TURN.
6:29:38PM IT WILL BE A LEFT OUT OF THERE.
6:29:40PM IT WILL BE A LEFT OUT OF THAT INTERSECTION.
6:29:43PM THERE WILL BE A LEFT OUT IS MY UNDERSTANDING.
6:29:47PM >>Mary Gibbs: NOT AT WALMART.
6:29:48PM >>Barry Jones: YOU CAN GET THERE FROM WALMART.
6:29:53PM >> AT THE ESTUARY.
6:29:57PM >>Barry Jones: OKAY.
6:29:57PM ALL RIGHT.
6:29:58PM ANYTHING ELSE ON THIS ISSUE?
6:30:00PM >>Mary Gibbs: I DON'T HAVE ANY MORE CARDS.
6:30:04PM >>Barry Jones: IT WAS GOOD INFORMATION.
6:30:06PM SO THANK YOU.
6:30:07PM AND THANK YOU TO THE OTHER APPLICANTS FOR BEARING WITH US.

6:30:10PM THE NEXT ISSUE ON THE AGENDA IS THE FLORIDA CANCER
6:30:13PM SPECIALISTS PROJECT.
6:30:17PM >>Mary Gibbs: WE HAVE A FEW SPEAKERS ON THIS ITEM.
6:30:23PM THE FIRST SPEAKER THAT'S GOING TO INTRODUCE IT IS JACK
6:30:28PM MORRIS FROM MORRIS-DEPEW.
6:30:30PM I WONDER IF THEY NAMED THE COMPANY AFTER YOU, JACK.
6:30:34PM >> NO.
6:30:34PM >>Barry Jones: JACK JUST JUMPED OVER FROM WALDROP RECENTLY,
6:30:39PM I BELIEVE.
6:30:40PM SOUND LIKE A NATURAL.

6:30:43PM MORRIS TO GO TO WORK TO MORRIS.
6:30:46PM >>Jack Morris: NO RELATION.
6:30:47PM JACK MORRIS, ENGINEER OF RECORD, ON THE PROJECT FLORIDA
6:30:52PM CANCER SPECIALISTS ON COCONUT POINT.
6:30:53PM THE APPLICANT, OPTIMAL OUTCOMES, REPRESENTATIVE ANDY BOGGINI
6:31:00PM WAS UNABLE TO MAKE IT TONIGHT.
6:31:02PM LAST-MINUTE -- HE APOLOGIZES.
6:31:11PM HE WASN'T ABLE TO MAKE IT LAST MINUTE SO I'LL TRY TO DO A
6:31:15PM LITTLE OPENING AND READ A SNIPPET FROM HIM AS WELL.
6:31:18PM OPTIMAL OUTCOMES IS AN INTEGRATED SOURCE AND STRATEGIC
6:31:31PM PARTNER FOR THE DEVELOPMENT OF HEALTH CARE DESTINATIONS.
6:31:33PM OPTIMAL OUTCOMES ASSISTS IN IDENTIFYING FACILITY NEEDS WITH
6:31:37PM IN HEALTH SYSTEMS TO DEVELOP COMMUNITY AND CAMPUS-BASED
6:31:40PM SOLUTIONS THAT IMPROVE OPERATIONAL EFFICIENCIES, PROVIDER
6:31:43PM OUTCOMES, AND PATIENT SELECTION.
6:31:45PM HERE TODAY, OPTIMAL OUTCOMES IS REPRESENTING THE LATEST
6:31:50PM FLORIDA CANCER SPECIALIST CANCER CENTER PROPOSED WITHIN THE
6:31:53PM VILLAGE OF ESTERO.
6:31:54PM FCS IS THE LARGEST INDEPENDENT MEDICAL ONCOLOGY, HEMATOLOGY
6:31:59PM PRACTICE IN THE UNITED STATES.
6:32:00PM WITH OVER 230 PHYSICIANS, 200 NURSE PRACTITIONERS AND

6:32:05PM PHYSICIAN ASSISTANTS IN NEARLY A HUNDRED LOCATIONS IN THE
6:32:09PM NETWORK, THEY ARE COMMITTED TO PROVIDING WORLD-CLASS CANCER
6:32:11PM CARE IN COMMUNITY-BASED SETTINGS CLOSE TO HOME.
6:32:14PM FCS IS THRILLED AT THE OPPORTUNITY TO BRING THEIR

6:32:19PM WORLD-CLASS CANCER CARE TO THE RESIDENTS OF ESTERO.
6:32:22PM MEDICAL ONCOLOGY, LAB SERVICES, AND DIAGNOSTIC IMAGING
6:32:26PM RELYING ON THE MOST STATE-OF-THE-ART EQUIPMENT.
6:32:28PM BEFORE I JUMP INTO IT, I WILL POINT OUT, WE HAVE RECEIVED
6:32:34PM DESIGN INPUT FROM THE PROPERTY OWNERS ASSOCIATION,
6:32:38PM REPRESENTED BY NED DUHURST, PROVIDING THE NEIGHBORHOOD
6:32:41PM DESIGN REVIEW FOR THE COCONUT POINT DEVELOPMENT, AS WELL AS
6:32:44PM THE SELLER'S REPRESENTATIVE, OAK BROOK PROPERTIES.
6:32:47PM HE HAS PROVIDED CONCEPTUAL APPROVAL.
6:32:52PM WE INCORPORATED SOME OF HIS REVIEW COMMENTS AND PROVIDED
6:32:56PM THROUGH THE DRB PROCESS, HOPEFULLY PROVIDING FINAL APPROVAL
6:33:01PM AFTER THAT.
6:33:02PM WE DID MEET WITH THE VILLAGE OF ESTERO STAFF IN A
6:33:05PM PRE-APPLICATION MEETING.
6:33:06PM I GOT GOOD FEEDBACK THERE AND INCORPORATED THAT IN THE SITE
6:33:10PM PLAN AS WELL AND HAD INTERACTIONS WITH BONITA SPRINGS
6:33:14PM UTILITIES AS WE DO HAVE AN EASEMENT ON-SITE AND WILL BE
6:33:18PM UTILIZING THEIR SERVICES.
6:33:19PM THE DESIGN TEAM HERE TONIGHT IS MYSELF, AS ENGINEER OF
6:33:22PM RECORD.
6:33:22PM MICHAEL EKBLAD WITH MORRIS-DEPEW IS THE LANDSCAPE ARCHITECT.
6:33:27PM HE'S HERE AS WELL.
6:33:28PM FOLLOWING ME ALONG WITH JOE McHARRIS OF McHARRIS
6:33:32PM PLANNING AND DESIGN, REPRESENTING THE CURTIS GROUP
6:33:34PM ARCHITECTS.

6:33:35PM SO, TO ORIENT OURSELVES IN THE WORLD HERE, WE'RE AT THE

6:33:45PM SOUTH END OF THE COCONUT POINT DEVELOPMENT.

6:33:48PM YOU CAN SEE TAMIAAMI TRAIL, AKA U.S. 41 RUNNING NORTH-SOUTH

6:33:53PM THERE.

6:33:53PM WE'RE JUST SOUTH OF COCONUT ROAD.

6:33:56PM THE SITE LOCATION IN YELLOW THERE.

6:33:58PM TO TRY TO CONFUSE YOU, WE ROTATED THE SITE ON THE SLIDE.

6:34:04PM NORTH IS TO THE LEFT, AND WE ARE IN THE SOUTH END, WHICH IS

6:34:07PM OVER TO THE RIGHT THERE.

6:34:08PM AS YOU CAN SEE, WE'RE LOCATED IN WHAT IS KNOWN AS THE SOUTH

6:34:11PM VILLAGE DISTRICT OF THE COCONUT POINT DEVELOPMENT.

6:34:14PM AS FAR AS USE GOES, I JUST WANTED TO READ A REAL QUICK

6:34:19PM SNIPPET FROM THE PATTERN BOOK OF THE SOUTH VILLAGE DISTRICT.

6:34:23PM IT SAYS, THE SOUTH VILLAGE INCLUDES PRIMARY MEDICAL OFFICES

6:34:26PM AND ADULT CONGREGATE LIVING APARTMENTS.

6:34:28PM THE NEIGHBORHOOD HAS BEEN PLANNED TO PROVIDE SYNERGY WITH

6:34:30PM THE EXISTING BONITA SPRINGS COMMUNITY HEALTH CENTER LOCATED

6:34:34PM AT U.S. 41 AND COCONUT ROAD.

6:34:40PM ZOOM IN A BIT CLOSER, AS YOU CAN SEE HERE, THERE IS AN

6:34:44PM EXISTING AERIAL PHOTOGRAPH TAKEN OF THE SITE.

6:34:46PM IT'S VACANT, OBVIOUSLY.

6:34:47PM WE ARE BORDERED TO THE NORTH AND TO THE WEST BY EXISTING

6:34:53PM LAKE FEATURES.

6:34:54PM THE AMERICAN HOUSE, SENIOR CONGREGATE LIVING CENTER IS A

6:34:57PM LARGE BUILDING THERE TO THE NORTHEAST AS WELL AS THE EXTRA

6:35:01PM SPACE STORAGE TO THE WEST.

6:35:04PM THERE IS AN OFFICE AND RESTAURANT COMPLEX TO THE SOUTHWEST

6:35:08PM AND A LANDSCAPE SUPPLY COMPANY TO THE SOUTH.

6:35:10PM MURANO DEL LAGO IS THE NAME OF THE ROAD WITH FRONTAGE TO THE

6:35:17PM SITE.

6:35:17PM THE PICTURES YOU'RE SEEING TO THE RIGHT HERE ARE EXISTING

6:35:20PM BUFFERS ALONG THE SITE TO THE WEST AS WELL AS TO THE SOUTH.

6:35:24PM THE SOUTH DOES CONTAIN A WALL IN THE BUFFER.

6:35:28PM WE ALSO HAVE LITTORAL PLANTINGS ON THE LAKE TO THE EAST AS

6:35:31PM WELL AS STREETScape ON MURANO DEL LAGO.

6:35:35PM HERE, WE HAVE A DETAILED SITE PLAN.

6:35:38PM I WON'T SPEND MUCH TIME HERE.

6:35:40PM I'M DEFINITELY HAPPY TO COME BACK AND ANSWER QUESTIONS, IF

6:35:43PM YOU GUYS HAVE ANY.

6:35:44PM A FEW QUICK POINTS ON THE SITE PLAN, IT IS A

6:35:47PM 16,000-SQUARE-FOOT SINGLE STORY BUILDING.

6:35:50PM THERE IS A PORTE-COCHERE DROP-OFF AREA IN THE FRONT.

6:35:54PM TWO ENTRANCES FOR VEHICULAR TRAFFIC AS WELL AS ONE

6:35:59PM CONNECTION POINT FOR PEDESTRIAN TRAFFIC.

6:36:01PM I'LL GET INTO THE PEDESTRIAN ROUTING HERE IN THE NEXT SLIDE.

6:36:04PM THE OTHER ELEMENTS WORTH NOTING ARE THE ADA PARKING STALLS

6:36:09PM IN THE FRONT.

6:36:10PM WE ARE USING BRICK PAVERS.

6:36:12PM YOU'LL SEE THAT ILLUSTRATED BETTER IN MICHAEL'S PORTION OF

6:36:15PM THE PRESENTATION TO PROVIDE SAFETY AND TRAFFIC CALMING

6:36:19PM THROUGHOUT THE SITE AS WELL AS AESTHETIC VALUE.

6:36:22PM THERE IS AN IRRIGATION PUMP STATION AND EASEMENTS AROUND THE

6:36:25PM PERIMETER SITE THAT WE DID HAVE TO PLANT AROUND.

6:36:27PM I'LL GET INTO THAT AS WELL.

6:36:29PM STORMWATER TREATMENT IS PROVIDED IN THE REAR OF THE

6:36:31PM BUILDING.

6:36:32PM YOU CAN SEE IT ON THE BOTTOM OF THE SITE PLAN THERE.

6:36:34PM THE DEVELOPMENT DOES HAVE A MASTER STORMWATER MANAGEMENT

6:36:37PM SYSTEM THAT ALREADY ANTICIPATES THIS DEVELOPMENT.

6:36:41PM HERE WE'RE SEEING A HIGHLIGHT OF THE PEDESTRIAN ROUTING TO

6:36:48PM AND THROUGH THE SITE.

6:36:50PM YOU'LL NOTICE THERE'S AN EXISTING CROSSWALK ON MURANO DEL

6:36:54PM LAGO.

6:36:55PM THERE IS NO EXISTING SIDEWALK ALONG MURANO DEL LAGO.

6:36:59PM AS YOU HEAD TO THE EAST, ALONG THE LAKE AND THEN THE OTHER

6:37:04PM DEVELOPMENT, WHICH IS THE REMAINING PORTION OF MURANO DEL

6:37:07PM LAGO, THERE IS NO EXISTING SIDEWALK.

6:37:08PM HENCE, WE CHOSE TO GRAB THIS ONE ACCESS POINT REALLY AS THE

6:37:14PM ONLY POINT THAT PEDESTRIANS ARE ABLE AND PROBABLY EVER WILL

6:37:18PM LIKELY BE ABLE TO ACCESS THE SITE.

6:37:20PM ONCE IN THE SITE, WE PROVIDED MULTIPLE POINTS TO NAVIGATE

6:37:24PM PEOPLE THROUGH THE PARKING AISLES AND ALONG THE BUILDING.

6:37:28PM AGAIN, HAPPY TO ANSWER ANY QUESTIONS ON THAT AT THE END OF

6:37:31PM THE PRESENTATION.

6:37:32PM THIS NEXT SLIDE IS THE BOUNDING PARAMETERS OF THE SITE.

6:37:36PM WE HAVE EASEMENTS SURROUNDING THE SITE.

6:37:39PM I WON'T GET INTO ALL WHAT THOSE ARE HERE.

6:37:41PM JUST TO KIND OF SAVE TIME.

6:37:42PM OBVIOUSLY, IF YOU GUYS QUESTIONS, I'LL GET INTO THAT.

6:37:45PM WE HAVE A COMBINATION UTILITY EASEMENTS, IRRIGATION

6:37:46PM EASEMENTS, AND LANDSCAPE BUFFERS.

6:37:48PM WITHOUT FURTHER -- GOING ANY FURTHER IN THE DETAILS ON THAT,

6:37:56PM LIKE I SAID, I'M HAPPY TO ANSWER QUESTIONS.

6:37:59PM I'LL TURN IT OVER TO MICHAEL EKBLAD AND HE CAN EXPLAIN

6:38:02PM FURTHER THE LANDSCAPING AND AESTHETICS OF THE SITE.

6:38:06PM >> JACK, IF YOU HAVE QUESTIONS, WILL YOU COME BACK UP

6:38:08PM AFTERWARDS?

6:38:09PM >> THAT WAS MY INTENTION.

6:38:10PM IF YOU GUYS PREFER TO ASK QUESTIONS NOW, I'M HAPPY TO DO

6:38:15PM THAT.

6:38:16PM >> MY ONLY QUESTION IS, WITH THE AMERICAN HOUSE OFF TO THE

6:38:20PM EAST, SHOULD THERE NOT BE ANY ACCESS AT LEAST TOWARD THAT?

6:38:24PM >> THAT WAS MY SAME QUESTION.

6:38:26PM AMERICAN HOUSE IS RIGHT NEXT DOOR.

6:38:28PM WE SHOULD HAVE PEDESTRIAN CONNECTION BETWEEN THEM.

6:38:30PM IF WE DON'T HAVE IT, WE HAVE TO FIGURE IT OUT.

6:38:33PM >> IS IT NOT IN THE COCONUT PLAN THAT THEY HAVE TO DO

6:38:36PM SIDEWALKS ALONG THEIR CORRIDOR OR INTERNAL CORRIDOR ROADS OR

6:38:40PM IS THERE NOTHING IN THERE THAT REQUIRES ROADWAY SIDEWALKS?

6:38:43PM >> THERE IS A LAKE ACROSS THE STREET.

6:38:45PM I DON'T KNOW HOW MUCH ROOM THERE IS.

6:38:47PM >>Jack Morris: THIS IS PROBABLY THE BEST SLIDE TO LOOK AT IT

6:38:50PM LARGER.

6:38:51PM >> I UNDERSTAND, BUT MURANO DEL LAGO.

6:38:53PM >>Jack Morris: WE LOOKED AT THAT.

6:38:55PM THAT WAS MY FIRST IMPULSE, TOO, PROVIDE SIDEWALK FRONTAGE

6:38:59PM THERE.

6:38:59PM STAFF DISCUSSED IN THE PRE-APPLICATION MEETING AS WELL.

6:39:04PM AMERICAN HOUSE DOES NOT HAVE ANY SIDEWALK OR ANY ACCESS

6:39:06PM POINTS FROM THEIR FACILITY TO THE STREET.

6:39:09PM SO THAT IS SOMETHING THEY WOULD HAVE TO PROVIDE ON THEIR OWN

6:39:15PM SITE --

6:39:16PM >> OR THE VILLAGE COULD DECIDE TO ADD IT AT SOME POINT.

6:39:19PM IS THAT A PUBLIC ROADWAY NOW?

6:39:21PM IT IS A PRIVATE ROADWAY.

6:39:23PM >> PRIVATE, YES.

6:39:25PM >> THERE WAS NOTHING IN THE COCONUT POINT DRI OR WERE THEY

6:39:30PM EXEMPTED FROM PROVIDING SIDEWALKS?

6:39:31PM DOES ANYBODY KNOW?

6:39:32PM >>Mary Gibbs: THAT WAS A BIG DRI, BUT I DON'T THINK THEY HAD

6:39:35PM -- I DON'T RECALL IT BEING THAT SPECIFIC ABOUT THE

6:39:37PM SIDEWALKS.

6:39:39PM >> KNOWING COLLIER COUNTY, WE HAVE TO PUT SIDEWALKS, EVEN IF

6:39:42PM YOU'RE IN THE MIDDLE OF NOWHERE IN THE EVENT SOMEBODY OR THE

6:39:44PM COUNTY AT SOME POINT DECIDES TO EXTEND.

6:39:47PM IF IT'S NOT A PUBLIC ROADWAY, THE VILLAGE COULDN'T DO IT
6:39:52PM UNLESS IT WAS IN CONJUNCTION.
6:39:54PM IT DOES SEEM LIKE A NATURAL LOOP, IF YOU WILL.
6:39:58PM I DON'T SEE A NEED FOR CONNECTIVITY TO THE EXTRA SPACE
6:40:01PM STORAGE, BECAUSE I DON'T THINK THAT'S A COMPATIBLE USE.
6:40:05PM >> YOU SAY THAT BUT ALL THE AMERICAN HOUSE PEOPLE HAVE UNITS
6:40:08PM I GUARANTEE --
6:40:09PM >> I DON'T THINK THEY WILL BE WHEELING THEIR REFRIGERATOR
6:40:11PM DOWN THE ROADWAY.
6:40:14PM >>Jack Morris: THAT WAS AN ONGOING CONVERSATION AS WE WERE
6:40:16PM PUTTING THIS TOGETHER.
6:40:17PM A COUPLE OF POINTS MADE THAT I THOUGHT WERE GOOD, TOO, IS
6:40:19PM JUST THE FOLKS THERE AT THE AMERICAN HOUSE LIKELY AREN'T
6:40:22PM GOING TO WALK -- MANY OF THEM AREN'T GOING TO BE ABLE TO
6:40:25PM WALK THAT DISTANCE ESPECIALLY IF THEY ARE COMING TO THE
6:40:28PM CANCER TREATMENT CENTER.
6:40:29PM >> IT IS A QUESTION WE ALWAYS ASK ABOUT PEDESTRIAN
6:40:31PM CONNECTIVITY.
6:40:31PM >>Jack Morris: THE OTHER ELEMENT THAT KIND OF CAME INTO
6:40:34PM PLAY, TOO, IS JUST PROVIDING THAT CONNECTION OBVIOUSLY TOOK
6:40:39PM UP SPACE FOR THE LANDSCAPE BUFFER THERE ALONG THE SIDE
6:40:42PM THERE, BRING THE OTHER CONNECTION UP AS WELL AS COMPETING
6:40:45PM WITH THE STREET SCAPING.
6:40:48PM >> WHAT IS YOUR PARKING ON THIS?
6:40:50PM OVER PARKED?

6:40:51PM PROPERLY PARKED?
6:40:52PM >> WE'RE OVER PARKED ACCORDING TO THE LDC.
6:40:54PM IF YOU ASK, OPTIMAL OUTCOMES UNDERPARKED A LITTLE BIT AS FAR
6:40:57PM AS WHAT THEY ARE HOPING TO HAVE WITH THEIR PEAKED CUSTOMER,
6:41:03PM EMPLOYEE.

6:41:04PM >> IS THE VILLAGE OF CONSIDERED OR WOULD YOU CONSIDER DOING
6:41:07PM PERVIOUS PARKING AREAS THAT WAS OVER THE MINIMUM
6:41:10PM REQUIREMENT?
6:41:11PM AND IF IT IS NEEDED, IT'S THERE, AND YOU CAN DO GRASS
6:41:14PM STABILIZED OR SOMETHING LIKE THAT, BUT MAYBE YOUR APPLICANT
6:41:18PM DOESN'T WANT IT.
6:41:20PM >>Jack Morris: YES.
6:41:21PM WE WOULD ALWAYS CONSIDER THAT.
6:41:24PM IN THIS PARTICULAR SITUATION, I BELIEVE WE'RE AT 120%
6:41:27PM THRESHOLD.
6:41:28PM LDC AT THAT POINT REQUIRES ADDITIONAL LANDSCAPE.
6:41:36PM AT THAT POINT, PERVIOUS PARKING WOULD PROBABLY BE
6:41:41PM ADVANTAGEOUS CONSIDERATION.
6:41:42PM >> ON THE SITE PLAN, I REALLY DIDN'T SEE ANYTHING LIKE A
6:41:47PM PUBLIC OUTDOOR SPACE, LIKE WHEN THE EMPLOYEES OF THIS PLACE
6:41:50PM ARE TAKING THEIR LUNCH BREAK OR ANYTHING LIKE THAT, IS THERE
6:41:52PM AN OPPORTUNITY TO CREATE SOMETHING ALONG THE LAKE WITH A
6:41:55PM COVERED AREA THAT MIGHT BE COMPATIBLE?
6:41:58PM >> YES.
6:41:58PM I NEGLECTED TO POINT THAT OUT.

6:42:00PM >> OUTDOOR SEATING AREAS.
6:42:01PM >>Jack Morris: YES.
6:42:02PM RIGHT HERE.
6:42:03PM AND WE'VE HAD SOME NICE RENDERINGS OF THAT THAT MICHAEL WILL
6:42:07PM GET INTO.
6:42:08PM THIS AREA HERE IS AN OUTDOOR SEATING AREA, LABELED THE
6:42:12PM HEALING GARDEN.
6:42:13PM >>Barry Jones: WERE THERE OTHER QUESTIONS ON THE SITE PLAN
6:42:16PM THAT JACK COULD ANSWER FOR US?
6:42:18PM >> MY ONLY QUESTION WAS THE GENERATOR.
6:42:21PM YOU'RE PULLING GAS OFF 41, YOU HAVE TO PUT IT ON THE ROOF

6:42:25PM BECAUSE YOU HAVE WATER PROBLEMS ON-SITE, THE FIRST THING GET
6:42:29PM UNDERWATER IS THE GENERATOR YOU NEED WHEN TRYING TO RECOVER
6:42:32PM FROM A HURRICANE.
6:42:34PM >> YOU CAN PUT IT ON A PAD.
6:42:36PM YOU DON'T HAVE TO PUT IT ON A ROOF.
6:42:38PM >>Jack Morris: RIGHT HERE IS WHERE THE GENERATOR IS LOCATED.
6:42:40PM WE WILL BE DESIGNING THAT TO BE UP AT THE FINISHED FLOOR
6:42:47PM LEVEL OF THE BUILDING.
6:42:49PM >> THEY DON'T REQUIRE YOU TO HAVE DIESEL ANYMORE.
6:42:53PM >> THIS ISN'T AN AHCA BUILDING.
6:43:04PM >>Jack Morris: IT'S OUTPATIENT CARE.
6:43:05PM IN AN --
6:43:07PM >> SPEAK UP A LITTLE BIT.
6:43:10PM I'M AN OLD MAN AND HARD OF HEARING.

6:43:12PM >> IF I COULD RAISE THE MICROPHONE, I WOULD.
6:43:14PM >> WHAT ARE THE HOURS OF OPERATION OF THIS?
6:43:16PM THIS IS NINE TO FIVE TYPE THING?
6:43:20PM >>Jack Morris: YOU KNOW, I'M NOT SURE WHAT THE HOURS OF
6:43:23PM OPERATION ARE.
6:43:24PM >> NOT THAT IT MATTERS.
6:43:25PM I WAS CURIOUS.
6:43:30PM >>Jack Morris: LOST MY SUPPORT ON THAT ONE.
6:43:31PM ALL RIGHTY.
6:43:36PM THANK YOU.
6:43:39PM >>Michael Ekblad: GOOD AFTERNOON.
6:43:40PM MICHAEL EKBLAD, DIRECTOR OF LANDSCAPE ARCHITECTURE AT
6:43:42PM MORRIS-DEPEW.
6:43:43PM TO TOUCH BRIEFLY ON THE GENERATOR, SINCE WE'RE TALKING ABOUT
6:43:45PM IT, THE REASON IT'S PROVIDED IS TO MAINTAIN THE COOLING
6:43:50PM SYSTEMS FOR THE ON-SITE MEDICATIONS AND TREATMENTS.
6:43:53PM SO THAT'S REALLY WHAT IT'S THERE FOR, NOT FOR OPERATIONS OR

6:43:57PM MAINTAINING LIGHTS ON WHEN THE PLACE -- WHEN THERE IS A
6:44:01PM BLACKOUT, SOMETHING LIKE THAT.
6:44:03PM >> STILL HAVE A PROBLEM IF IT FLOODS.
6:44:05PM >> THAT'S WHY THEY PUT IT UP ON PADS.
6:44:08PM THE MEDS ARE EXPENSIVE.
6:44:09PM YOU'VE GOT TO SAVE THOSE.
6:44:12PM >>Michael Ekblad: THIS SLIDE IS A TOP-DOWN VIEW OF WHAT WE
6:44:16PM FEEL THE CODE REQUIREMENTS ARE GOING TO BE.

6:44:17PM IN ADDITION TO SHOWING YOU KIND OF A MORE GRAPHIC VERSION OF
6:44:21PM WHERE THE PAVERS ARE GOING TO BE LAID OUT.
6:44:24PM MOVING INTO THE SITE, AS JACK MENTIONED, THE BUFFERS ALONG
6:44:29PM THE BOUNDARY, AND ALONG THE NORTHERN BOUNDARY, WE HAVE A
6:44:32PM 20-FOOT LANDSCAPE BUFFER THAT IS GOING TO OVERLAP THE
6:44:36PM EXISTING PUE AND BONITA SPRINGS UTILITY EASEMENT.
6:44:39PM ALL OF THE REQUIRED PLANTINGS WILL BE OUTSIDE OF THE OTHER
6:44:42PM TWO EASEMENTS.
6:44:43PM WE HAVE A FIVE-FOOT TYPE A BUFFER ON THE EAST SIDE AND
6:44:47PM EXISTING LANDSCAPE BUFFERS ON THE WEST AND SOUTH SIDE.
6:44:50PM WE ARE NOT PROPOSING TO CHANGE THOSE EXISTING BUFFERS.
6:44:55PM MOVING INTO THE CODE DESIGN, YOU CAN SEE HERE THE LAYOUT OF
6:44:59PM THE GENERAL TREES, VEHICULAR USE AREA TREES AS WELL AS THE
6:45:03PM PLANTINGS AROUND THE BUILDING, THE GENERATOR PADS, THE
6:45:06PM SCREENING THAT WILL HAVE A BETTER VIEW OF IN A MINUTE HERE.
6:45:09PM BUT JUST TO POINT OUT, EACH OF THE VEHICULAR ENTRIES AS WELL
6:45:14PM AS THE BUILDING ARE BOTH FLANKED BY ROYAL PALMS.
6:45:17PM KIND OF HEARD A LITTLE EARLIER HOW WE'RE TRYING TO USE A
6:45:20PM DESIGN TECHNIQUE TO INDICATE ACCESS POINTS.
6:45:24PM ESSENTIALLY WHAT WE'RE DOING THERE.
6:45:26PM SOME GRAPHIC VIEWS OF THE DIFFERENT BUFFERS, STARTING AT THE
6:45:30PM TOP IS THE EXISTING BUFFER BETWEEN THE SELF-STORAGE AND THIS
6:45:34PM SITE.

6:45:34PM IT'S COMPRISED PRIMARILY OF WASHINGTONIAN PALMS, SABAL PALMS
6:45:39PM AND MINOR TREES.

6:45:40PM ALONG THE SOUTHERN BOUNDARY, THAT IS THE EXISTING BUFFER
6:45:43PM WITH A WALL AND BERM.

6:45:45PM OBVIOUSLY, THE WALL IS NOT SHOWN HERE.

6:45:47PM OTHERWISE YOU WOULDN'T SEE ANY DETAIL.

6:45:49PM MOST OAKS, LIGUSTRUMS AND SABAL PALMS.

6:45:52PM ALONG THE EASTERN BUFFER, WHICH IS AGAINST THE LAKE, WE DO
6:45:55PM HAVE SOME LITTORAL TREES AND SHRUBS THAT ARE THERE, LITTORAL

6:46:01PM PLANTS, IN ADDITION TO ROYAL PALMS ON THE RIGHT-HAND SIDE,

6:46:05PM AS THE ENTRY COMES IN AND THE EXISTING LARGER OAK TREES AT

6:46:09PM THE REAR OF THE PROPERTY.

6:46:11PM FINALLY, THE PROPOSED NORTHERN BUFFER WHICH INTEGRATES THE

6:46:15PM EXISTING STREETScape THAT IS CURRENTLY EXISTING ON MURANO

6:46:19PM DEL LAGO PLUS THE ROYAL PALMS THAT FLANK EITHER SIDE OF THE

6:46:23PM ENTRY.

6:46:24PM SKIP THOSE FOR A MINUTE AND GO BACK TO THEM.

6:46:28PM A BIRD'S-EYE VIEW LOOKING INTO THE SITE PAST THE BUFFER.

6:46:31PM YOU CAN SEE THE ROYAL PALMS FLANKING EITHER SIDE OF THE

6:46:34PM ENTRY TO THE GUEST DROP-OFF.

6:46:36PM THE BRICK PAVERS MOVING PEOPLE ACROSS THE PARKING LOT,

6:46:41PM WELCOMING THEM INTO THE BUILDING.

6:46:43PM AND THEN WE'VE ALSO ANCHORED THIS BUILDING ON EITHER SIDE

6:46:46PM WITH LARGER TREES AND USED ACCENT PALMS AND SHRUBS TO BREAK

6:46:50PM UP THE BUILDING FACADE.

6:46:51PM YOU CAN SEE THERE ON THE LEFT SIDE OF THE SCREEN THE

6:46:55PM EXISTING OR THE PROPOSED CEILING GARDEN WITH A LARGE OAK

6:47:01PM TREE.

6:47:01PM WE'RE NOW LOOKING AT THE EAST BUILDING FACADE.

6:47:04PM THIS IS KIND OF A DIFFERENT VIEW OF THE HEALING GARDEN.

6:47:06PM AGAIN, TRYING TO PROVIDE A PLACE FOR PEOPLE TO GO OUT AND
6:47:11PM GET A REPRIEVE FROM BEING INSIDE GETTING TREATMENT OR WHILE
6:47:14PM WAITING FOR FAMILY MEMBERS.
6:47:15PM WE ALSO TRIED TO PROVIDE VIEWS OUT OF THE INFUSION ROOMS,
6:47:19PM WHICH ARE JUST BEHIND THE PALM TREE THERE, SO THEY WOULD
6:47:22PM HAVE FRAMED VIEWS OUT TO THE LAKE WHILE STILL PROVIDING
6:47:26PM ACCESS TO THE IRRIGATION PUMP STATION AT THE REAR OF THE
6:47:28PM SITE.
6:47:29PM THIS IS THE SOUTH BUILDING FACADE.
6:47:33PM OBVIOUSLY, ON THE TOP IMAGE ON THE RIGHT-HAND SIDE IS THE
6:47:36PM EXISTING BUFFER.
6:47:37PM ONE OF THE EXISTING FPL EASEMENTS THAT'S THERE.
6:47:40PM AND THEN IN THE BACKGROUND, YOU CAN SEE THE IRRIGATION PUMP
6:47:43PM STATION, WHICH WE ARE PROPOSING TO SCREEN WITH VEGETATIVE
6:47:47PM HEDGE.
6:47:48PM AND THEN DRIED RETENTION AREA, THAT IS PLANTED WITH NATIVE
6:47:52PM GRASSES, ONE TO HELP CLEAN AND FILTER THE WATER, AND, TWO,
6:47:57PM TO PROVIDE A SOFT BUFFER AGAINST THE EXPOSED BUILDING
6:48:00PM FOUNDATION.
6:48:00PM MOVING ON TO THE WESTERN BUILDING FACADE, WE'VE CONTINUED
6:48:06PM THAT DESIGN THEME FROM THE FRONT BY ANCHORING EACH SIDE OF
6:48:09PM THE BUILDING WITH LARGER TREES AND THEN BREAKING UP THE MASS

6:48:13PM WITH ACCENT PALMS.
6:48:14PM AND THEN YOU CAN SEE, AGAIN, THE SCREENED VEGETATIVE HEDGE
6:48:20PM AROUND THE GENERATOR PAD AND THE REFUSE AREA.
6:48:23PM BEFORE I TURN IT OVER TO JOE, THIS IS A CLOSE-UP OF THE
6:48:27PM HEALING GARDEN.
6:48:30PM SEE THE VIEWS OUT TO THE LAKE.
6:48:31PM THERE IS DIRECT ACCESS FROM THE BUILDING OUT TO THE HEALING
6:48:36PM GARDEN.
6:48:36PM SO THERE IS THAT DIRECTION INTO THE BUILDING.

6:48:38PM AS WELL AS VIEWS INTO AND OUT OF.

6:48:42PM THE OAK TREE IN THE MIDDLE AGAIN IT WOULD BE A LARGE

6:48:44PM SPECIMEN OAK WHICH WOULD PROVIDE SHADE FOR THE AREA IN

6:48:48PM ADDITION TO PROVIDING A STRUCTURE FOR THE APPLICATION OF

6:48:51PM BROMELIADS AND MORE OF A KIND OF ARTISTIC ACCENT THERE.

6:48:56PM JOE?

6:48:59PM >> QUESTION ON YOUR LANDSCAPE.

6:49:02PM KNOWING WHAT THE SUN IS AND EVERYTHING -- SORRY, JOE.

6:49:07PM GOOD MOVE, THOUGH.

6:49:08PM PERIMETER -- EXTERNAL PERIMETER OF THIS HEALING GARDEN,

6:49:12PM PREVENT THE ANGULAR SUN FROM COMING IN, BECAUSE THE BIG TREE

6:49:15PM IN THE MIDDLE IS NICE WHEN IT'S 40 YEARS OLD, BUT FOR THE

6:49:19PM NEXT 30 YEARS, EVEN IF YOU PLANT A BIG SPECIMEN NOW, YOU'RE

6:49:23PM NOT GOING TO GET MUCH IN THE WAY OF SHADE AROUND THE

6:49:25PM PERIMETER OF THIS.

6:49:26PM OPTIONS WOULD SEEM TO BE TO INCORPORATE SOME SORT OF SHADE

6:49:30PM SHELTER THAT MIGHT ALSO OR TO PLANT SOMETHING AROUND THE

6:49:35PM EXTERIOR OF THAT TO PREVENT THE SUN COMING IN AT ANGLES IN

6:49:40PM THE MORNING, THE EAST ORIENTATION TO THE LEFT THERE.

6:49:43PM SO YOUR MORNING SUN IS GOING TO FLOOD THAT THING AND MAKE IT

6:49:47PM REALLY HOT.

6:49:48PM AFTERNOON SUN, YOU PROBABLY HAVE SHADE FROM YOUR BUILDING,

6:49:51PM BUT SOMETHING ALONG THAT EASTERN WALL THERE TO PRECLUDE SOME

6:49:55PM SORT OF SHADE BLOCK MIGHT BE SOMETHING TO BE CONSIDERED.

6:49:59PM I'VE JUST SEEN THE THINGS SO MANY TIMES, LOOKS GREAT IN THE

6:50:06PM MIDDLE BUT LIKE HAVING A T-TOP ON THE BOAT, UNLESS YOU'RE IN

6:50:11PM THE CENTER, YOU'RE NOT GETTING MUCH SHADE.

6:50:14PM >>Michael Ekblad: WE CAN LOOK AT ADDING ADDITIONAL ACCENT

6:50:17PM PALMS AROUND THE WALL OF THE COURTYARD.

6:50:20PM >>Barry Jones: SOMETHING THERE.

6:50:21PM MAYBE NOT EVEN TALL ONES, BUT MID-STORY STUFF THAT WOULD

6:50:25PM PROVIDE SHADING WINDOWS IN THE MORNING TO MIDDAY SUN TYPE
6:50:28PM SCENARIO.
6:50:31PM >>Michael Ekblad: ANY OTHER QUESTIONS?
6:50:39PM >>Joe McHarris: GOOD AFTERNOON JOE McHARRIS, McHARRIS
6:50:41PM PLANNING AND DESIGN.
6:50:42PM THE ARCHITECTS ON THIS PROJECT ARE FROM TEXAS, CURTIS GROUP.
6:50:45PM I'M HERE TO TALK FOR THEM.
6:50:49PM I'LL GO BACK A LITTLE BIT SO WE CAN LOOK AT THE SITE PLAN,
6:50:52PM BECAUSE SOME OF THE THINGS IN HERE --
6:51:04PM OKAY, YOU CAN SEE THE SITE.

6:51:06PM IT'S WRAPPED WITH YELLOW.
6:51:09PM AND WE ARE ON MURANO DEL LAGO WAY, WHICH IS OUR FRONT ENTRY,
6:51:14PM AND THEN WE HAVE A VERY LARGE BUILDING, EXTRA SPACE STORAGE
6:51:18PM TO THE WEST OF US.
6:51:19PM BEHIND US IS COASTAL LANDSCAPE, WHICH IS BASICALLY LANDSCAPE
6:51:26PM SUPPLIES AND THINGS BEHIND THERE.
6:51:28PM AND THEN A PARKING LOT ON THE MORE WESTERN SIDE.
6:51:31PM AND I THINK THAT'S CRITICAL WHEN YOU GO LOOK AT THE BUILDING
6:51:33PM AND SOME OF THE THINGS THAT THEY'VE DONE, THE CURTIS GROUP
6:51:38PM TO DO IN ORDER TO FACILITATE AS MUCH AS THEY CAN ON THE
6:51:42PM FACADES AND THE ELEVATIONS THAT ARE PRIMARY TO THE PEOPLE OF
6:51:46PM THE COMMUNITY.
6:51:47PM SO KEEP THESE TWO AREAS IN MIND, BECAUSE I THINK THEY DO
6:51:53PM PLAY A LITTLE BIT A PART AS WE GO FORWARD.
6:51:59PM LET'S TALK ABOUT THE ROOF ALSO.
6:52:02PM IT IS A FLAT ROOF.
6:52:03PM AND THEY HAVE PROVIDED THREE ARTICULATED TOWERS.
6:52:08PM AND THOSE ARE TO PROVIDE ELONGATION ON THE ROOF INSTEAD OF
6:52:16PM JUST A FLAT PARAPET OR GOING UP AND DOWN.
6:52:19PM THOSE WILL BE TILE ROOF.
6:52:20PM THE CURTIS GROUP IS LOOKING FOR -- THEY LOOKED AROUND AT THE

6:52:26PM AREA, AND LOOKED AT ALSO THE NEW HOSPITAL TO KIND OF TAKE
6:52:33PM CUES BETWEEN SOMETHING THAT IS A LITTLE BIT MORE MODERN AND
6:52:36PM SOMETHING THAT FITS IN THE COMMUNITY VERY WELL.
6:52:40PM SO THERE IS A LITTLE BIT OF A BLENDING HERE BETWEEN.

6:52:44PM LET'S TALK ABOUT THE NORTH ELEVATION, WHICH IS ON THE MAIN
6:52:49PM ROAD.
6:52:51PM THERE ARE THREE MAJOR MATERIALS.
6:52:56PM ONE IS THE STUCCO.
6:52:58PM ONE IS THE STONE ELEVATION, AND THEN THE OTHER ONE IS YOUR
6:53:04PM ROOF TILE BESIDES THAT.
6:53:06PM AND THEY PROVIDED A LOT OF GLASS ON THE FRONT OF THE
6:53:11PM BUILDING WHERE THEY ARE GOING TO HAVE A MAJORITY OF THEIR
6:53:13PM PUBLIC SPACES, AND THEN IT DOES FRONT ONTO THE MAJOR
6:53:18PM ROADWAY.
6:53:18PM THEY ALSO, BESIDES THE FENESTRATION ALONG THIS BUILDING
6:53:29PM GOING HORIZONTALLY, THEY ALSO PROVIDED SOME VERTICALLY WHERE
6:53:35PM AT THE ENTRANCE TO HIGHLIGHT THAT AS AN ENTRY POINT.
6:53:39PM AND THEY HAVE AN OVERHANG COVER, LIKE A PORTE-COCHERE AT THE
6:53:46PM FRONT, THAT IS FOR ENTRY.
6:53:48PM YOU CAN SEE THAT HERE ON THE EAST ELEVATION.
6:53:50PM MOVING AROUND TO THE EAST ELEVATION, AGAIN, THE BUILDING HAS
6:53:55PM BEEN BROKEN DOWN TO A BASE, TO A CENTER, AND THEN TO A TOP
6:54:02PM WHERE THEY HAVE BROKEN THE DATUM LINE OF THE PARAPET ROOF
6:54:07PM WITH THE THREE TOWERS.
6:54:11PM SO THAT WE DON'T GET A CONSISTENT WALK AROUND HERE.
6:54:15PM AND THEY'VE ACCENTED THAT WITH A STUCCO BAND AT THE TOP,
6:54:21PM SOME DECORATIVE UNDER CORBELS OR BRACKETS UNDER THE TOWER
6:54:28PM CONSISTENTLY ON ALL THREE.
6:54:29PM AND THEN THEY ACTUALLY BROUGHT BANDING JUST ABOVE THE
6:54:33PM WINDOWS ALONG ALL FOUR SIDES OF THE BUILDING AS YOU CAN SEE.

6:54:35PM AGAIN, THERE IS A LOT OF FENESTRATION ALONG THE EAST SIDE,
6:54:42PM AND ON THE WEST SIDE.
6:54:45PM THE WEST SIDE HAS A LITTLE BIT LESS BECAUSE, AGAIN, THAT IS
6:54:49PM FACING THE STORAGE BUILDING, AND THERE'S A LITTLE BIT MORE
6:54:56PM BEHIND THE HOUSE ACTIVITIES ON THE SOUTHWEST SIDE.
6:55:00PM THERE IS QUITE A BIT OF GLASS AND THE BUILDING HAS BEEN
6:55:06PM UNDULATED IN AND OUT TO WHAT I THINK IS AN ACCEPTABLE
6:55:12PM DEGREE.
6:55:13PM NOW, LAST IS THE SOUTH ELEVATION.
6:55:15PM AND, AGAIN, THAT BACKS UP TO THE USE TO THE LANDSCAPE
6:55:23PM COMPANY AND TO A PARKING LOT AND A BUILDING.
6:55:26PM SO WHAT THEY HAVE DONE IS PUT THE FACILITIES THAT DON'T
6:55:31PM REALLY NEED WINDOWS ALONG THE SOUTHWEST SIDE, AND THEN THEY
6:55:38PM PROVIDED WINDOWS ALONG HERE.
6:55:40PM THERE ARE SOME MINOR UNDULATIONS.
6:55:44PM THERE IS A LONG ROW OF A WALL ALONG THIS PORTION THAT'S
6:55:51PM BROKEN UP WITH WINDOWS, BANDINGS, SOME BREAKS IN THE STUCCO
6:55:57PM AND ALSO AT THESE LOCATIONS THEY PROVIDED AWNINGS BECAUSE IT
6:56:04PM IS SOUTH FACING AND WOULD ALSO BREAK UP THE BACK OF THE
6:56:08PM BUILDING.
6:56:09PM ONE OF THE OTHER THINGS OF CONCERN IS THE EQUIPMENT THAT
6:56:15PM WILL GO ON TO THE BUILDING.
6:56:17PM AND BEFORE YOU, WE'VE DONE A STUDY TO MAKE SURE OR THE
6:56:23PM CURTIS GROUP HAS DONE A STUDY TO LOOK AT WHAT THE ANGLES ARE

6:56:27PM AND TO MAKE SURE THAT THE EQUIPMENT IS HIDDEN BEHIND THE
6:56:32PM PARAPET AND HAVE BEEN PUT INTO THE CENTER OF THE FACILITY AS
6:56:37PM BEST AS THEY CAN.
6:56:37PM AGAIN, HERE IS A 3D MODELING OF THE FRONT.
6:56:49PM THIS IS A BIRD'S-EYE VIEW.
6:56:52PM YOU CAN SEE HERE THE STONE, THE BANDING THE WINDOWS, AND THE
6:56:56PM THREE TOWERS AND THE LANDSCAPING THAT IS WORKING AROUND IT.

6:56:59PM THE SIDES, THIS IS THE AWN -- THESE ARE THE AWNINGS GOING ON
6:57:09PM THE BACK OF THE BUILDING.
6:57:10PM THIS IS THE UNDULATION ON THE EAST SIDE.
6:57:14PM AGAIN, BUILDING, WORKING WITH THE LANDSCAPING.
6:57:17PM HERE WE ARE SHOWING THAT WE ARE DOING A STUCCO WALL WITH A
6:57:21PM BRONZE-TYPE GATE HERE AT THIS LOCATION FOR THE GARBAGE
6:57:27PM FACILITIES.
6:57:28PM AND I WANT TO ASK --
6:57:47PM >> YOU CAN SET IT OUT THERE AND WE'LL REVIEW IT AFTERWARDS.
6:57:52PM >>Joe McHarris: THESE ARE THE COLORS AND THE PAVERS.
6:57:55PM THIS IS A PAVER OPTION, BECAUSE IT'S A LITTLE MORE OF A
6:58:00PM PATTERN -- WE DON'T HAVE A SAMPLE OF THE ROOFING BUT THEY
6:58:02PM ARE LOOKING -- [NOT SPEAKING INTO A MICROPHONE]
6:58:14PM >> THANK YOU.
6:58:21PM >> SAY WHAT?
6:58:33PM >>Joe McHarris: AGAIN, ONE OF THE OTHER THINGS THAT WE
6:58:37PM WANTED TO MAKE SURE THAT WE BROUGHT BEFORE YOU WAS SIGNAGE,
6:58:40PM BECAUSE PEOPLE ALWAYS FORGET THE SIGNAGE, AND TO MAKE SURE

6:58:43PM WE'RE INCORPORATING SOME OF THE ELEMENTS OF THE BUILDING
6:58:46PM INTO THE SIGNAGE.
6:58:47PM AND HERE YOU CAN SEE THAT THE STONE WILL BE USED AS THE
6:58:51PM BASE.
6:58:51PM WE'LL USE THE STUCCO FOR THE MAIN FACADE, AND THEN THEY ARE
6:58:59PM LOOKING AT A METAL CAP WITH THE SIMILAR STYLE BRACKETS
6:59:05PM UNDERNEATH.
6:59:05PM AND THEN, OBVIOUSLY, THIS IS THE FRONT AND THE SIDES OF IT.
6:59:09PM AND THEN ALSO ON THE BUILDING, YOU CAN SEE HERE THAT THIS IS
6:59:16PM THE LOCATION, AND THIS IS THE TYPE-FACE AND LOGO.
6:59:25PM IT IS LIT IN ACCORDANCE WITH THE DESIGN GUIDELINES OF
6:59:29PM ESTERO.
6:59:29PM AGAIN, HERE IS THE ROOF TILE, WHICH IS A TERRA-COTTA.

6:59:38PM AND THEY ARE LOOKING AT A CLAY TERRA-COTTA AT THIS TIME.

6:59:41PM THESE ARE THE TWO COLORS.

6:59:44PM WE'RE LOOKING AT THE PAY FOR SYSTEMS AS WE GO AROUND, AND

6:59:49PM THEN OBVIOUSLY STONE AND THE COLORS AGAIN WORK BOTH IN A

6:59:55PM VERTICAL AND A HORIZONTAL FASHION FOR THE BUILDING.

6:59:58PM WITH THAT SAID, ANY QUESTIONS?

7:00:07PM COMMENTS WOULD BE GREATLY APPRECIATED AT THIS PUBLIC

7:00:09PM HEARING.

7:00:11PM >> WANT TO GO BACK TO THE SIGN, ESPECIALLY WHERE YOU HAVE

7:00:16PM THE SIGN LOCATED ON THE SITE, WE PREFER TO HAVE THE NUMBERS

7:00:22PM VERTICALLY ON THE SIDE.

7:00:25PM >> SO THE LANDSCAPING DOESN'T COVER THEM UP.

7:00:31PM >> POINT WELL TAKEN.

7:00:32PM SO THE FIRE DEPARTMENT CAN SEE THEM QUICKLY.

7:00:34PM >> WELL, ANYBODY.

7:00:47PM >>Barry Jones: QUESTION, PARDON MY IGNORANCE, YOUR SOUTHERN

7:00:51PM BORDER, IS THAT THE VILLAGE BOUNDARY?

7:00:53PM >> THAT'S BONITA.

7:00:54PM >>Barry Jones: THE VILLAGE FOUNDRY WITH BONITA.

7:00:57PM WE HAVE NO IDEA WHAT THE ADJACENT USES MAY ONE DAY TURN

7:01:00PM INTO.

7:01:01PM WHEN WE'RE LOOKING AT BUFFERS AND VIEWS AND STUFF, I DON'T

7:01:04PM KNOW THAT I'D WANT TO PREDICATE AN ARGUMENT FOR

7:01:09PM MINIMALIZATION BASED ON CURRENT USE.

7:01:12PM JUST AN OBSERVATION.

7:01:18PM >> WHERE ARE THEY GOING TO GO?

7:01:21PM >>Barry Jones: I KNOW THAT'S NOT GOING TO STAY A COASTAL

7:01:24PM LANDSCAPING PLACE INDEFINITELY.

7:01:27PM >> IT IS MORE LIKE -- BELIEVE ME, WE'VE BEEN BACK AND FORTH

7:01:36PM DISCUSSING IT.

7:01:39PM IT DOES HELP US.

7:01:42PM >> CAN YOU GO BACK TO AN ELEVATION?
7:01:45PM GO BACK ONE MORE.
7:01:51PM THE SECOND BAND THAT YOU'VE GOT OVER THE WINDOWS ALMOST
7:02:00PM DISAPPEARS.
7:02:03PM IT'S TO ME TOO LIGHT AND IT ALMOST VANISHES.
7:02:09PM >> THAT COULD BE THE RENDERING.

7:02:11PM HERE, LET'S JUST GO BACK TO HERE.
7:02:14PM AS YOU CAN SEE HERE, IT'S A LITTLE BOLDER.
7:02:16PM I THINK IT MAY BE THE COLOR OR SOMETHING IN THAT RENDERING.
7:02:19PM I WILL DEFINITELY NOTE IT.
7:02:22PM BUT IF WE LOOK HERE, IT HAS THE SAME INTENSITY HERE.
7:02:28PM AND THEN WHEN WE GO HERE, YOU'RE ABSOLUTELY RIGHT --
7:02:35PM >> GO TO ANOTHER ELEVATION ALSO.
7:02:37PM KEEP GOING.
7:02:38PM IT LOOKS LESS DARK THAN THE TOP.
7:02:44PM >> WELL, THIS ONE IS DARKER BECAUSE THERE IS AN OG HERE.
7:02:53PM MAYBE IF WE WERE TO PROVIDE A STEP IN THAT, THAT WOULD GIVE
7:02:56PM IT A LITTLE BIT OF SHADE AND SHADOW.
7:02:59PM IS THAT WHAT YOU'RE LOOKING AT, ZACH?
7:03:01PM >> YES.
7:03:04PM >> LET ME SAY A FEW THINGS.
7:03:06PM FIRST, I THINK THE LANDSCAPING LOOKS GREAT.
7:03:08PM I THINK THE BUILDING IS EXTRAORDINARILY BORING.
7:03:12PM ESPECIALLY COMPARED TO OTHER FLORIDA CANCER BUILDINGS I'VE
7:03:16PM SEEN THAT HAVE FAR MORE ARTICULATION IN THEM THAN THIS ONE.
7:03:21PM THIS MONOCHROMATIC SCHEME I THINK IS DULL, AND I DON'T LIKE
7:03:26PM THESE BIG BLANK WALL AREAS.
7:03:28PM I THINK THE BAND IS THE LEAST OF THE PROBLEMS ON THE
7:03:31PM BUILDING.
7:03:32PM I WOULD ENCOURAGE SOME MORE DESIGN REVIEW TOWARDS WALL
7:03:37PM FENESTRATION, ARTICULATION OF THE PLANES, USE OF COLOR,

7:03:44PM GETTING RID OF ALL THE HORIZONTALITY OF ALL THE BANDING AND
7:03:48PM DOING SOMETHING WITH THE BIG BLANK WALL AREAS, WHETHER GREEN
7:03:51PM WALL OR SOMETHING ELSE TO BREAK UP -- YOUR RENDERINGS ARE
7:03:57PM GREAT AND THEY ARE YOUR WORST ENEMY IN MY OPINION.
7:04:02PM I'M NOT IMPRESSED WITH THE OVERALL DESIGN OF THE BUILDING,
7:04:06PM PARTICULARLY WHEN I COMPARE IT WITH OTHER FLORIDA CANCER
7:04:09PM BUILDINGS I'VE SEEN.
7:04:10PM NOT SURE WHY.
7:04:12PM >> MY ARCHITECTURAL KNOWLEDGE IS IT LOOKS BLAH.
7:04:17PM >> THERE YOU GO, TECHNICAL TERM.
7:04:21PM >> JUST FOR THE RECORD, SINCE THIS IS AN INFORMATIONAL
7:04:21PM MEETING, THAT WAS PHRASED IN THE FORM OF A QUESTION BECAUSE
7:04:24PM WE'RE NOT ALLOWED TO GIVE YOU FEEDBACK OR DIRECTION.
7:04:28PM >> UNDERSTOOD.
7:04:29PM >> I THINK WE CAN PROBABLY TAKE -- I WOULD DISAGREE MAYBE
7:04:37PM WITH THE FENESTRATION, BUT -- BECAUSE THERE ARE A LOT OF
7:04:42PM WINDOWS IN THIS.
7:04:42PM BUT THERE IS A LITTLE BIT OF A BLAH AND WE CAN LOOK AT THAT
7:04:45PM AND HOW TO JAZZ THAT UP A LITTLE BIT.
7:04:47PM THE MASSING IS MORE, LET'S GO TO THE SITE PLAN HERE SO WE
7:04:57PM CAN LOOK AT THAT.
7:04:59PM THE BUILDING HAS SOME GOOD JOGS OVER ON THE WEST SIDE.
7:05:04PM IT DOES HAVE SOME GOOD JOGS ON THE EAST SIDE.
7:05:07PM IT DOES HAVE VERTICALITY AT THREE LOCATIONS, AND IT DOES
7:05:11PM HAVE MOVEMENT ON THE FRONT.

7:05:16PM IT'S VERY LACKING ON THE BACK, SO IF YOU COULD BE A LITTLE
7:05:19PM BIT MORE QUESTIONABLE ON THE ELEVATION SO THAT I CAN PROVIDE
7:05:27PM SOME INFORMATION TO THE CURTIS GROUP.
7:05:33PM >> I THINK THE LONG HORIZONTAL SPANDRELS ARE KILLING THE
7:05:36PM ELEVATIONS.

7:05:36PM YOU HAVE SOME REALLY WONDERFUL THINGS GOING ON WITH THE
7:05:39PM ELEVATION.
7:05:39PM IF YOU LOOK AT THE ELEVATION OF THESE POP-UPS, THE ROOF
7:05:43PM POP-UPS, THEY LOOK SORT OF ENH.
7:05:46PM WHEN YOU LOOK AT IT IN THE RENDERING, OKAY, WE HAVE A SORT
7:05:50PM OF SHADOW POCKET GOING ON.
7:05:52PM BUT THE WINDOWS LOOK LIKE THE OLD 1970s CRANK WINDOWS.
7:05:56PM I WOULD RETHINK THE MUTTONS.
7:05:59PM THEY MAYBE NEED SOME BROKEN PANELS ON THE TOP, MAYBE A
7:06:02PM LITTLE TALLER.
7:06:03PM THE SPANDRELS, THE ENTRY IS REALLY EXCITING.
7:06:06PM I LIKE THE ENTRY.
7:06:07PM I LIKE THE POP-UPS, BUT THESE LONG SPANDREL PANELS ARE JUST
7:06:12PM KILLING THE BUILDING.
7:06:16PM >> THANK YOU, BLAH WAS GOOD.
7:06:18PM I LIKE THAT.
7:06:18PM IT'S GOT SO MANY GOOD FEATURES WORKING FOR IT, AND THEN
7:06:27PM YOU'VE GOT A COUPLE THAT ARE REALLY HURTING IT.
7:06:33PM >>Barry Jones: LOOKING FORWARD ON THE EAST FACING THAT
7:06:35PM YOU'RE LOOKING OUT ON THE LAKE AND PROVIDING POCKETS FROM

7:06:37PM THE WINDOWS AND STUFF, I THINK THAT'S REALLY NICE,
7:06:40PM ESPECIALLY IN THOSE TREATMENT ROOMS, THAT CAN BE ENJOYED.
7:06:45PM IS THERE CONCERN AGAIN WITH THE EAST-FACING SUN COOKING
7:06:50PM THOSE ROOMS IN THE MORNING OR WILL YOU BE COMING BACK IN
7:06:52PM WITH AWNINGS AND CANOPIES OVER THE WINDOWS OR IS IT GOING TO
7:06:55PM BE TREATED THROUGH A WINDOW TINTING OR ADJUSTABLE WINDOW
7:07:00PM TINT TYPE SCENARIO.
7:07:02PM >> I'LL ASK.
7:07:02PM I KNOW ON RADIATION YOU CAN BE VERY SENSITIVE TO THE SUN.
7:07:06PM >>Barry Jones: I GET THAT.
7:07:07PM IT'S MY CONCERN, IF YOU'RE CREATING VIEW WINDOWS AND EAST

7:07:10PM FACING AND YOU HAVE THE SUN COMING IN THERE IN THE MORNING,
7:07:13PM YOU DON'T NEED TO BE COMING IN FOR A DEVIATION OR A CHANGE
7:07:16PM AT SOME POINT LATER TO ADDRESS THAT, AND WE DON'T WANT YOU
7:07:20PM SLAPPING LIPSTICK ON THE PIG AFTER IT'S ALREADY BUILT.
7:07:26PM >> OVERHANGS ON THE DOORS AND NOTHING OVER THE WINDOWS ON
7:07:29PM THREE SIDES OF THE BUILDINGS.
7:07:30PM THE COVERS ON THE SOUTH SIDE -- I'M LOSING MY VOICE -- THEY
7:07:35PM ARE GOING TO BE GREAT IN JULY.
7:07:37PM IN DECEMBER, THE GLASS, YOU CAN FRY AN EGG ON THE GLASS.
7:07:43PM YOU ARE REALLY GOOD AT USING OVERHANGS AND AWNINGS, IT WOULD
7:07:52PM REALLY HELP.
7:07:53PM IT WOULD HELP THE ELEVATION.
7:07:57PM >> DULY NOTED.
7:07:58PM IF WE WERE ABLE TO MAKE A HAND SKETCH OVER IT AND SEND IT TO

7:08:07PM YOU INDIVIDUALLY, BECAUSE I KNOW YOU CAN'T TALK, WOULD THAT
7:08:11PM BE ACCEPTABLE?
7:08:13PM >>Barry Jones: SINCE THIS IS A PUBLIC INFORMATION MEETING,
7:08:15PM YOU WILL BE COMING BACK IN TO MAKE A PRESENTATION.
7:08:18PM I THINK THAT YOU SAT ON THIS BOARD LONGER THAN ANY OF US UP
7:08:23PM HERE, I'M CONFIDENT IN YOUR ABILITY TO DISCERN WHAT IT IS.
7:08:29PM HOPEFULLY YOU GET APPROVED ON THE FIRST SUBMITTAL.
7:08:33PM THAT'S ALWAYS THE GOAL.
7:08:36PM >> YOUR NAME IS ON THE BACK OF THE CHAIR.
7:08:39PM >> PUT IT ON THE BOTTOM.
7:08:41PM >> MAYBE ON THE SEAT OF IT.
7:08:47PM >> DULY NOTED.
7:08:48PM I THINK THOSE ARE ALL GOOD.
7:08:50PM IT DOES HAVE A LITTLE BIT OF A STERILE LOOK.
7:08:55PM I DON'T KNOW ABOUT BLAH.
7:08:56PM THE WINDOWS, I THINK THEY ARE NOT HELPING EACH OTHER, BUT
7:08:59PM THAT IS A VERY TRADITIONAL SANTA BARBARA LOOK, THE MUTTONS.

7:09:05PM I THINK YOUR IDEA OF MAYBE DOING SOMETHING AT THE TOP WOULD
7:09:08PM BLEND THAT OUT BETTER.
7:09:10PM >>Barry Jones: IT IS.
7:09:11PM THE GOAL IS TO MAKE A BIG BUILDING LOOK LIKE A SMALL
7:09:16PM BUILDING.
7:09:16PM YOU DO THAT BY PUTTING DIFFERENT THINGS ACROSS THE FACE OF
7:09:19PM THE BUILDING.
7:09:20PM THERE ARE OPPORTUNITIES THAT NOT ALL WINDOWS HAVE TO LOOK

7:09:23PM THE SAME.
7:09:24PM >> THE LEE BUILDING, THE HOSPITAL, THEY HAD A LOT OF INS AND
7:09:27PM OUTS.
7:09:27PM CASTING SHADOW POCKETS ON THE BUILDING WHICH MADE THESE VERY
7:09:31PM LIGHT COLORS DANCE.
7:09:34PM >> I LIKE MR. SHEELEY'S POINT, TOO, IS WORK WITH THE COLOR A
7:09:38PM LITTLE BIT MORE.
7:09:39PM THEY CAN DO SOME COLOR BLOCKING INSTEAD OF RACING THE BAND
7:09:42PM ALL THE WAY AROUND.
7:09:44PM YOU COULD TAKE THE DARKER BROWN AND BREAK IT UP TO DO THAT.
7:09:48PM I THINK THAT'S AN INEXPENSIVE WAY TO ALSO ACCENT YOUR
7:09:54PM MASSING VERSUS JUST WRAPPING IT AROUND.
7:09:58PM >> GREEN WALLS ON THE SOUTH ELEVATION, THAT WILL HELP WITH
7:10:01PM THE COOLING BY THROWING SHADE ON THE BUILDING.
7:10:04PM IT WILL HELP BREAK OUT --
7:10:07PM >> I DON'T KNOW HOW BIG THE INTERSTITIAL SPACE IS BETWEEN,
7:10:10PM BUT IT LOOKS LIKE THE WINDOWS ARE SQUAT AND IT WOULD ALMOST
7:10:14PM HELP THE BUILDING GET THE BAND LINE UP.
7:10:16PM YOU KNOW WHERE THE MIDDLE BAND LINE IS RUNNING THROUGH, I
7:10:20PM DON'T KNOW HOW MUCH INTERSTITIAL ROOM THEY HAVE FOR DUCTWORK
7:10:22PM AND EVERYTHING, IT LOOKS LIKE THOSE WINDOWS LOOK SQUAT TO
7:10:26PM THE ROOM THAT MAY BE BEHIND THEM.
7:10:30PM >> WE HAVE A LOT OF DATUM GOING ON AND IT WOULD BE NICE TO

7:10:34PM UNDULATE.

7:10:35PM DULY NOTED.

7:10:36PM I GOT YA.

7:10:37PM ANYTHING ELSE?

7:10:46PM >> I KNOW WE'RE TRYING TO GET AS MANY PARKING SPACES AS WE

7:10:49PM CAN.

7:10:49PM IT MAKES SENSE -- [MICROPHONE NOT ON]

7:11:00PM CROSSING THE DRIVE AISLE -- [MICROPHONE NOT ON]

7:11:16PM >> OKAY.

7:11:17PM THAT WAS ONE THING -- THAT WAS ANOTHER CONVERSATION WE WERE

7:11:21PM HAVING.

7:11:21PM I'D ALSO LIKE TO SEE THOSE PERPENDICULAR WHEN POSSIBLE.

7:11:25PM A LOT OF SITUATIONS WE RUN INTO WHERE IT CAN'T BE ACHIEVED.

7:11:29PM THE QUESTION IS, CAN IT BE HERE?

7:11:33PM THE EASIEST WAY TO DO THAT WOULD BE TO MOVE THE LOADING ZONE

7:11:36PM OF THESE TWO HANDICAP SPACES OVER TO HERE WHICH WOULD PUT A

7:11:39PM REGULAR SPACE HERE FIRST.

7:11:41PM SOME REVIEWERS ARE OPEN TO THAT.

7:11:45PM SOME ARE NOT, BECAUSE NOW YOUR HANDICAP SPACE -- ACCESSIBLE

7:11:49PM SPACE AREN'T THE CLOSEST NECESSARILY TO THE FRONT DOOR.

7:11:52PM >> THE OTHER OPTION IS LOSE THREE SPACES AND PUT IT IN THE

7:11:54PM AISLE AND STILL MAINTAIN YOUR AISLE WIDTH.

7:11:58PM >>Jack Morris: YOU'RE SAYING LOSE THE SPACE?

7:12:01PM >> YEAH.

7:12:05PM >> I THINK YOU CAN ELIMINATE THE ONE TO THE RIGHT.

7:12:07PM YOU HAVE ONE IN THE MIDDLE SO ALL THE PEOPLE CAN GET DOWN

7:12:09PM THE MIDDLE.

7:12:10PM THE ONE TO THE RIGHT I DON'T THINK --

7:12:16PM >>Jack Morris: SOME OF THIS WAS INCORPORATING FEEDBACK FROM

7:12:19PM STAFF OF LOOKING FOR THREE ACCESS POINTS.

7:12:21PM YEAH, DEFINITELY GOOD FEEDBACK.

7:12:38PM >> THE CONNECTIVITY BETWEEN HERE AND AMERICAN HOUSE IS

7:12:41PM SOMETHING YOU NEED TO EXPLORE.

7:12:43PM WE KEEP HARPING ON CONNECTIVITY ALL THE TIME.

7:12:47PM NOW WE HAVE A NATURAL CONNECTIVITY AND WE'RE NOT DOING IT.

7:12:51PM I DON'T KNOW WHAT THE ANSWER IS.

7:12:52PM >>Jack Morris: WE'LL SEE IF WE CAN MAYBE GET HOLD OF THE

7:12:55PM FOLKS THERE.

7:12:56PM SEE IF THAT'S SOMETHING --

7:12:59PM >> THEY'LL WORK WITH YOU.

7:13:04PM >>Barry Jones: ANY PUBLIC COMMENT ON THIS?

7:13:09PM >>Mary Gibbs: I DON'T HAVE ANY CARDS.

7:13:17PM >>Barry Jones: NEXT UP, PAVICH ESTERO PD.

7:13:21PM >>Mary Gibbs: IF I CAN INTRODUCE THIS.

7:13:23PM THIS IS A CASE THAT'S IN RIGHT NOW FOR REZONING.

7:13:28PM IT'S RIGHT HERE AT CORKSCREW AND HAPPY HOLLOW, BUT THEY ARE

7:13:36PM GOING TO DO AN OVERVIEW TONIGHT OF WHAT THEY ARE DOING WITH

7:13:39PM THE REZONING AND ALSO THIS IS LOCATED IN WHAT WE CALL THE

7:13:42PM VILLAGE CENTER LAND USE CATEGORY.

7:13:45PM AND IN THE VILLAGE CENTER LAND USE CATEGORY, THERE'S

7:13:47PM ADDITIONAL REQUIREMENTS, AND ONE OF THE REQUIREMENTS IS THAT

7:13:51PM THEY NEED TO COME AND PRESENT A PATTERN BOOK TO THE DESIGN

7:13:54PM REVIEW BOARD BEFORE IT GOES TO PLANNING AND ZONING.

7:13:59PM I THINK ONCE THEY CLEAN UP ALL THE BRICKS FROM THE FLOOR

7:14:02PM HERE AND LEAVE, FRED DROVDLIC FROM WALDROP WILL DO THE

7:14:09PM OVERVIEW, AND THEN THEY ARE ALSO GOING TO EXPLAIN A LITTLE

7:14:11PM BIT ABOUT THE PATTERN BOOK TO GIVE YOU A KIND OF BACKGROUND

7:14:15PM OF WHAT'S GOING ON.

7:14:22PM >> GOOD EVENING GUYS.

7:14:23PM I KNOW YOU'VE BEEN HERE QUITE A WHILE.

7:14:25PM I WANT TO BE COMPLETE BUT AS BRIEF AS I CAN.

7:14:29PM MY NAME IS FRED DROVDLIC FROM WALDROP ENGINEERING.

7:14:33PM I'M HERE WITH MY TEAM.

7:14:34PM TEAM IS MATTHEW KRAIG FROM MHK ARCHITECTURE.

7:14:38PM JOE PAVICH IS HERE, THE OWNER.

7:14:39PM AND BILL PRYSI WHO WORKS FOR WALDROP ENGINEERING, LANDSCAPE

7:14:44PM ARCHITECT.

7:14:44PM HE'S HERE TO ANSWER LANDSCAPE QUESTIONS FOR TONIGHT.

7:14:48PM SO LIKE YOU SAID, WE'RE IN FOR A PLAN DEVELOPMENT REZONING.

7:14:52PM SO THIS IS GOING TO BE OBVIOUSLY MORE CONCEPTUAL THAN SOME

7:14:58PM OF THE THINGS WOULD BE IF WE WERE HERE FOR YOUR DEVELOPMENT

7:15:02PM ORDER.

7:15:02PM BUT WE HAVE A FAIRLY DECENT IDEA OF WHAT OUR INTENT IS.

7:15:06PM I THINK WE CAN ANSWER A FAIR AMOUNT OF YOUR QUESTIONS.

7:15:09PM SO REVIEW THE SITE REAL QUICK, IT'S .73 ACRES.

7:15:12PM SO IT'S A SMALL SITE.

7:15:13PM JUST TO THE EAST SIDE OF THE SEMINOLE GULF RAILROAD, SOUTH

7:15:23PM SIDE OF CORKSCREW ROAD.

7:15:26PM RIGHT NOW, THERE'S A BLUE RESIDENTIAL HOUSE ON IT THAT'S

7:15:30PM EMPTY RIGHT NOW, AND THEN IT'S TWO LOTS, THE SECOND LOT

7:15:35PM BEHIND IT IS VACANT WITH TREES ON IT.

7:15:38PM THE INTENT IS TO BUILD A TWO-STORY MULTIUSE COMMERCIAL

7:15:42PM DEVELOPMENT.

7:15:43PM AND WE'LL GET INTO THE LOOK AND THE STYLE AND THE FEEL OF IT

7:15:46PM HERE IN A MINUTE.

7:15:47PM IT HAS ROUGHLY -- IT'S 10,000 FEET TOTAL, BUT THAT DOES

7:15:53PM INCLUDE 950 SQUARE FEET OF OUTDOOR CAFE, PLAZA, SEATING

7:15:58PM CONNECTED TO THE EXISTING SIDEWALK ON CORKSCREW ROAD.

7:16:01PM SO THE 10,000 SQUARE FEET INCLUDES THE OUTDOOR SEATING AREA.

7:16:05PM BUT WITH THAT, I WANTED TO NOT DRAG THIS OUT, BUT I DO WANT

7:16:13PM TO GIVE JOE A CHANCE TO INTRODUCE HIMSELF A LITTLE BIT AND

7:16:17PM GIVES YOU A GOOD FEEL OF JUST THE STORY OF WHY HE'S WANTING

7:16:20PM TO DO THIS NOW AND WHY WE THINK IT'S A GREAT PROJECT THAT
7:16:24PM WE'RE EXCITED ABOUT.
7:16:24PM JOE, COME ON UP.
7:16:31PM >>Joe Pavich: HELLO, EVERYONE.
7:16:32PM I'M JOE PAVICH JUNIOR.
7:16:34PM I AM CURRENTLY A BROKER ASSOCIATE WITH REALTY WORLD FLORIDA.
7:16:37PM I SELL RESIDENTIAL HOMES, REALES, NEW CONSTRUCTION, THINGS
7:16:42PM LIKE THAT.
7:16:42PM WE ARE ESTERO RESIDENT SINCE 1989.
7:16:46PM ACTUALLY, THE FIRST REAL ESTATE OFFICE IN ESTERO.

7:16:48PM MY FATHER OPENED UP THE FIRM IN 1997.
7:16:53PM I THINK MY MOM, DAD, BROTHER AND I FOUR AGENTS OF I THINK 20
7:16:58PM IN ESTERO AT THE SAME TIME.
7:17:00PM MY FATHER GREW THE BUSINESS.
7:17:03PM I LOOKED AT THIS PROJECT AS SOMETHING FOR THE FUTURE, NOT
7:17:07PM FOR TODAY.
7:17:08PM IT'S A LEGACY FOR ME.
7:17:09PM I WANT TO CONTINUE MY FATHER'S LEGACY TO ME AND CONTINUE
7:17:14PM THAT WITH MY KIDS AND HOPEFULLY HAVE THEM IN THE REAL ESTATE
7:17:17PM BUSINESS WITH ME WHEN THEY ARE GROWN UP.
7:17:19PM THAT'S THE IDEA, HOPEFULLY.
7:17:20PM I WANTED TO DO SOMETHING OTHER THAN JUST A BOX, SOMETHING
7:17:26PM PLAIN.
7:17:27PM I WANTED TO CREATE SOMETHING NOT ONLY FOR MY LEGACY BUT FOR
7:17:30PM MY KIDS AND FOR THE AREA.
7:17:32PM I THINK THIS BUILDING, I THINK IT LOOKS GREAT, IT HAS A LOT
7:17:36PM OF NICE DETAILS WITH IT.
7:17:38PM I WANTED TO CREATE SOMETHING WHERE PEOPLE COULD GO TO, LIKE
7:17:41PM A LITTLE COFFEE SHOP OR A CAFE.
7:17:44PM HOPEFULLY THAT'S WHAT -- THAT WILL BE MY TENANT, BUT THAT'S
7:17:46PM THE IDEA.

7:17:47PM IT'S VERY CLOSE TO EVERYTHING.

7:17:50PM VERY CLOSE TO GENOVA.

7:17:53PM IT'S CLOSE TO -- I MEAN, EVERY DEVELOPMENT AROUND HERE.

7:17:57PM CLASS TO SHADOW, BACK OF THE BROOKS.

7:18:02PM YOU CAN RIDE THE BIKE TRAILS, CREATE MORE OF THAT WALKING

7:18:05PM GREENSPACE FOR ESTERO.

7:18:07PM I KIND OF LOOKED AT IT AS A VISION FOR THE FUTURE.

7:18:10PM I COULD SEE PEOPLE BEING ABLE TO WALK AROUND AND RIDE BIKES

7:18:15PM AND STOP IN, IF THERE IS A CAFE, AND THAT'S WHO MY TENANT

7:18:19PM IS, OF COURSE, THAT IS THE GOAL.

7:18:20PM I CAN SEE THAT WORK AND I THINK PEOPLE WOULD GO THERE AND BE

7:18:23PM A GREAT SPOT.

7:18:24PM RIGHT NEAR THE ESTERO PARK, AND THERE'S A LOT OF DEVELOPMENT

7:18:27PM AROUND THERE.

7:18:28PM MY OFFICE IS CURRENTLY IN THE PUBLIX PLAZA, SO EVEN ALL THE

7:18:32PM TENANTS IN THAT PLAZA OR WHATEVER IS GOING ON, RESTAURANTS

7:18:36PM AND BANKS, I COULD EVEN SEE PEOPLE WALKING FROM THERE IF

7:18:41PM THEY GLAD A COFFEE OR CAFE, WHATEVER.

7:18:45PM I WANTED TO CREATE SOMETHING NICE NOT ONLY FOR MYSELF BUT MY

7:18:48PM FAMILY.

7:18:48PM I'M NOT AN INVESTOR.

7:18:49PM I'M NOT LOOKING TO TURN THIS THING AROUND IN TWO YEARS AND

7:18:52PM TURN IT IN FOR A PROFIT.

7:18:53PM I'M LOOKING AT HOLDING ON TO IT FOR A LONG TIME.

7:18:57PM I'M EXCITED ABOUT IT.

7:18:58PM I GOT THE BEST TEAM OVER HERE WITH ME.

7:19:01PM THANK YOU VERY MUCH.

7:19:02PM >>Mary Gibbs: JOE FORGOT TO MENTION, AND I BROUGHT THIS UP

7:19:06PM AT PLANNING AND ZONING BOARD, HE'S LOCAL CELEBRITY.

7:19:09PM YOU MAY HAVE SEEN HIM ON THE TV COMMERCIALS.

7:19:11PM HE'S VERY MODEST ABOUT THAT.

7:19:15PM >>Joe Pavich: THANK YOU.

7:19:16PM APPRECIATE THAT, MARY.

7:19:18PM THANK YOU VERY MUCH.

7:19:24PM >>Fred Drovdic: THIS IS THE INITIAL RENDERING -- WELL, NOT

7:19:26PM THE INITIAL, THE CURRENT RENDERING OF THE BUILDING AFTER A

7:19:30PM FEW REITERATIONS OF IT.

7:19:31PM WE'LL GET INTO THAT LATER.

7:19:34PM OR HERE IN A FEW MINUTES, I'LL HAVE MATTHEW COME UP AND

7:19:38PM SHARE THE PROPER WORDING, BECAUSE IF I START TO DESCRIBE

7:19:42PM THIS BUILDING, I'LL MESS IT ALL UP AND JUST CONFUSE YOU

7:19:44PM GUYS.

7:19:45PM I'M NOT AN ARCHITECT.

7:19:46PM BUT THIS IS FROM LOOKING AS IF YOU WERE STANDING IN THE

7:19:50PM MEDIAN OF CORKSCREW ROAD LOOKING SOUTH.

7:19:53PM HAPPY HOLLOW ROAD IS THE ACCESS WAY, AND THAT'S TO, IF

7:19:57PM YOU'RE LOOKING AT THE SCREEN, IT'S ON YOUR LEFT-HAND SIDE.

7:20:01PM THAT'S THE ACCESS.

7:20:02PM THERE IS NO DECEL LANE ON CORKSCREW ROAD FOR ACCESS.

7:20:06PM IT'S A RIGHT TURN INTO HAPPY HOLLOW.

7:20:08PM AND THEN THE PARKING IS IN THE BACK AND HIDDEN, AND YOU CAN

7:20:16PM SEE THROUGH THE CENTER OF THE BUILDING TO THE BACK, BUT THE

7:20:19PM PARKING LOT IS ACTUALLY THEN HIDDEN BY AN ELEVATOR SHAFT.

7:20:23PM THERE IS LIGHT THAT COMES THROUGH THERE, AND THEN WE'RE

7:20:26PM LANDSCAPING THAT AREA SO THE VIEW SHED FROM CORKSCREW ROAD

7:20:29PM SHOULD BE -- YOU WILL ACTUALLY SEE ZERO PARKING UNLESS

7:20:33PM YOU'RE COMING AT A VERY SPECIFIC ANGLE.

7:20:37PM WE HAVE THE BUILDING SETTING UP ON CORKSCREW ROAD AS CLOSE

7:20:41PM AS WE COULD.

7:20:42PM THERE'S ACTUALLY A VIEW SHED TRIANGLE THAT WE HAD TO ADHERE

7:20:48PM TO.

7:20:48PM THERE IS A 25-FOOT SETBACK ON THE BUILDING.

7:20:50PM WE PROBABLY WOULD HAVE PREFERRED FOR IT TO BE EVEN CLOSER.

7:20:54PM BUT WE HAD TO SET IT BACK 25 FEET BECAUSE OF THE ANGLE OF

7:20:59PM HAPPY HOLLOW AND CORKSCREW ROAD MEETING.

7:21:01PM THESE TWO VIEWS ARE FROM NORTHEAST, SOUTHWEST, KIND OF

7:21:04PM BIRD'S-EYE LOOK.

7:21:06PM ONE THING I WILL POINT OUT, AS YOU'RE LOOKING THROUGH THESE,

7:21:12PM THE LANDSCAPING AND EVERYTHING ON HERE IS THE INTENT OF WHAT

7:21:15PM WE'RE TRYING TO DO.

7:21:15PM WE KNOW RIGHT NOW THE RENDERINGS ARE NOT REPRESENTING CODE

7:21:20PM MINIMUM STANDARDS IN EVERY WAY, BUT THEY ARE REPRESENTING

7:21:23PM OUR INTENT, AND IN A GENERAL WAY, FAIRLY ACCURATE, BUT AS

7:21:30PM BILL CAN SPEAK TO LATER, WE KNOW THEY ARE NOT COMPLETELY

7:21:34PM 100% THE WAY IT WILL BE AT DEVELOPMENT ORDER STAGE.

7:21:38PM SO I WANT MATTHEW TO COME UP HERE AND TALK ABOUT THE DESIGN

7:21:44PM OF THE BUILDING.

7:21:45PM REALLY, WE CAN TAKE THIS IN STAGES WHERE WE CAN TALK THROUGH

7:21:48PM THE BUILDING AND THEN BILL WILL BE HERE TO ANSWER QUESTIONS

7:21:51PM ABOUT LANDSCAPING, BECAUSE I DO HAVE A SITE OVERVIEW WITH AN

7:21:54PM OPEN SPACE AND LANDSCAPING CONCEPTUAL IDEA THERE.

7:21:58PM BUT WE HAVE PLENTY OF SLIDES ON THE BUILDING ITSELF.

7:22:02PM SO I'LL HAVE MATTHEW COME UP AND TALK THROUGH THIS VIEW AND

7:22:05PM THEN THE EAST-WEST VIEWS AS WELL.

7:22:11PM >>Matthew Kraig: GOOD EVENING.

7:22:12PM FOR THE RECORD, MATTHEW KRAIG WITH MHK ARCHITECTURE AND

7:22:15PM PLANNING, 975 6TH AVENUE SOUTH, SUITE 200, CITY OF NAPLES.

7:22:20PM I'M HERE TO PRESENT THE PAVICH BUILDING.

7:22:22PM WE THINK THIS WILL BE A GREAT ADDITION TO THE COMMUNITY

7:22:25PM HERE.

7:22:27PM WE TRIED TO KEEP THE BUILDING VERY SIMPLE ALONG CORKSCREW

7:22:30PM ROAD.

7:22:30PM YOU CAN SEE THREE VERY SYMMETRICAL HIP ROOF ELEMENTS.

7:22:36PM ONE, OBVIOUSLY, IN THE CENTER, CREATING A SEPARATE ROOFLINE,

7:22:41PM POPPED UP ABOVE THE PARAPET WITH SOME LARGER WINDOWS

7:22:44PM UPSTAIRS, KIND OF CREATING, BRINGING YOUR EYE TOWARDS THE

7:22:51PM CENTER OF THE BUILDING AND THIS LARGE PEDESTRIAN.

7:22:55PM IT'S APPROXIMATELY 16 FEET WIDE, THE VIA.

7:22:57PM WE EXPECT THAT VIA IS GOING TO BE FULL OF TABLES AND CHAIRS,

7:23:00PM AND HOPEFULLY PEOPLE SIPPING SOME OF JOE'S TENANT'S COFFEE

7:23:05PM AND SO FORTH.

7:23:06PM LARGE STOREFRONTS ALONG THE CORKSCREW ELEVATION, YOU KNOW,

7:23:11PM SCATTERED AWNINGS, TRIED TO HAVE A REAL RHYTHM OF THE

7:23:16PM ARCHITECTURE HERE.

7:23:17PM KEEP IT SIMPLE.

7:23:18PM WE HAVE SOME ARCHITECTURAL DECORATIVE BRACKETS THAT ARE

7:23:23PM GOING TO BE ALUMINUM.

7:23:24PM WE ALSO HAVE SOME ALUMINUM DETAILING.

7:23:26PM IT KIND OF MIMICS A RAILING UP AGAINST THE RAILINGS UP ON

7:23:32PM THE UPPER LEVEL.

7:23:34PM THE WAY I LOOK AT THIS AND WHAT I TRIED TO ACHIEVE IN THIS

7:23:37PM WITHOUT BREAKING THE BANK IS KIND OF CREATING THE ILLUSION

7:23:41PM OF A FIRST-FLOOR ARCADE KIND OF SANDWICHED ALONG THE FACE OF

7:23:46PM THE BUILDING.

7:23:47PM I THOUGHT THAT WAS KIND OF A NEAT APPROACH TO THIS DESIGN.

7:23:51PM THE REAR OF THE BUILDING, OBVIOUSLY IT'S FACING THE PARKING.

7:23:55PM WE DO IMAGINE THAT MOST OF THE PATRONS ARE GOING TO PARK IN

7:23:57PM THE BACK AND WALK THROUGH THIS PEDESTRIAN VIA.

7:24:00PM THE CENTERPIECE THERE IS THE ELEVATOR, AND WE DO HAVE A

7:24:05PM PEDESTRIAN CATWALK TO TWO OPEN STAIRWAYS ON EACH SIDE.

7:24:09PM AND A VERY SIMPLE PARAPET ALONG THE BACK.

7:24:14PM WE DIDN'T WANT TO GO CRAZY ON THE BACK OF THE BUILDING TRY

7:24:16PM TO PUT MORE OF THE FINANCIAL IMPACT TO THE FRONT OF THE

7:24:20PM BUILDING HERE.

7:24:21PM IF I GO TO THE NEXT SLIDE, YOU CAN SEE THE SLIDES WITHOUT

7:24:26PM THE LANDSCAPING.

7:24:28PM WE ARE WRAPPING THE SIDES WITH STOREFRONT GLASS AS WELL.

7:24:34PM WE WILL HAVE LANDSCAPING ON THOSE BLANK WALLS THERE TO THE

7:24:37PM SIDES OF THE PARAPET.

7:24:40PM AND ROOFTOP EQUIPMENT WILL BE VISUALLY SCREENED.

7:24:45PM FLOOR HEIGHTS, FIRST FLOOR IS APPROXIMATELY 16 FEET FLOOR TO

7:24:51PM FLOOR.

7:24:51PM SO ONCE WE DROP DOWN SOME MECHANICALS AND LIGHTING, FIRE

7:24:56PM SPRINKLERS AND SO FORTH, WE'RE HOPING WE CAN ACHIEVE ABOUT A

7:25:00PM 13-6 OR 14-FOOT TALL FIRST FLOOR WITH THE LARGE STOREFRONTS.

7:25:05PM SECOND FLOOR HAS 13-FOOT HEIGHT.

7:25:08PM WE'RE ANTICIPATING 10-FOOT CEILINGS UP THERE.

7:25:10PM THE TOTAL IS 29 FEET TO THE ROOF DECK.

7:25:13PM TO THE MEAN HEIGHT OF THE UPPER ELEMENT, THE LARGER HIP ROOF

7:25:19PM AT THE TOP IS 32-FOOT 4 INCHES.

7:25:22PM WE HAVE A TOTAL OF 39 FEET IN TOTAL HEIGHT.

7:25:26PM WHERE 45 FEET MAX SUM ALLOWED.

7:25:28PM FIRST FLOOR IS 4122 SQUARE FEET.

7:25:31PM THE SECOND FLOOR 4892 SQUARE FEET.

7:25:33PM SO WE'RE A LITTLE OVER 9,000 SQUARE FEET.

7:25:36PM AND OUR PEDESTRIAN VIA, SLASH, COURTYARD, OUTDOOR SEATING

7:25:40PM AREA IN THE MIDDLE IS APPROXIMATELY 957 SQUARE FEET.

7:25:43PM WE'RE LOOKING AT MATERIALS, STUCCO, ALUMINUM, HIGHLY

7:25:48PM DETAILED ALUMINUM ARCHITECTURAL DETAILING, AWNINGS, CANVAS

7:25:55PM AWNINGS, A STANDING SEAM METAL ROOF, AND TWO DIFFERENT

7:25:58PM SHADES OF WHITE.

7:25:59PM WE'RE GOING TO SELECT A SHADE OF WHITE FOR THE BUILDING THAT

7:26:03PM WILL BE A LITTLE BIT DULLER FOR THE MASS OF THE BUILDING AND

7:26:06PM THEN ALL OF THE ARCHITECTURAL DETAILING WILL POP AS A BRIGHT

7:26:11PM WHITE, AND THEN THE STANDING SEAM ROOF WILL BE A NATURAL
7:26:18PM ANODIZED FEEL.
7:26:19PM HAPPY TO ANSWER ANY QUESTIONS YOU MIGHT HAVE ABOUT THE
7:26:21PM ARCHITECTURE RIGHT NOW OR BRING SOMEBODY ELSE UP TO TALK.
7:26:32PM >> YOUR VIA, IF YOU OCCUPY THOSE WITH SEATING AND STUFF,
7:26:37PM WILL THAT STILL SERVE AS THE REQUIRED INGRESS/EGRESS YOU
7:26:41PM NEED FOR THE INTERNAL PARTS OF THE BUILDING OR WILL THAT
7:26:43PM CHANGE SOME DEFINITION OF WHAT YOU CAN DO WITH THOSE DOORS?
7:26:47PM >>Matthew Kraig: THE VIA IS COMPLETELY OPEN AIR.
7:26:53PM DECORATIVE CEILING, PROBABLY TONGUE AND GROOVE.
7:26:57PM WHEN YOU ARE SITTING IN THE VILLA, YOU'LL BE THE LOOK INTO
7:27:00PM JOE'S OFFICE AND LOOK AT HIS LISTINGS PROBABLY HANGING ON
7:27:03PM THE WINDOW.
7:27:04PM THE MEANS OF EGRESS IS THE REAR TWO STAIRS FROM THE TOP.
7:27:11PM WE WILL MAINTAIN --
7:27:17PM >> JUST TO MAKE SURE IT WAS AVAILABLE FOR SPACE FOR THE
7:27:20PM INGRESS/EGRESS CODES.
7:27:24PM >> WE HAD A LOT OF CONVERSATIONS HERE ABOUT ARCHITECTURE IN
7:27:27PM ESTERO.
7:27:32PM >> YES, SIR.
7:27:32PM >> WE TEND TO FALL BACK ON MEDITERRANEAN, OLD FLORIDA.
7:27:35PM I HAVE MENTIONED SEVERAL TIMES THAT THE MARKET IS RUNNING
7:27:40PM AWAY FROM MEDITERRANEAN ARCHITECTURE.
7:27:43PM IT'S GOING TO A TRANSITIONAL ADAPTATION.
7:27:47PM THIS IS A PERFECT EXAMPLE OF WHERE THE MARKET IS HEADED.

7:27:51PM MY HAT IS OFF TO YOU.
7:27:53PM I LIKE IT.
7:27:59PM >>Matthew Kraig: I WAS A LITTLE NERVOUS COMING HERE TODAY
7:28:01PM WITH ALL THE MEDITERRANEAN ARCHITECTURE, TO BE HONEST.
7:28:04PM I THOUGHT YOU MIGHT KICK ME OUT.

7:28:08PM >> I ALWAYS TALK ABOUT HAVING A PERFORMANCE-BASED DESIGN
7:28:12PM STANDARD INSTEAD OF PRESCRIPTIVE, BECAUSE IF ESTERO HAD BEEN
7:28:15PM INCORPORATED IN 1925, IT WOULD SAY ART DECO.
7:28:20PM AND WE'RE NOT THERE ANYMORE.
7:28:22PM IT'S GOT TO MOVE WITH THE MARKET, AND THIS IS A HANDSOME
7:28:27PM STRUCTURE.
7:28:28PM >>Matthew Kraig: WE DO NEED A BALANCE IN THE COMMUNITY FOR
7:28:30PM SURE.
7:28:30PM >> THIS IS A BEAUTIFUL BUILDING.
7:28:32PM >>Matthew Kraig: THANK YOU.
7:28:33PM >>Barry Jones: IS THIS THE PROPOSED COLOR SCHEME FOR THE
7:28:35PM BUILDING?
7:28:36PM >>Matthew Kraig: IT IS.
7:28:36PM WELL, INCLUDING THE ROOF, I ALWAYS CONSIDER GLASS A COLOR,
7:28:41PM TOO, BECAUSE WE'LL HAVE TINTED BUILDS A, LIKE LOW-E GLASS.
7:28:45PM ALL THE ARCHITECTURAL DETAILS ARE GOING TO BE IN A BRIGHT
7:28:49PM WHITE AND THEN ALL OF THE STUCCO WILL BE IN A SLIGHT SHADE,
7:28:54PM A LITTLE BIT DIMMER, AND THEN YOU HAVE THE METAL OF THE ROOF
7:28:56PM AS WELL.
7:29:02PM >> I KNOW THE CURRENT SLEEPY HOLLOW LANE -- HAPPY HOLLOW,

7:29:06PM HAS GOT NOTHING BUT SINGLE-FAMILY RESIDENTS DOWN THERE RIGHT
7:29:10PM NOW.
7:29:13PM I DON'T ANTICIPATE THAT TO BE THE CASE AS THE PROPERTY
7:29:17PM BECOMES MORE AND MORE VALUE AND THE VILLAGE CORE EXPANDS.
7:29:20PM THAT EAST -- GET MY BEARINGS RIGHT HERE.
7:29:24PM THE EAST END OF THAT BUILDING, IS THERE OPPORTUNITY TO
7:29:33PM ENHANCE THAT WITH SOMETHING OTHER THAN JUST PLANTS ON THE
7:29:38PM WEST END, IF THE RAILS TO TRAILS HAPPENS ALONG THAT GULF
7:29:43PM CORRIDOR, THE RAILWAY CORRIDOR, THAT WILL BE HOPEFULLY, IN
7:29:48PM MY PERSONAL DESIRE IS THAT WILL BE A MAJOR PEDESTRIAN
7:29:53PM CORRIDOR UP AND DOWN THROUGH THERE.

7:29:54PM SO YOU'RE GOING TO HAVE THOSE TWO ENDS, ESPECIALLY THE ONE
7:29:58PM ALONG WHAT'S CURRENTLY A RAILROAD BE ALMOST AS CRITICAL AS
7:30:02PM WHAT YOU'RE LOOKING AT ON CORKSCREW, BECAUSE THE PERSON
7:30:06PM GOING BY ON A PEDESTRIAN LEVEL IS GOING TO CERTAINLY BE
7:30:09PM LOOKING AT MORE DETAIL THAN THE PERSON DRIVING DOWN
7:30:11PM CORKSCREW.
7:30:12PM WHILE I APPRECIATE WHAT YOU GOT GOING ON ON CORKSCREW, EVEN
7:30:15PM THOUGH IT'S A RAILROAD NOW, JUST LIKE I SAID ON THE LAST
7:30:18PM PROJECT, WE'RE NOT BUILDING THIS FOR NOW.
7:30:21PM WE'RE BUILDING IT FOR --
7:30:23PM >> CORRECT.
7:30:24PM >>Barry Jones: AND THEN ON THE CORKSCREW SIDE OF THE
7:30:27PM BUILDING, I DON'T KNOW THAT ONE DAY AS THAT 20-ACRE PIECE OF
7:30:34PM LAND SOUTH OF YOU AND EAST OF YOU BECOMES MORE INTENSIVELY

7:30:38PM DEVELOPED AND I'M NOT EVEN SURE WHAT THE COMP PLAN ALLOWS,
7:30:41PM BUT I IMAGINE IT'S MUCH MORE INTENSE THAN WHAT'S RIGHT NOW,
7:30:44PM IF THERE IS A TURN LANE OUT FRONT, I CAN A TURN LANE HAVING
7:30:48PM TO GO IN OUT FRONT.
7:30:49PM IS THAT STILL WORKING WITH YOUR SITE PLAN AND YOUR BUILDING
7:30:53PM AS IT IS TO BRING THE TRAFFIC A LITTLE BIT CLOSER, EXISTING
7:30:57PM RIGHT-OF-WAY.
7:30:58PM >> YES, SIR.
7:30:58PM WHEN I GOT INTO THE CODE, AND I STARTED RESEARCHING WHAT THE
7:31:02PM SETBACKS WERE, I WAS SHOCKED THAT IN THIS LOCATION, WITH THE
7:31:04PM OVERLAY, IT'S ACTUALLY A ZERO SETBACK IN THE FRONT.
7:31:07PM I LOVE ZERO SETBACKS.
7:31:09PM I LOVE THE MORE URBAN FEEL, BRINGING THE ARCHITECTURE TO THE
7:31:12PM FRONT.
7:31:13PM YOU CAN CUT DOWN ON SIGNAGE, MONUMENT SIGNAGE, AND WE CAN
7:31:17PM USE OUR BUILDINGS AS SIGNAGE.
7:31:20PM BECAUSE OF THE INTERSECTION, WE DID HAVE TO PUT, WHAT, A

7:31:23PM 25-FOOT CHAMFER VIEW, SITE LINE.

7:31:27PM SO WE DID HAVE TO BRING THE BUILDING BACK A BIT.

7:31:30PM IT'S STEPPED BACK FURTHER THAN I INITIALLY WANTED. WITH

7:31:34PM THAT, WE HAVE THE ABILITY TO PUT A TURN LANE IN IF WE DO

7:31:37PM NEED IT.

7:31:38PM >>Barry Jones: I WOULD HATE TO SEE A TURN LANE JAMMED UP

7:31:40PM RIGHT AGAINST THE SIDEWALK, RIGHT AGAINST THE BUILDING.

7:31:42PM >>Matthew Kraig: RIGHT.

7:31:43PM I BELIEVE WE HAVE ABOUT 15 FEET OF NICE LANDSCAPING WITH THE

7:31:46PM LARGE PALMS.

7:31:47PM >>Barry Jones: I WAS ASKED THE QUESTION, THE PARKING COUNT.

7:31:52PM >>Matthew Kraig: I'LL HAVE FRED TALK ABOUT THE PARKING.

7:31:54PM THAT GETS A LITTLE CONFUSING.

7:31:56PM GREAT POINT ON THE SIDES.

7:31:57PM WHEN I WAS SITTING HERE LOOKING AT THE BUILDING FOR THE

7:32:00PM PRESENTATION, I WAS LOOKING ABOUT SPRUCING THE SIDES UP A

7:32:04PM BIT.

7:32:04PM I WANT TO KEEP THE GLASS NOT ALL THE WAY ACROSS THE SIDES

7:32:07PM BECAUSE WE DO NEED SOME BACK OF HOUSE SPACE IN BUILDINGS,

7:32:10PM OBVIOUSLY.

7:32:11PM I THINK I'LL DO LIKE A CROSS-HATCHED PATTERN OF CLIMBING

7:32:14PM VINES ON ONE SIDE AND LAY THEY'RE WITH SOME MORE LANDSCAPING

7:32:17PM AND SOME COOL LIGHTING.

7:32:19PM >>Barry Jones: I DON'T KNOW IF THERE'S ROOM TO DO ANY INS OR

7:32:22PM OUTS ON YOUR SITE OR RIGHT AT THE SETBACKS OR NOT.

7:32:25PM >>Matthew Kraig: WE'RE RIGHT AT OUR SETBACKS, YES, SIR.

7:32:27PM >>Barry Jones: EAST-WEST, SETBACK RESTRAINED CURRENTLY.

7:32:30PM >>Matthew Kraig: RIGHT.

7:32:31PM I THINK I CAN CREATE THE LAYERING IN LANDSCAPING AND

7:32:34PM LIGHTING TO BE PRETTY SPECTACULAR ALONG THERE.

7:32:38PM >>Barry Jones: COUPLE OF THOUGHTS FROM AN ENGINEER.

7:32:43PM >>Mary Gibbs: WHAT IS THE ARCHITECTURAL STYLE?
7:32:48PM >>Matthew Kraig: THIS IS COASTAL CONTEMPORARY.

7:32:52PM >>Mary Gibbs: MAYBE MODERN OLD FLORIDA, BUT I WASN'T SURE.
7:32:55PM >> SAME THING.
7:32:56PM MODERN OLD.
7:32:58PM YES.
7:32:59PM >>Matthew Kraig: THAT'S WHAT PEOPLE HAVE BEEN CALLING IT FOR
7:33:01PM THE PAST FEW YEARS.
7:33:02PM I WAS TAUGHT IN SCHOOL THAT STYLES, YOU TRY TO DO SOMETHING
7:33:11PM CONTEXTUAL.
7:33:12PM I LOOK AT THIS AS IF -- I LOOK AT BRITISH WEST INDIES AS IF
7:33:16PM MEDITERRANEAN AND OLD FLORIDA GOT TOGETHER AND HAD A BABY.
7:33:19PM THAT'S WHAT WE'RE TRYING TO CREATE A VERSION.
7:33:23PM >> IT'S GOT A LOT MORE COLOR.
7:33:24PM THE STUFF HAPPENING JUST EAST OF SANDY LANE ON THE NORTH
7:33:28PM SIDE OF CORKSCREW LOOK MORE LIKE KEY WEST WITH ALL THE
7:33:32PM COLORS.
7:33:32PM AND THEN WE HAVE THIS THAT DOESN'T HAVE --
7:33:36PM >>Matthew Kraig: THE TRUTH IS, WE COULD COLOR THIS BUILDING
7:33:38PM AND PUT A DIFFERENT ROOF MATERIAL ON IT AND IT WOULD CHANGE
7:33:41PM A LITTLE BIT.
7:33:42PM I TALKED TO JOE ABOUT THAT.
7:33:44PM HE REALLY LIKES THIS LOOK, SO WE KIND OF STUCK WITH IT.
7:33:46PM WE THOUGHT IT WOULD BE --
7:33:51PM >> LET ME PIPE IN A LITTLE BIT.
7:33:53PM MATTHEW, I THINK YOUR BUILDING IS VERY NICELY DONE.
7:33:56PM >>Matthew Kraig: THANK YOU.

7:33:57PM >> I KNOW IT'S DIFFICULT WORKING WITH A SMALL BUILDING, BUT
7:34:01PM YOU'VE KIND OF CREATED A LITTLE JEWEL BOX HERE.
7:34:05PM I LIKE WHAT YOU'VE DONE WITH YOUR -- SOME OF THE

7:34:09PM FENESTRATION AND THE SHADOWING THAT YOU'RE GETTING WITH YOUR
7:34:11PM DIFFERENT MATERIALS.
7:34:12PM I LIKE EVERYTHING ABOUT IT, REALLY.
7:34:16PM WITH ONLY TWO CAVEATS.
7:34:17PM ONE IS YOU'RE KIND OF TRUNCATED HIP ROOFS ON THE FRONT THAT
7:34:22PM ARE PARTICULARLY EVIDENT ON THE SIDE ELEVATIONS, CAN YOU
7:34:27PM POSSIBLY TALK JOE INTO EXTENDING THOSE AND MAKING TRUE HIP?
7:34:34PM >>Matthew Kraig: I HAD THEM.
7:34:35PM WE'RE TRYING TO FIT INTO SUCH A BUDGET, BUT IF WE NEED TO
7:34:36PM BRING THEM BACK, WE OBVIOUSLY CAN.
7:34:37PM >>Michael Sheeley: I HATE THEM.
7:34:38PM THE ONLY OTHER THING, TALKING ABOUT COLOR, WHILE I RESPECT
7:34:42PM WHAT YOU'RE TRYING TO DO AND SOMETHING FOR CONSIDERATION
7:34:45PM WITH JOE MAYBE WOULD BE, I WOULD BE A LITTLE CONCERNED OVER
7:34:48PM TIME THAT WITH THE ALL-WHITE SCHEME IT MIGHT START TAKING ON
7:34:52PM THE APPEARANCE OF A MEDICAL BUILDING.
7:34:57PM MAYBE SOME COLOR ENHANCEMENT ON THE BUILDING.
7:35:00PM MAY BE WORTHWHILE.
7:35:00PM >>Matthew Kraig: WE CAN LOOK AT THAT FOR SURE.
7:35:03PM >>Michael Sheeley: I THINK IT'S WELL DONE.
7:35:05PM >> IF THE RAILROAD ACTUALLY DOES BECOME A PEDESTRIAN
7:35:09PM RIGHT-OF-WAY, YOU MIGHT WANT TO FLIP AND PUT THE CAFE ON THE

7:35:13PM OTHER SIDE, BECAUSE THAT COULD BE SWINGING ON WEEKENDS.
7:35:16PM THAT WOULD BE A GREAT --
7:35:23PM >> YOU HAVE TO WALK THEM PAST THE PAVICH REAL ESTATE
7:35:25PM BUSINESS.
7:35:25PM [LAUGHTER]
7:35:27PM >>Matthew Kraig: THOSE ARE GOOD COMMENTS.
7:35:31PM ONE OF THE THOUGHTS I HAD ON THE COLORS IS POTENTIALLY
7:35:34PM LOOKING AT GOING WITH A BIT MORE OF A PUTTY COLOR FOR THE
7:35:39PM WINDOWS AND SOME OF THE ARCHITECTURAL DETAILING, AND IT

7:35:41PM MIGHT BRING A LITTLE MORE WARMTH INTO IT, GET AWAY FROM MORE
7:35:45PM OF THE STERILE.
7:35:47PM >>Barry Jones: YOU COULD TAKE YOUR BREEZEWAY AND DO A COLOR
7:35:50PM DIFFERENTIAL AND ALMOST BREAK IT UP INTO TWO DIFFERENT
7:35:53PM BUILDINGS AND REALLY HIGHLIGHT THE CENTER FEATURE --
7:36:01PM [LAUGHTER]
7:36:03PM >> STICK TO CURB AND GUTTER.
7:36:04PM >>Matthew Kraig: THANK YOU FOR YOUR COMMENT.
7:36:11PM >> YOU HAD A QUESTION ON PARKING CALCS?
7:36:15PM >> ARE WE AT, ABOVE, BEYOND?
7:36:18PM >> A LITTLE BIT OF IT DEPENDS ON USE.
7:36:21PM WHAT WE SUBMITTED IS FOR PARKING SPACES TO BE CALCULATED ONE
7:36:26PM PER 350 ACROSS THE BOARD, WHICH IS ALLOWED IN THE CODE, IF
7:36:31PM IT'S A MULTIUSE BUILDING.
7:36:33PM AND THAT ACTUALLY DIDN'T HELP THAT MUCH OVERALL, BECAUSE IT
7:36:37PM COMPLETELY DEPENDS ON USE.

7:36:42PM IF THERE ARE OFFICE USES AND A CAFE THAT IS NOT A SIT-DOWN
7:36:46PM RESTAURANT, THEN WE ARE RIGHT AT WHERE WE NEED TO BE WITH
7:36:49PM PARKING SPACES.
7:36:50PM WE DO HAVE TWO DEVIATIONS REQUESTED.
7:36:53PM ONE I THINK IS SOLID BECAUSE IT'S MULTIMODAL.
7:36:57PM IT WILL BE INTERCONNECTED WITH THE SIDEWALK.
7:36:59PM INTERCONNECTED WITH -- IT'S MULTIMODAL SO WE GET THAT 5%
7:37:03PM REDUCTION, WHICH WE DID ASK FOR, BUT REALLY IT WAS TO TRY TO
7:37:07PM GET ENOUGH SPACES SO THAT IF THE ONE SIDE BOTTOM UNIT WANTED
7:37:12PM TO BE A SIT-DOWN RESTAURANT OF A LITTLE OVER A THOUSAND
7:37:15PM SQUARE FEET, THEN WE WOULD BE ABLE TO HAVE A SIT-DOWN
7:37:18PM RESTAURANT AS AN OPTION INSTEAD OF JUST A QUICK IN AND OUT
7:37:21PM CAFE, WHICH IS A DIFFERENT CALCULATION, A LOT LESS SEATING,
7:37:28PM PARKING REQUIREMENTS.
7:37:29PM YES AND NO.

7:37:30PM IF WE DON'T GET BOTH OF THE DEVIATIONS, I THINK THAT FIRST
7:37:36PM FLOOR SIT-DOWN RESTAURANT IS GOING TO BE REALLY TIGHT.
7:37:41PM IT WOULD DEPEND ON SOME OF THE OTHER LEASES.
7:37:44PM >>Barry Jones: ARE THE FIRST AND SECOND FLOOR THE SAME
7:37:47PM TENANT OR PROPOSED OFFICE SPACE UPSTAIRS?
7:37:50PM >> ALL OFFICE UPSTAIRS.
7:37:52PM >>Barry Jones: SECOND ALL OFFICE FOR RENT.
7:37:57PM >> YES.
7:37:57PM ALL OFFICE.
7:37:58PM THE DOWN STAIRS, REALLY, FOR THE MOST PART, OFFICE, EXCEPT

7:38:02PM FOR AROUND HALF OF THE BOTTOM FLOOR.
7:38:04PM IF YOU HAVE RETAIL IN BOTH THE SPACES THEN THE PARKING
7:38:08PM STARTS TO NOT WORK.
7:38:14PM >>Barry Jones: ANY OTHER QUESTIONS OR COMMENTS?
7:38:20PM >> [MICROPHONE NOT ON]
7:38:32PM >> THE WAY WE'RE ASKING FOR THE DEVIATION THROUGH THE CODE,
7:38:35PM THAT'S SOMETHING WE'LL HAVE TO WORK OUT WITH STAFF, THE
7:38:38PM OTHER 5% REDUCTION WE WERE HOPING FOR IS BASED ON HAVING
7:38:44PM ACCESS TO, SAY, A BUS ROUTE OR SOMETHING LIKE THAT AND ONLY
7:38:47PM A FUTURE BUS ROUTE PLANNED TO GO DOWN VIA COCONUT, BUT IT'S
7:38:50PM NOT ON THE FINANCIAL FEASIBILITY PLAN.
7:38:53PM IT IS TRULY A FUTURE, HOPE FOR APPROVAL, BUT MY THOUGHT
7:38:59PM WOULD BE THAT IF WE CAN CONDITION OUR PLANNED DEVELOPMENT
7:39:03PM THAT WE CAN'T HAVE THAT EXTRA REDUCTION UNTIL THAT WOULD
7:39:05PM ACTUALLY BE ON THE FINANCIALLY FEASIBLE PLAN FOR THAT
7:39:09PM CURRENT YEAR, THEN MAYBE SOMETHING LIKE THAT.
7:39:11PM BUT I DO UNDERSTAND THAT PLANNING-WISE AND STAFF-WISE, THAT
7:39:14PM MIGHT BE A TOUGH ONE TO APPROVE BECAUSE IT IS BASED ON A
7:39:17PM FUTURE HOPE, NOT ON A FINANCIALLY FEASIBLE SET PLAN.
7:39:22PM >> QUESTION ON THE ZONING.
7:39:23PM YOU'RE NOT PROPOSING TO BE ALLOWED TO DO ANY DRIVE-THROUGH

7:39:26PM USES HERE, CORRECT?

7:39:29PM >>Fred Drovdllic: CORRECT.

7:39:29PM THERE'S NOT ENOUGH ROOM ON-SITE.

7:39:33PM >>Barry Jones: PUBLIC COMMENT?

7:39:34PM HEARING NONE, WE THANK YOU FOR YOUR PRESENTATION, AND WE

7:39:39PM HOPE THE FEEDBACK WAS CONSTRUCTIVE.

7:39:41PM I BOUGHT MY HOUSE FROM JOE'S DAD AND LIVE DOWN THE STREET

7:39:45PM FROM HIM.

7:39:46PM FAIR DISCLOSURE.

7:39:47PM >>Mary Gibbs: YOU NEED TO DISCLOSE THAT?

7:39:50PM >>Barry Jones: ANY MAKE ANY MONEY OFF OF IT, TRUST ME.

7:39:52PM [LAUGHTER]

7:39:53PM ACTUALLY, THE HOUSE HAS APPRECIATED NICELY.

7:39:56PM THANK YOU ALL FOR COMING AND FOR WAITING US OUT.

7:40:02PM I REALLY DIDN'T THINK IT WAS GOING TO BE THAT IN-DEPTH WHEN

7:40:05PM I STARTED ON THE AGENDA.

7:40:06PM MAYBE IT WAS JUST THE VACATION THAT MOTIVATED ME.

7:40:10PM GETTING BACK, FULL OF ENERGY.

7:40:14PM >> BEFORE YOU HIT THAT HAMMER, I WILL BE GONE THE MONTH OF

7:40:18PM JULY MISSING THE MEETING ON THE 10th AND THE 24th.

7:40:26PM >>Barry Jones: 10th AND 24th.

7:40:29PM GOT THAT ON THE RECORD?

7:40:31PM >>Mary Gibbs: GOT IT.

7:40:32PM >>Barry Jones: 24th, I'LL BE HERE.

7:40:34PM I'M LEAVING THE WEEK AFTER THAT.

7:40:35PM ANY OTHER BOARD COMMUNICATIONS?

7:40:40PM NO.

7:40:42PM THANK YOU ALL FOR COMING.

7:40:44PM MOTION TO ADJOURN.

7:40:46PM >> SO MOVED.

7:40:47PM >> SECOND.
7:40:48PM >>Barry Jones: ALL IN FAVOR AYE.
7:40:50PM [SOUNDING GAVEL]
7:40:50PM THANK YOU.

DISCLAIMER:

THIS FILE REPRESENTS AN UNEDITED VERSION OF REALTIME
CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE
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