

## **SUMMARY TRANSCRIPT**

### **NEIGHBORHOOD INFORMATION MEETING**

**DATE:** November 5, 2025.

**PETITION NUMBERS:** SDP 24-000139, VP 25-000096, CUP 25-000097, BD-25-000187

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This neighborhood information meeting was held on November 5, 2025, at approximately 4:00 pm. The meeting took place at 961 Bald Eagle Dr., Marco Island, FL 34145.

**Documented in attendance were the following\*:**

- Legal Counsel for Applicant: Zachary W. Lombardo, Esq. of Woodward, Pires & Lombardo, P.A. Additionally In attendance with counsel was associate attorney Logan G. Wardlow, Esq., and paralegal Kaitlin E. Chylinski, of Woodward, Pires & Lombardo, P.A.
- On behalf of Applicant: Daniel High, Vice President of Marco River Marina, Inc.
- Project Engineer: Christopher Hagan of Hagan Engineering, LLC
- Traffic Engineer: Norman J. Trebilcock, AICP, PTOE, PE of Trebilcock Consulting Solutions, PA
- Environmental Consultant: Arielle Poulos of Turrell, Hall & Associates, Inc.
- Steve McGuire of 850 Elkhorn Ct. #215
- Rich + Teena Virgo of 1003 Barfield Dr. #K502
- John Hetzler of 860 Elkhorn Ct. #311
- Mark + Jo Elis of 869 Magnolia Ct.
- Stef of 1132 Edington Pl.
- Robin of S ST (?)
- Craig Bagin of 1088 Old Marco Ln
- J. Belder of Dogwood Drive (?)
- Anita Sargese of Manor Terr.
- M. Basic of 1136 Bald Eagle Dr.
- Kurt Wackerman of 875 Magnolia Ct.
- Marie Frederick of 1085 Bald Eagle Dr.
- Jim Frederick of 1031 Anglers Cove
- Steve Forton of 1085 Bald Eagle Dr.
- Karissa Thomas of 835 W. Elkcarn Cir.
- Scott Korens of 875 W. Elkcarn Cir.
- Chris Shaw of N/A
- Carleton Ealy of 350 S. Collier Blvd. #1602
- (?) of 850 Magnolia Ct.
- Brenda Barbosa of 849 Magnolia Ct.
- Steve + Ellen Strop of 1007 Anglers Cove #J306

- Chris Damedow of 448 Waterleaf Ct.
- Deb Henry of 920 Tulip Ct.
- Martin Winter of 843 Perrine Ct.
- Cindy Sheppelman of 1234 Treasure Ct.
- Tina Virgo of N/A
- Liz Fitch of 850 Magnolia Ct.
- Jan Jackman of 889 Magnolia Ct.

*\* Please note there were several undocumented individuals in attendance that did not make public comment or sign the sign-in sheet and as such are not reflected on this list.*

## **SUMMARY TRANSCRIPT – NOVEMBER 5, 2025**

*Note: The summary transcript below is derived and prepared based on an audio recording taken during the meeting. This is not a verbatim transcript.*

### **D. HIGH**

Good evening. Thank you for coming. My name is Daniel High. I'm the general manager and Vice President of Rose Marina. We are here tonight to hold a neighborhood information meeting for a capital improvement project we wish to propose to the city. And I'd like to introduce our attorney, Zach Lombardo, to present the presentation. I will be here afterwards to answer any questions.

### **Z. LOMBARDO**

Good afternoon, everyone. Just kind of going over some of the basics here. This is a neighborhood information meeting that's required by City code. What we're trying to do is just share with you details about the application so that you can be informed about what's being asked. This is a recorded meeting. It's being recorded on a Zoom link. If you would like a recording of this at the end of it, you can e-mail [NIM@wpl-legal.com](mailto:NIM@wpl-legal.com). We will get you a recording. We can also get you the slideshow and any of the materials that you see as we progress through this. At the end of our presentation, we'll take questions and comments. You will have to speak into the microphone so we can make sure that we capture it on the recording. But this is all to make sure that we comply with City code and create the record that's helpful to planning board to review what happens here today as part of the notice procedure. So, thank you all very much for being here.

As mentioned, this is a Rose Marina application. That's Marco Island Marina, Inc. doing business as Rose Marina. *[Inaudible]* Marco River Marina, Inc. Thank you, Dan. Sorry about that.

The specific team here. We've got a lot of people involved in this project. We have a landscape architect. Our project engineer, Christopher Hagan, is over here, if you want to wave. We have an environmental consultant, Turrell Hall, has a representative here, if you want to wave. I'm handling the legal aspect. The architect is not here today, but we have an architect involved and then a traffic engineer. I don't know if I saw Norm walk in or not, but Norm Trebilcock is handling the traffic portion of this. And again, we can certainly get you copies of the PowerPoint.

Here is an overview of all of the sites involved. You're currently sitting in this building right here. but this application impacts across the street as well. And we're going to go through this in the actual diagrams here in a second. There are actually four applications that are moving through this process, traveling together. All of it is to achieve one large capital improvement to the marina, but they take the form of a site development plan amendment. There are a series of variances that are aimed at preserving existing non-conforming conditions while at the same time improving overall conforming nature, which we'll get into in the presentation. There's a conditional use petition that involves a height issue on the point that we'll talk about. And finally, this facility has an existing boat dock extension. And in order to modify any of the dock structures, we have to file a new boat dock extension application to do that. But I'm going to go into detail on every single one of these. I just wanted to give you an overview of the project as a whole.

And we'll start with the site development plan amendment. This, and I apologize because this is a large site and so this is kind of small but what I'd like to do is I'd like to have Chris Hagan come up and he's going to point and show you on the screen sort of where are the things that are new versus what's remaining on the site. Hold on one second. Yeah, if you could zoom in that'd be great. Let's zoom in on the west side first. So, Chris, if you could just kind of go, I guess west to east and talk about what's new on the site in the improvement plan?

### **C. HAGAN**

Great. Good afternoon, all. The redevelopment plan is a way to bring everything together to have a unified and cohesive plan. It had to be done in parts, as Zach had alluded to. Over here, we'll start with the west parking lot. If you'll zoom out just a little bit. This portion of the parking lot is existing and will be enhanced. Right now, we'll enhance it to improve water management, and access. The new section that we're adding will also include the water management. You'll see we have additional access. We've got a couple of little park areas for seating. But all in all, this will all be green with some underground detention so that water management is handled. So, in essence, we're going to be fixing up what's happening with the West parking. Let me zoom out a little bit further, please. In the roadway, you can see

we're expanding the roadway to include a turn lane and a high visibility crosswalk. You'll see there's a left turn, a right turn, and a through lane for people who are headed north. as opposed to the existing configuration. Coming south, we will have a deflection so that we've got two lanes that'll taper back into the regular roadway with improvements here. We're including improvements to the roadside drainage up in this area in an effort to help the City address some of their drainage issues. Over here on the east side, we're putting in a brand-new restaurant. It'll be primarily over the water with an enhanced parking here also. Currently, this parking does not have good stormwater management. We're adding a lot of water quality treatments and improvements here, having good landscape buffers. And this configuration is going to be a big enhancement. Slide up, please. I'm sorry, slide down. My fault. This is the existing ship store. We're going to do some reconfiguring in this area to improve the parking and the landscaping, but very little other than that, and some drainage improvements. Nothing's changing with the boat barn. Nothing's changing with the restrooms in this area. The service yard in the back is staying as is. The new peninsula improvement, we're replacing the old building that got knocked down that was out there that was for maintenance. Oh, bring it back. And this is going to be a boat rack area with lots of good drainage improvements. The DEP has already seen our drainage improvements. We've had pre-application meetings. We have an existing permit that's in the process of being modified. and that's going to be pretty much the limits of the site construction.

## **Z. LOMBARDO**

Thank you very much, Chris. One of the major improvements that was highlighted. There is really the west side parking lot. So, as it currently stands, the west side parking lot is a non-conforming parking lot. It doesn't meet a significant number of your codes, specifically in the landscaping. The proposed west side parking lot will be fully code compliant. It will have all the required landscaping spacing and the right size parking spaces. And in that effort, we're actually going to be picking up something like 50 additional, 60 additional parking spaces. So, this is going to be a fully parked site and none of the variances have anything to do with parking here. For reference, here are some renderings of the proposed restaurant. So, as you recall, there was a restaurant on the marina site. It was destroyed in a hurricane. This is a larger restaurant. And this is what is being proposed for the site plan. It is fully parked. It does not have any variances related to its use and is otherwise able to fit on the site appropriately. And so, we just wanted to provide a rendering, so you've had some context of what was going there. Conceptual, architectural, but yes, these are the renderings.

I wanted to go over the variances. So, each of these has to do with an existing non-conforming condition. And all of these features are actually on the current 2014 site plan in either an identical or more non-conforming fashion. And so, we've done a lot to bring the site

into conformity. The first one has to do with perimeter plantings. The building that we're sitting in now, the ship store and the office did not have sufficient perimeter plantings as currently approved. City staff has requested we apply for a variance, which we have done. We are adding plantings and then the restaurant will have fully conforming perimeter plantings, but we're asking for the existing condition related to this building, the ship store and the office to be granted a variance from that planting requirement. The second variance has to do with the right of way buffer. This is the buffer only on this side of the street as to Bald Eagle. So again, the west parking lot will have the full required buffer. This side, we're asking that it have the exact same buffer that it has now, which is a reduced buffer. And again, that was part of the currently approved site plan. And from a historical context perspective, this has been a marina since 1966. There were many years, and I have at least one historical photo in here, where there was no landscape buffer on Bald Eagle Drive. And so, we're, at each step, we're trying to get closer and closer to full code compliance, but this was determined to be something that was, from a traffic circulation, a necessary variance to ask for. The third one has to do with the solid waste dumpster as to the northern parking lot. So, in the current plan, the solid waste dumpster is actually in the right of way buffer. We're proposing to move it into the northern property line buffer here. And then we're going to give the City back, since the marina owns this lot, a compensating landscape buffer of the required size on that lot. So, the City will get the full amount of landscaping it would have otherwise had. But for making sure that parking lot was functional and able to be used and turned around in, it was important to move that dumpster back a little bit. Final variance is about the recycling location. The prior restaurant didn't have a recycling facility. In order to fit the recycling facility in that dumpster enclosure, we had to move the recycling facility down over here behind the boat bar. And this is more of an operational issue for the restaurant than I think it is for anyone else. And so, we're asking that we be allowed to do that. The code requires that this facility be within 200 feet of the restaurant. And that's obviously not within 200 feet. But again, considering that there wasn't one before at all, and it's really more of an operational issue, we felt that was appropriate to ask for.

The conditional use petition has to do with the boat rack. I wanted to put up this for historical context. This is the marina from 1985. And in 1985, there's a couple of things worth noting. Out on the point here, we have a building constructed, and then we had a lot of three and four-story boat racks here next to the condo. This, of course, is no longer the configuration. And what we're asking to do instead is to put boat racks out here on the point only, so they're not by the condo. A rendering of that is here. There's a series of renderings that I can flip through, but basically, we're asking for a small height adjustment to put the boat racks out on the tip here. Here are the renderings. It's a couple of feet in total. This is a 35-foot height limit total on the marina is what you can do. What I will note is that in 2014, when the marina

came in for its approvals, it was actually approved to build a building taller than this in this location. The marina did not end up building that building. And so now we're asking, instead of constructing a building on the point, which was determined for hurricane reasons, to not be a valuable pursuit to shift to an open rack storage approach, which is shown here. It is slightly above the 35 feet, but it is not as high as previously approved in building format.

Finally, there's a boat dock extension. In 2003, the marina was granted a boat dock extension that allowed for the current configuration. It had a series of rules that have to be modified to change any of its layout. The first thing we're asking for is at the end of the dock, we'd like to extend an additional 45-foot plank. All of this has been approved by DEP. There are issued permits. We are waiting on the core permit, but all of everything that I'm going to show you on this boat dock extension has already been permitted by the State of Florida. So, it's asking for that. And then. In the Magnolia Canal, the marina owns all three vacant lots that come around the corner. And so, it is the only riparian rights holder in the back of the canal. And so, we're asking that the 7 1/2 foot riparian setback in that canal be waived because the marina is the property owner that has that envelope. And so that's what this is being asked for is to reduce that down to zero because again, the marina is the owner.

Those three lots, just for clarification, will not be a part of this project. They are not planned to be developed as part of this project. They will remain vacant lots. They currently have deed restrictions that would prevent them from being incorporated into the marina.

And then finally, in resolution 2003-13, There was a restriction on the number of boats over 100 feet in the factory bay area of two. We're asking to remove this restriction because the docks themselves limit what can happen on the boat's facility. So, we feel that that's a sufficient way to handle that. And I don't see anything in the record that explains why that restriction was there in the first place. So, these are the proposals.

I'm going to flip back to the overall site plan so that as you're commenting or asking questions, you have something that you can reference. We appreciate you being here. I think it's very exciting for the marina to be able to move forward with this. facility we're in now was the last major modification to the marina. And this piece of it sort of finishes it out. It finishes the restaurant piece. It finishes out the tip and will result in, again, a significantly more code compliant marina than has been here ever in the basically 60 years next year that the marina has been on the island.

So, if anyone has any questions or comments, I'd love to call you up to the microphone and I'll hand you the microphone and you can go for it. And if you could state your name, we'd really appreciate that.

## **ATTENDEE QUESTIONS AND COMMENTS**

### **ATTENDEE - MARIE FREDERICK**

My name is Marie Frederick. I own this condo at Angler's Cove. My husband and I own A402. Okay. When we bought it 20 years ago, we had a beautiful view that not only looked over the water, but it also had an island view that at night you looked at the lit steeple of the church. It was beautiful. It's why we bought the view, the people, the elegance of it all, okay? We lost that view in a fight that we lost when this was built. Very well done, very nice. Doesn't suit my needs, that's for sure, okay? And so, we, we lost that battle, but we won a little bit, as I explained to you, because the give back was, they pushed the building back just a slight bit and we're on the end of the unit. We still lost our view of the island, but unlike the people in the B building who lost everything, they lost their entire view. They look into this side of this building now, okay? No compensation for us, just live with it, okay? Nobody said, well, guess what? You can store your boat here half price. That would've been nice. But anyway, that's not how it works. I understand. When you put the rack storage, could you go back to the next picture of the rack storage, which will be over here? We will now lose the last view that we have because at the angle we're at, we're going to look right into that, okay? I don't want to look into boats. I love boats. I own a boat. I don't want to look into boats. I want to look at the water. And I just don't think it's fair that all of this is being taken away from people who don't have any choices. It's going to happen. I know the reality of it all. It's just to what degree and what size and what magnitude, okay? I was curious also about if you could expand on how big the restaurant was going to be, how many seats?

### **Z. LOMBARDO**

It's a 220-seat restaurant. Thank you very much. If the and I guess just to confirm. So, the restaurant has parking requirements that are met, and it has a traffic impact study that was completed, and that's partially why the right of way improvements like the turn lane are being performed. But it is a 220-seat restaurant as proposed, and whoever would next like to come up. Thank you very much for your comments. Sure, you can come up. I'll hand you the microphone.

### **ATTENDEE - JOHN HETZLER**

Good afternoon. My name's John Hetzler. I live at 860 Elkhorn Court. Could you bring up the diagram that shows the expanded parking lot, please. Okay. So, bring it up a little. There's Elkhorn Court right there. The condo that I live in abuts that grassy parking area right now. Right now, this is all wide open. So, my question is, I see a couple of arrows down there on the bottom. Is that going to be for vehicular traffic or is that for pedestrian traffic?

**Z. LOMBARDO**

That's a vehicle access.

**ATTENDEE - JOHN HETZLER**

I would prefer that the vehicle access stay on Bald Eagle. Elkhorn Court is a very small street; very quiet residential street. That's going to add quite a bit of traffic to our neighborhood if that stays that way.

**Z. LOMBARDO**

Thank you very much. Chris, can you address that?

**C. HAGAN**

The configuration and location of that driveway is driven by ordinance. The city council or the city ordinances require that we move driveways away from intersections. It allows for better flow of traffic and better safety. The idea being that if you're coming off of Bald Eagle and you would be immediately turning into the parking lot, you might back out into or stack up into Bald Eagle and have a traffic issue. That's why it's pushed as far as it is to the west.

**ATTENDEE - CARLTON EALY**

My name is Carlton Ealy. I'm not an owner near here, but I have a couple of boats stored here. And I was curious if you could more fully explain the ultimate disposition of the vacant lot on the north end. It sounds like you're going to give part of that lot to the city or you're going to give a buffer for the landscape. What about the ultimate disposition of the rest of the lot?

**Z. LOMBARDO**

The ultimate disposition has not been decided, but we are committing to putting the 10-foot type B buffer on that lot. So, at the current time, there's No plan for those lots. It was discussed in this development process, but it was decided that it was too complicated to pursue at this time. But as a result of this approval, that 10-foot buffer is going to have to stay on that one lot. But at this time, my understanding is the marina has no intention of selling the lots or doing anything with them at this time.

*[Inaudible question from attendee in audience]*

Yes, ma'am. Those are the lots on Magnolia Court. There's one on Bald Eagle, one on Bald Eagle and Magnolia, one on Magnolia.

**ATTENDEE – CRAIG BAGAN**

Hi, my name's Craig Bagan. About that lot, is that lot a commercial lot or a residential lot? That lot in question where you'll be putting, it's a residential lot. So, you're putting the 10-foot buffer onto a residential lot.

**Z. LOMBARDO**

Yes.

**ATTENDEE – CRAIG BAGIN**

Okay. Your PM brought up water retention and water quality management. I was wondering if he could elaborate what you're going to do specifically as far as water retention and how to manage the effluent of the water on the parking lot.

**C. HAGAN**

Sure. If I may. The stormwater management system that we're proposing is the same format that we've used when we did the back boatyard here. It's going to be what they call an exfiltration system. It's an underground series of vaults that the stormwater is directed into so that it can percolate back into the ground and not discharge directly to the bay. Currently, the old sections of the marina that predate the 2014 permit have direct discharge of stormwater right off of the parking lot. The proposed plan that we have will intercept that flow and sequester it into this exfiltration system so that only the clean water would then move into the bay. The water management, excuse me, the DEP is permitting our stormwater on this, and they have been very supportive of this because right now there is no treatment and what we're proposing is a significant improvement in water quality.

*[Inaudible question from attendee]*

**C. HAGAN**

No, sir. We've been using StormTech, which is what we used on phase one.

*[Inaudible question from attendee]*

Very similar to CULTEC. It's a-- pardon, sir? Yeah, different brand. What we used previously was a pipe, a plastic pipe arch in a washed gravel bed with filter fabric wrapped around it. For those of you that would be interested, and I'm going to bore you with engineering, and I apologize for that. They just did this at the Porsche dealership at Davis and Airport, that whole parking lot is similar. The parking lot in the back here uses that process. And there's one Publix up at Neapolitan and 41 where it's still under construction and they have this stuff

in the ground if you ever wanted to see it. But I'm an engineer that's fascinating to me and my wife tells me it's stupid and boring.

**ATTENDEE – CRAIG BAGIN**

So that system would be installed similar to the CULTEC I mentioned, but what are you going to do with the water? How are you going to purify or clean or cleanse the water that's discharging from those CULTEC-type chambers into the bay here? Unlike those places that you mentioned, the Porsche dealership, which I know very well. They're inland lots. You're adjacent to a bay here. So, maybe you could address that situation.

**C. HAGAN**

Sure. Stormwater in Florida is really kind of unique. When the water is the dirtiest, it's that first flush. That first flush of rainfall, usually an inch, inch and a half at the most, gathers 96 to 98% of the pollutants, and it's in that area. After that, everything's been washed clean, so the continuing storm water is much cleaner. By sequestering that first half inch to inch and retaining it on site, it does not discharge, and therefore we're going to be picking up on the vast majority of the pollutants.

**ATTENDEE – CRAIG BAGIN**

Do you have a topographical survey that would denote the existing water level at high tide in the ground, and then your elevation of your chamber system?

**C. HAGAN**

Yes, I do. We don't have an exhibit here for that, but it is available, and if you would like to later get together with me, I've got a drainage report that's about half an inch thick. I'll be happy to go through it with anyone who's interested. I appreciate somebody curious in my business.

**Z. LOMBARDO**

You can e-mail that NIM e-mail, and we can send you the packet.

**ATTENDEE – CRAIG BAGIN**

Is this project going to be done in stages or is it going to all be done at once? And what the time frame of all of it? If it goes through.

**Z. LOMBARDO**

Yeah, obviously contingent on approval, there is not currently a construction schedule that has been decided upon mainly because we are still working through the approval phase. It's

conceptually going to be one project as opposed to a phased project. At this time, I don't believe we have an estimate of that.

#### **ATTENDEES – MARK ELLIS AND JO ELLIS**

Hello there, my name's Mark Ellis and with my wife Jo, we own the first property on Magnolia Court. So, this has quite a big impact on us. So, we are literally just in this house here. And I think when my father and I bought the property back, or the lot back 10 years ago, we were all big fans of Jack's. And my father used to spend a lot of time there. My question is, how do we compare a 30-seater restaurant that serves drinks, no live music, and very little food to a 220-seater restaurant? And I'm just trying to understand what's the need for that is and why you have to dominate that whole end of the harbour when you've got lots of parking, I mean, that's going to be 46 feet from my house on a residential street. And I think just understanding that, apart from profit, what's the reason for going so large?

#### **Z. LOMBARDO**

I don't know that there's a specific reason other than this is the desired result to build the restaurant. The reality is this is a C-5 parcel, and this is an allowed use and the restaurant itself is not something that requires any specific special approval as long as it's planned for appropriately. As far as what the business reason is, I assume the business reason is related to the ability to find a tenant to run the restaurant. I don't know if there's anything more than that. But another thing I will point out is that in order to build to the current floodplain regulations and the current building code regulations, it is quite difficult to construct smaller size spaces because the revenue can't pay for the construction costs. And so, I think that's something that should be thought of and kept in mind when looking at that. But I don't know that there's going to be an answer that is going to be satisfying to that question because, at the end of the day, this is a commercially zoned parcel. It's one of the highest intensity zoned parcels on the island, and you're in a residential lot. And so, there's going to be naturally a little bit of conflict there.

#### **ATTENDEES – MARK ELLIS AND JO ELLIS**

I understand that. I've been in the industry an awful long time. But I think the views of the community and the locals should be looked at. We all used the place before and I don't think, I certainly don't have an objection down, as I said to you before, about a restaurant. It's how far it dominates and the size of it. Are there any plans, and I presume you're going to lease it to somebody and operate it?

**Z. LOMBARDO**

That's the current thought. But this has not been finalized because again, we don't have an approval.

**ATTENDEES – MARK ELLIS AND JO ELLIS**

And is there a possibility with conjunction with other communities about limiting some of that use, particularly around lateness of live music and how we understand around extraction and smell and noise disturbance?

**Z. LOMBARDO**

The city has existing noise ordinances that are certainly going to be in play here. but I don't think there's any plans to limit the restaurant use beyond just the basic city code that already sits in place.

**ATTENDEES – MARK ELLIS AND JO ELLIS**

Sorry, final question. Before this happens, and we know there's quite a bit of movement of boats happening, so where those docks are now, all along that front, is that just going to be for visitor pontoons or are there still going to be some captains there at all?

**D. HIGH**

Where can you point to? Oh, around the restaurant those. So, the seawall will all get redone and new floating docks. This is all proposed. Proposed floating docks around the restaurant. Three of the slips are for the restaurant and the rest is for the commercial fishermen, charter fishermen.

**ATTENDEES – MARK ELLIS AND JO ELLIS**

And then the proposal where you're moving boats at the moment, are there going to be no other commercial boats there? Longer term when this goes forward.

**D. HIGH**

You're talking about where the Marco Island Princess is? And the question is...?

**ATTENDEES – MARK ELLIS AND JO ELLIS**

When this gets built, if it does, I'm sure it will, there be no other commercial boats there, no Princess, no American Patriots? Is it going to be purely just...

**D. HIGH**

No, that slip will still be in in our you know, it's hard to commit to what boat will be there because things change.

**Z. LOMBARDO**

The Princess currently sits here, and it is envisioned that that will remain a commercial boat slip. It is one now and it has been for at least 20 plus years.

**ATTENDEE - CINDY SHEPPELMAN**

Hi, I'm Cindy Sheppelman. No, Jack's that used to be there, it did not close because of the hurricane, but I can tell you later why it did close. Also, when you guys showed us that and the restaurant, you said it will seat 200 and how many people? 220? And then how many per seating will there be cars or vehicles? Because there is a way. I mean, there is a rule of that.

**Z. LOMBARDO**

The code requires one space for every 4 seats.

**ATTENDEE - CINDY SHEPPELMAN**

So, one space for every 4 seats. Do the math, y'all, because I can't. Does that also include coming by boat?

**Z. LOMBARDO**

As in, are we getting credit for the boat slips? I don't believe so. My understanding is we have fully parked, and Chris, I'll let you correct me.

**ATTENDEE - CINDY SHEPPELMAN**

No, they get because of the parking of also the boats, right? I'm so smart.

**C. HAGAN**

Okay, could you put up the parking matrix, please? This is the parking matrix. This utilizes all of the city's parking requirements, the slips, and the landward marina uses. I've got about a 15-page parking study that shows how each of these is calculated. The way the code is set up is your slips count towards some of your marina-based landward uses. It's a very complicated problem. When we came forward in 2014, I spent 15 minutes in front of City Council talking about this. It's really pretty intense because you get credits for some things, but you don't get extra credit for other things. And it is confusing, to say the least. But I've gone through this parking study with City staff, and we meet all the City codes with what we're proposing.

**ATTENDEE - CINDY SHEPPELMAN**

Did you get that okay in 2014?

**C. HAGAN**

Yes, we did.

**ATTENDEE - CINDY SHEPPELMAN**

Well, we have 2025, so we might need to relook at it.

**C. HAGAN**

We used the current codes.

**ATTENDEE - CINDY SHEPPELMAN**

The current code. Did you all hear that? The current code with the calculations on the current code. Now, can we put the little. picture thing to show where that restaurant will be. please. And with the restaurant, and some of it will include parking by boat. Where will the boat captains that have been there for a bazillion years? You might know them. Jody's one of them. Where will they park?

**Z. LOMBARDO**

None of the parking is assigned to a specific use. So, they'll park essentially where it's available.

**ATTENDEE - CINDY SHEPPELMAN**

Where it might be available, where would that availability be?

**Z. LOMBARDO**

I don't know how to answer that question. I mean, there's parking all along the seawall here. There's parking across the street. There's parking in front of the ship store. There's parking in front of the restaurant. It depends on when the restaurant's open, when the boat captains are here. So, I'm not sure how to answer that question.

**ATTENDEE - CINDY SHEPPELMAN**

That's okay, hun. And then also, rumor on the island is you're moving the Princess and putting that big ugly boat that came from like Miami or something. I mean, they're nice as can be. I think it's called the Patriot or something. And they take people out fishing for like 5 days at a time. So that would be like that empty lot. Now, if you go to the Princess, which has been there 20 plus years, I believe, most of the people that go on the Princess aren't the same type

of people that go on the boat out of the island to fish for five or more days. And then some of those people, if I might say, and I don't want to hurt anybody's feelings, possibly could be a little bit of walking problems, wheelchairs involved. Where will the Princess be when you give that spot, which seems like there's a lot going over there right now, to the Patriot, I think it's called?

**Z. LOMBARDO**

At the end of the day, boat configuration has not been decided, but I think one possible location for the princess is off on the docks, more waterward.

**ATTENDEE - CINDY SHEPPELMAN**

Like this way? Kind of.

**Z. LOMBARDO**

Here.

**ATTENDEE - CINDY SHEPPELMAN**

So, little bit different of the walking and wheelchair availability to the Princess there than where the Princess is now, right? I mean, I'm just thinking of other people. So, if you do any local information of like, oh my God, I hear they're moving the Princess. I'm like, probably they're moving the Princess. They do whatever they want here at Rose. So, let's go to that meeting. So, because of that, we want to know where the captains will park, and if they're moving the Princess. I mean, it's just like one of those things of the Princess itself that's been here forever. And you guys that... your homes are right by the Princess. I mean, the other boat, I mean, it's just a question.

**Z. LOMBARDO**

Yeah, I think the marina is currently coordinating with a lot of the captains to talk through potential configurations, which is why I don't know the precise answer to these things. All I know is that this is the proposed dock configuration. And then from this dock configuration, everyone's going to have to get to a functional plan. And so, for example, on the access issue, there are ADA standards that are applicable here. So, the Marina isn't going to be able to just put the Princess somewhere that it cannot be accessible. But there are several different configurations beyond the one that it's always been sitting in that can work.

**ATTENDEE - CINDY SHEPPELMAN**

Okay, and then, oh, I was wondering from a nice lady that lives over at Anglers that didn't want to talk, or because I'm Gabby, and she lives over at Anglers with the other nice lady, I

believe, that was talking about her view. We were curious, and though we appreciate what you were telling us, and we could kind of see it, if that's built for the boats where the people now can't see out into the water, is it kind of three levels? Like, this to me is four levels. I don't really know the wording on levels, but would that be like three levels of like boat, boat, boat?

**Z. LOMBARDO**

Yeah, we have the rendering. This is 4 high, but it is not as tall as this one. This structure is, I believe, and we can double check this. No, I think this structure is taller than that. We can look into this before the NIM ends, but this proposed structure is shorter than this structure we're currently standing in. One moment and we'll get that answer.

**ATTENDEE - CINDY SHEPPELMAN**

They don't recall, so they're checking that out for a hot beat minute. So, then when we decide from the company that came from California with their big fat idea of dredging the canals, which, you know, we're all working on that already, that ain't going to happen. And they want to dredge out here because then you can get bigger boats to park out here. Will that be affected by building that? You know what I mean? We've heard also one of the places that they want to dredge is along here so, if that dredging happens, which you know a lot of prayers on the island that will never happen. Lake people shouldn't come on the island and know what they're doing with saltwater lake, but you know, whatever. If that wants to happen, then where are those big boats? Like when the boat comes from Tampa during season and it parks out there and they're in for five hours or something like that, will it still be parking out there or will it come closer in? Does that make any sense? I know I have 580 questions, but I think that's all.

**Z. LOMBARDO**

I'm not sure I understand the question as it relates to how the dredging impacts them. All of the boats that are shown here are able to get to the Marina now.

**ATTENDEE - CINDY SHEPPELMAN**

So, when that is built, if it is, where are you going to put those?

**Z. LOMBARDO**

This is not something that allows for larger boats than what's in this room.

**ATTENDEE - CINDY SHEPPELMAN**

But I mean, the boat that comes down from Tampa that we saw last year, is it still going to be able to park out enough to let the people off, or is that just something that is not happening anymore?

**Z. LOMBARDO**

Yeah, so where this is located, there is currently rack boat storage in this exact same footprint. It's just not at that height. And so, if you're asking, will this in any way impact access on and off the dock, it will not because this is in the same footprint as what exists now. Hopefully that answers your question.

**ATTENDEE - CINDY SHEPPELMAN**

No, thank you. Any other questions, y'all? Next? Come on up.

This is Kurt, from Chicago.

**ATTENDEE - KURT WACKERMAN**

My name is Kurt Wackerman, and I'm neighbors with Mark Ellis. We're at 875 Magnolia Court. Our family has owned the property since 1975, so we've seen a lot of changes over the years. The marina has definitely done a lot of good things, but a concern that I have is the possibility of swapping the Patriot and the Princess. The Patriot, with the size of that boat, there's no way for it to maneuver in that basin other than coming in and then backing out. And that coming in and out, the concern that I have is the amount of, because I've driven by the Patriot when it's out at the far dock. And if you look around that Patriot, it's like it's stuck on a sandbar. You see the silt being churned up. So, I can only imagine as it comes into a shallower area and basin that's not free-flowing, what that's going to do. I know that in the past, I'm not sure if it was the Key West Express, but there was a boat on the fuel dock, a larger boat that came in and that caused some silt and issues with that entrance where it was difficult to get boats in and out. So with the fact that our lots are there with boat lifts, if that boat's coming in and out, I would imagine that it's going to force silt and other things our way and could cause issues with our lifts. So, is the Patriot scheduled to be in that spot and, if it is, what is the plan to adjust for that waterway because there are going to be issues.

**Z. LOMBARDO**

At this current time it has not been decided which boats go where, but I appreciate that comment and we will take that down as a note to think that through.

I wanted to get back to a question that was asked about the height on the conditional use. The height to the top rack is just over 39 feet. So, it's a four-foot adjustment based off of the

zoned height. The building that we're currently sitting in is over 50 feet tall. So, it is less than the height of this building. It's also less than the height of the building that was approved for the point in 2014 that was not constructed, plus the height of the boat. There's nothing on the point now. There are racks there now, but I mean, I guess they're like, it's whatever the height of, for example, any of these boats are. So, what's out there right now, and if you look, we could open the doors, I guess, is there's just boats sitting on racks on the ground. So, from a locational standpoint, the question was about access. It stays in that same footprint, and it goes up.

*[Inaudible question from Attendee]*

We're asking for less feet than we were approved for. We can't move forward on that because we got approved for a specific building, and it's been decided not to put a building there for hurricane resiliency reasons.

Other comments? I'm sure there's more.

#### **ATTENDEE - STEVE STROPE**

Steve Strobe. So, where the Key West Express is, you're extending that 45 feet more, that dock, and that's where the big boat's going to park when it comes in? I mean, that seems pretty far out past everybody's property. You know, for visual, like I live, and I have a nice view, but when the boat's parked there, you can't see half of it, but it's going to go 45 feet more.

#### **Z. LOMBARDO**

I'm gonna go back to the site plan. So, there's a modification happening out here. Currently, there are fingers that go out like this that will be removed to relieve the congestion in this space here. And then this is where the proposed extension is located. Zoom out a little bit. The other dock is right here. It's very faint on this slide for some reason, but there's an existing dock here. It's not being modified. So, this is the dock that's closer to Anglers Cove. It's not being touched. This is not being touched. These are being left alone. The modification is out here on the A dock.

*[Inaudible question from Attendee]*

It's an extension of 45 additional feet. It's in the exact same format as the current dock. It's the exact same as the current dock. I don't know what the width. Oh, it looks like it's 11 feet.

*[Inaudible question from Attendee]*

It's not on top of the existing dock, it will be an extension. Okay, so currently the marina has a submerged land lease with the Department of State that is at this green line. So, this is already what the state has approved. So, when we're out here in Factory Bay, this is the

sovereignty submerged lands of the state of Florida. The marina has to get an ownership approval from the state of Florida to do anything in that space. And so, the marina has already gone through this analysis with the state, which includes looking at things like navigation, riparian issues. And so that was approved and issued. And this 45 feet is entirely within what that green dotted line is, which is the sovereignty submerged land lease area. So, and that lease has been in place since at least 2012, according to Terrell Hall.

**ATTENDEE - MARGARET BASIC**

I'm Margaret Basic. I live 1136 Bald Eagle, so old Marco. I'm not familiar with this. Is this already existing or is there just water there or?

**Z. LOMBARDO**

I understand your question.

Currently, the A dock stops right here. It's existing. The proposal is for it to stop right here.

**ATTENDEE - MARGARET BASIC**

Again, I'm not a boater. I just like being on one. Are you bringing this dock extension into the river or the bay? So, it's not your, it's not Rose land, it's water, right?

**Z. LOMBARDO**

So, it's, yeah, I understand what you're asking. This boat dock is already starting way back here over what is called sovereignty submerged land. So, the marina, if you could zoom out, please. So submerged land just means water when there's water on top of it. So, the marina's property out here, this is inside the property lines. It's submerged land. The marina owns it. Out here, starting somewhere in this zone, The Marina stops owning the bottom, and the State of Florida owns the bottom in order to use that space. And there's a lot of there's even residential docks on the island that do this. You have to get permission from the Department of Environmental Protection, which is the trustee for the Board of Trustees of the Internal Improvement Fund to put anything over water in that zone. And that's what has already happened here.

**ATTENDEE - TINA VIRGO**

So, my name is Tina Virgo. I'm all. And we also have a view currently. And we had a better view before, the last extensions took place. And so that's why I wanted to see, that's why I wanted to see how it all looks on the picture. And the one that you had is kind of hidden. So, this extra 40 feet, that's currently where the cruise ship from Tampa comes in or where the Key West Express comes in. And now you want to change the rules to allow you more than two 100-foot vessels at one time?

## **Z. LOMBARDO**

The way the restriction is currently written. And just to tie up one loose end here. The current extension has been in place since 2003. So, it wasn't part of the portion of the improvement that included this building. It was back in 2003. That has a limitation, not on boats generally, but boats in the Factory Bay area. So, there's actually no limitation of what goes under the current approval in the Magnolia Waterway or in here. But in this zone here in Factory Bay, there was a limitation put on that boat dock extension to two 100-foot vessels. This, we're asking that to be removed so that we can use however much dock is available. To have more options, currently it's possible for boats to anchor out into the bay itself. And so, to avoid that scenario and to keep more flexibility on the dock, we're asking that the condition be removed. And this is actually a condition that was discussed with DEP, and they had no particular issue with that.

## **ATTENDEE - TINA VIRGO**

I do live in Old Marco, not right here. And over the years, more and more traffic is coming down Bald Eagle. There's one lane in, one lane out. Everything's a dead end. Obviously, you're not at the dead end right here. You have Giralda, Elkhorn, and When's the last traffic study, you guys were the 2014, is that? And I know that you're hoping to get variances to widen the road to make it a little, well, okay, can you go back to that? Or maybe it's right here.

## **Z. LOMBARDO**

So, the turn lane will be added and that doesn't require a variance. So, we're adding a turn lane, which is currently nonexistent. The right turn line is existing. We did do a traffic study for this approval. So, we're not using a 2014 traffic approval. We're using a current traffic study. Norm, I don't know if you want to speak to that.

## **N. TREBILCOCK**

Yes, Good afternoon. My name is Norman Trebilcock. I'm a professional engineer, professional traffic operations engineer and certified planner. I've worked in the area for 35 years, last 35 years. We did prepare the traffic study and so you're right, in terms of the background traffic that the city has, it's stated, but what they have done is the city actually had some additional traffic collected just a couple of years ago, 2023. And so that was used for the more recent work that we've done as well. So, the traffic data that we're using is current. We still have to use this very old, dated traffic because that's part of how the code's written. But in fact, we're looking at the more current traffic that's out there, okay? And also, so what we look at in there is that's why you're looking at the turn lanes and stuff, because the city has what's called warrants, like if there's a certain volume of traffic making a right or left, we have to put those turn lanes in. So that's what we're doing, and that's what we were

recommending on the project to help so that the traffic would flow better so folks coming in and out of this site wouldn't impede the traffic flow of folks that, say, want to go up to the northern part there. So, yep.

**ATTENDEE - TINA VIRGO**

So, not the right project here, but the traffic studies that have been done in Old Marco are usually done off season. But it looks like you guys are really trying to plan for additional traffic by making that empty lot across the street parking, and then adding more here.

Okay, I have a question about your restaurant and it's just for reference. Jack's could only serve hot dogs and chili I believe and then the Pelican Pier down at Riverside had to stop serving because they were over water so obviously if you're starting a new restaurant or building a new restaurant There must be some codes that have to be followed that allows you to build a restaurant over water and serve food. Oh, you can't cook over water, so is your kitchen going to be off water?

Yes, the restaurant is not entirely over water. The landline is here. And so really what's over water is the dining space. It's kind of like, it's an open, and I guess we have a picture of this. So, this is over water. The bathrooms and the kitchen are over here and above base flood level elevation. This is a dining space. And I just want to correct one thing. Dan caught something I said. The right turn lane is not currently existing. So, we're adding a left turn lane and a right turn lane to make sure that as best as possible, the cars that are not going to the marina and going to the old Marco can keep moving past cars that are going to the marina.

I apologize. Could you go back to that map of the site, please? Yeah, kind of here. So, the Anglers Cove people are like right here, Right. And then the Grand Bay is over here. Oh, they're over here. Okay. So, this is where you want to build the four story over here. And that's going to affect the view from Anglers. And this is just going to be for boats to come in and are real big boats. Yeah. Kind of like what Cindy brought up with the dredging. Yeah.

**ATTENDEE - TINA VIRGO**

And so it seems like all the parking and all that is clearly drawn out but when I look at the docks you have to really look closely to see what's existing and what's going to change and I didn't even see that second dock until you pointed it out as being very faint in the picture.

**Z. LOMBARDO**

Yes. And if you request a copy of this, I don't know why this is so faint on this screen, but in the in the copy that we can send you, it's a little bit easier to get a view of what's going on here. But that bottom southmost dock is not being modified. That one.

**ATTENDEE - TINA VIRGO**

And then your racks that will be going up. that's where the boats from here go in and out on the lift, correct? Yeah. And so, what's there that you're going to be building the extended racks? Is that currently the exact footprint of that land?

**Z. LOMBARDO**

Essentially it is. I don't know if it's exactly, but right now, if you were to walk out of the building and look that direction to the point, there are boats sitting on the ground on racks like this, just sitting on the ground.

**ATTENDEE - TINA VIRGO**

That doesn't look too bad from where we're at over in Anglers. But the higher they get, the more messy it's going to look. And then also, again, I'm going to say requesting more than two 100-foot boats means wanting to bring more than two in at one time. Maybe utilizing both sides of that other dock. So now we could possibly have two cruise ships in there at once. or maybe the Key West Express and, who knows what else, because I don't know if you're going to put a limitation of three or four or five on that. I don't know. But us at Anglers, we have our own boats, which we now go all the way around to get out. Now you're going to bring it out another four feet, 40 feet, 45. Me personally, since we've been here, all of this has changed and our view has changed. And then the big ship comes in and that changes again. I think this is bringing down our value and that's a concern to me.

**Z. LOMBARDO**

Thank you. You've been very patient.

**ATTENDEE - ANITA SERGEIS**

Good evening. Anita Sergeis, full-time resident. A couple questions. How many feet above sea level are you here?

**C. HAGAN**

Your feet right now are approximately elevation four to five.

**ATTENDEE - ANITA SERGEIS**

Okay. I live in seven and a half feet above sea level. My neighborhood, at height of the season, they have to bring in trucks to remove sewage from our infrastructure, the area. um you're planning on putting in a 220-seat restaurant and are you making any additional Provisions to handle the volume of sewage and what would that be?

**C. HAGAN**

The restaurant will tie directly to the city's sewer system. We will have a high- or high-volume grease trap interceptors so that the grease will not enter the system. I've worked through this with Bart Bradshaw and the folks at Marco Island Utilities, and this will be an improvement on the drainage, or I should say the sanitary sewer system for the site.

**ATTENDEE - ANITA SERGEIS**

Okay. Last question is non-pervious surface, a lot of non-pervious surfaces being added to the site. Has that been addressed?

**C. HAGAN**

Yes, ma'am. The stormwater management system does accommodate that. And in fact, many of the, yes, the easy answer is yes. The stormwater management system is designed to accommodate the increase in impervious. And we're actually having some areas where we're decreasing the impervious area or impervious area by adding more pervious surfaces.

**ATTENDEE - Unnamed**

How's that going to affect the traffic here when they build that giant thing down next to the snook. it's going to be a five-story building they're already talking about parking issues Road issues Did you guys already take that into consideration out here? You know what I'm talking about. They're down the street.

**N. TREBILCOCK**

Do you mean the Point Marco project? So, their conditions, what they would do is come in with the traffic study for that and show that they're not what levels of traffic they're adding in.

*[Inaudible question from Attendee]*

**N. TREBILCOCK**

Well, they all have to, we all have to ultimately show that the system can handle that. So, we do use like what we call background traffic. That's why we do the actual counts.

**ATTENDEE - Unnamed**

This road's already a disaster when I ride my bike down there. It's going to be bad once everybody's coming to restaurants and condos and more condos.

**N. TREBILCOCK**

The city will require them to account for their traffic as well. And then we're accounting for what we're providing. What we do, we still look at, like I still look at like a growth rate is what we'll do. We'll grow the traffic. So, we'll account for a certain amount of background traffic. It's just a matter of, and that's why we also-

*[Inaudible question from Attendee]*

**N. TREBILCOCK**

Yeah. And then, but what we do is like, or what was mentioned by a previous speaker, is getting current traffic counts so we know exactly what's out there. So, the counts we did, like I said, were in 2023, and they were conducted in January and March is when those counts were done. So, it would have been a seasonal period.

*[Inaudible question from Attendee]*

**Z. LOMBARDO**

In part, it kind of depends on the sequence of approvals and that project, as I understand it, has not been approved.

**ATTENDEE – CHRIS**

My name is Chris. I attend Marco Presbyterian across the street and a friend of the church. First, I want to thank Dan and the Rose Marina for letting us park in your parking lot in the west parking lot. If you could pull that up really quick, that'd be helpful. Chris, when you showed that, I'm wondering, have you contemplated, oh, and someone else mentioned earlier, where do the captains park? So, I want to thank Dan and Rose for letting us park in your parking lot at certain times on Sundays and events. And some of the captains sometimes park in our lot during peak times as well. So, we've had a great cooperative relationship for a long time. Have you contemplated foot traffic or pedestrian traffic for us?

**C. HAGAN**

Easy answer, we have. We looked at parking interconnects and it wasn't to the advantage of the church or the marina, so it wasn't contemplated further, but there will be pedestrian interconnects. It's not well shown on this, but there is a pedestrian interconnect that will allow you to walk from the parking lot at the church all the way through the parking lot there on the west side and get to the Bald Eagle Drive sidewalks. It's just not well shown on this because that's not the nature of this sheet that we're showing. But there is a pedestrian interconnect.

**ATTENDEE – CHRIS**

Chris, where would you anticipate that being on this drawing? So, it goes straight through the site development on the right?

**C. HAGAN**

Correct.

**ATTENDEE – CHRIS**

Okay, super. Now, one other question. The stormwater plan for the parking lot. Sounds like a, you know, an upgrade, obviously, from its current status. Have you contemplated any implication or matters that might result to our adjacent property next door as a result of those plans?

**C. HAGAN**

Yes. Easy answer. We have to contemplate the existing conditions. We have to accommodate current flooding. And as part of this project, in working with the city to get permitting, there will be improvements to the drainage out on Bald Eagle Drive to alleviate some of the ponding that happens out there during high capacities. But this design was made so that it does not impact our neighbors by flooding them or adding any water to them or shedding any water to them.

**ATTENDEE – CHRIS**

So, there would. It'd be very unlikely, or would be unlikely, that we would have to do any type of capital improvement to accommodate any stormwater issues related to these upgrades.

Okay, thank you.

**ATTENDEE – UNNAMED INDIVIDUAL**

I don't know if there's going to be future communications about this project as it evolves. Is that likely? Okay, cause if so, I don't know how any of you found out about the meeting, because I wasn't notified. Like, what was the method of -- what is the method of notice?

**Z. LOMBARDO**

Sure. This meeting had a mailer, and it also had a newspaper ad. And there'll be a planning board meeting. It will have a mailer, a newspaper ad, and a sign. The sign will be out front of the marina. There'll be a city council hearing that will have a mailer, a newspaper ad, and also a sign. The city council and planning board are not currently scheduled. If we knew

those dates, I would just tell them to you now. But the same way that this was notified will be used plus some.

**ATTENDEE – UNNAMED INDIVIDUAL**

But so, is there a way to get like your mailing address changed so the mail gets?

**Z. LOMBARDO**

The mail goes to whatever you have on with the property appraiser.

**ATTENDEE – UNNAMED INDIVIDUAL**

Okay.

**Z. LOMBARDO**

If you didn't get it, I would check that. But just you can e-mail that e-mail address on here, the NIM e-mail, just e-mail us directly, and we can send you a notice.

**ATTENDEE – UNNAMED INDIVIDUAL**

It'll be in the paper though?

**Z. LOMBARDO**

Yes, this was in the paper. It will be in the paper. Naples Daily News specifically.

**ATTENDEE – UNNAMED ANGLERS COVE OWNER**

Anglers Cove owner, and I'm just concerned about parking overflow coming into Anglers Cove parking along the B building here and the A building.

**Z. LOMBARDO**

OK. We're not asking for any parking variances. If we believe we've appropriately parked the site as proposed, we're adding a significant-- OK. I appreciate your concern, and it's noted.

*[Inaudible question from Attendee]*

**Z. LOMBARDO**

The question was, when this building was constructed, there was a power washing of Anglers Cove done after the construction, and the question was whether the marina would be willing to do that after the proposed construction project here. Did that happen?

**D. HIGH**

Yes.

*[Inaudible answer from D. High]*

**ATTENDEE - KARISSA THOMAS**

Hi, Karissa Thomas. The racks that are going up, I understand that it was some kind of a hurricane condition, that they would not be housed in a building like this one. What was that condition that made it a better idea to have open racks? Will those boats be removed during storm conditions?

**D. HIGH**

The prior building that was approved, the reason why we didn't build it, was just economics, you know, it wasn't something we wanted to pursue. It didn't have anything to do with because of a hurricane or anything like that. The building would be built to hurricane standards. But the rack storage, to answer your question about the boats on the rack in a hurricane, we will develop a plan to address those, to make sure that they're secure.

**ATTENDEE - JIM FREDERICK**

Hi, Jim Frederick here. Could you zoom in on the road area in front of the existing building?

Presently, as I see it, there are two lanes and two bike lanes out here.

As I see this, I'm looking at six lanes of traffic. I don't see the bike lanes. Are we widening the road or how are we fitting six lanes of traffic into two lanes that exist now?

**C. HAGAN**

We're expanding the roadway significantly to accommodate these. So, you've got an existing road that's like this. We're going to widen it. And it's all going to stay within the right-of-way. And it will all meet the city codes with regard to width, slopes, and all those conditions.

**ATTENDEE - JIM FREDERICK**

You're taking out the swale?

**C. HAGAN**

The side swale on...? Yeah, we'll be incorporating that into the stormwater management system. But yes. There won't be a big ditch beside the road.

**ATTENDEE - JIM FREDERICK**

Okay, so you'll have sidewalk, turning lane, whatever.

**C. HAGAN**

Yeah, the green area will be landscaped inside the property, outside the property, up to the edge of pavement, away from the sidewalk, the city sidewalk that's in the right of way. There will be a little strip of green, but not much, because we need to have the lane and the lane widths for traffic safety.

**ATTENDEE - JIM FREDERICK**

Are the bike lanes being maintained?

**C. HAGAN**

I will have to check. I don't remember off the top of my head.

**Z. LOMBARDO**

Are there more questions, comments? Hold on one second. Yes.

**ATTENDEE – UNNAMED ATTENDEE**

Rose Marina is doing the road changes? The city is not?

**Z. LOMBARDO**

Yes, that is correct. These are improvements that are being added on as conditions of approval. The obligation will be with Rose Marina, and that's actually in addition to things like impact fees.

**C. HAGAN**

Bike lanes are maintained.

**Z. LOMBARDO**

And just to answer the question that came up before, the bike lanes will be maintained.

**ATTENDEE - LIZ FITCH**

Hi, I'm Liz Fitch. I live at 850 Magnolia Court. These are just a couple questions I have. So, when this was built in 2015, there were other phases. I think one of the phases was the parking, which was never done, along with the vacant lot and the vacant lot at that point in time. And I know that study up there that talks about the parking, it isn't sufficient today for what's in this marina. Meaning back then when that was done, when this should have been redone. So how do you expect to add a restaurant with 60 seats? Well, however many seats, 55 seats? No, no, but they'll need 55 parking spaces. I'm sorry, correct me on that. So, if that parking lot wasn't sufficient before, Adding 60 seats only gives five seats to what was added

on with all the amenities that happened after 2014, because there was probably 10 businesses that came in along with other rentals, et cetera.

**Z. LOMBARDO**

So, the 2014 site plan contemplated basically a boat sales area on the south side of what is now the western parking lot. That was determined not to be constructed. That site plan did have phases. This site plan does not have phases. And so, this is what will be constructed. On the parking piece, this is updated. It's additional parking. It's more than the parking required by just the addition of the restaurant. And so, the parking matrix is not, this is not the same parking matrix as 2014 plus the restaurant, It's an analysis of all existing operations out on the docks, all existing operations on land, and then the parking is calculated.

[Inaudible comment]

So before, yeah, that's a good point. Before we filed for this application, the city staff required us to update our commercial land use and zoning certificate, which is the document the city uses to verify that there's sufficient parking. And so, there was an extensive process before we even started this to right-size the parking for the current uses that Chris worked on. And so, if you, I mean, we can provide that too as well if you'd like to take a look at that. But that's not. So, my point is that this is not, I know Chris said this was looked at in 14, but this was this the parking thing has been looked at heavily in this process. It's been one of the most time-consuming parts of this application.

**ATTENDEE – UNNAMED**

All I'm saying is that I live across the street from the Marina direct view. My neighbors have direct view of all of the cars that park in the swale and not in the parking lot. And parking lot is or isn't full. But everyone parks there as though it's convenient parking. When Jack's was there, that's where all the patrons parked. It's not parking for parking.

**Z. LOMBARDO**

OK, we're not counting spaces in the swale. So, if the cars need to be towed from the swale, then the cars need to be towed from the swale.

**ATTENDEE - LISA FOSTER**

Lisa Foster. Someone asked me to ask this of you. That, why, instead of amending your site development plan 14-001728, that are you applying for a new one?

**Z. LOMBARDO**

This is an amendment to that. We're not applying for a new one. If I didn't make that clear, this is a site development plan amendment application based off the 14 plan. And that is in the beginning when I talked about the variances and when I showed them, all of those things that are in that space were actually approved in the 14 plan, either at that level of non-conformity or worse in the 14 plan. And then there was approvals back from about 98 and earlier that had those same conditions. And so, while there are certainly things about this plan that are not in 100% alignment with the code, this is the most in alignment with the code that the marina has ever been in the past 60 years.

**ATTENDEE - UNNAMED**

So, this meeting was a requirement. I think the biggest thing is those of us that live around here, since COVID it's gone nuts. They're accommodating that they're probably going to get to do all of this; what I'm asking is to be a good neighbor and do these types of things. We know we aren't going to get everything that we ask for. But, if there can be some discussion or some format that we can propose what would make it more tolerable to us, I think that's what I'm hearing everybody say, because it's going to happen. We just got to try and get, throw us a bone.

**Z. LOMBARDO**

I think that's in many parts what the purpose of these comments are. So, we're recording the comments, we're reviewing the comments. The planning board and city council will be provided a video of this. So, all of your comments, even if you can't make it to those meetings, will be seen by those members. Some of them are in the room now watching and listening. And so, the purpose of this meeting, even though it is required, is to get the feedback of the most affected people so that we, the applicant, can take into consideration what's being said and we are taking notes on the comments. And so sometimes when you ask me a question, I'm not in a position yet because I haven't talked with my client to say, okay, yes, we'll do that, but we're taking notes as to the comment. And so that's the purpose of this. So, if you have more comments like that, this is the time to say them, and we would invite you to come up.

**ATTENDEE - JAN JACKMAN**

Hi, I'm Jan Jackman, 889 Magnolia Court. Will you be selling the two lots that are on our street so those do not become commercial and stay residential?

**Z. LOMBARDO**

There's no current plan to sell them.

**ATTENDEE - JAN JACKMAN**

Why have you put a hedge in front of them? You're not planning to extend a parking lot there, are you?

**Z. LOMBARDO**

No, the hedge was placed there mainly just to increase just general buffering to the marina. There's no file plans for that. The lots are zoned residential, as you noted. There's no filed rezone. There's no filed comprehensive plan amendment. It's just the lots are there. They felt it would be best to put some buffering up because, as it currently stands, the marina is not required under the current site plan to have a buffer on the north line. And so, to, that's frankly a little harsh on the transition. And so, the marina put up that clusia hedge that you're talking about just to try to start growing some kind of solution there. And then in this plan, we're committing to provide an additional 10 feet on the southmost lot to try to improve that situation because again, under the current plan, there is no buffer required at all in the north line.

**ATTENDEE - JAN JACKMAN**

One more question is, will the Key West Express be moved somewhere else?

**Z. LOMBARDO**

I think in general, as to all the questions about the boat shuffling, we're not sure where they're all going to land just yet. But if you have a specific concern or comment, could you provide that?

**ATTENDEE - JAN JACKMAN**

Yeah. Why I'm asking is that it's right next to my bedroom because I live at the end lot, and it turns on its generator at 6 A.M. in the morning. So, we are called to attention. And we were told five or six years ago that when you did the extension, you were going to improve the power so they wouldn't have a generator turn on at 6 A.M. And that's not been corrected.

**Z. LOMBARDO**

Early bird gets the worm. I think it's important to wake up at 6, but we did get that comment, and we will review that. And I apologize if that was said to you. We will take a look at that.

**ATTENDEE - JAN JACKMAN**

And the last question is, we get terrible flooding at the end of Magnolia Court. Will the improvements you're doing fix the flooding that's at the end of our street as well?

**Z. LOMBARDO**

Just so I understand, when you say end, do you mean waterside or land side? Like west side?

**ATTENDEE - JAN JACKMAN**

At the end of Magnolia and Bald Eagle.

**C. HAGAN**

The drainage and improvements being proposed will improve the drainage along the east side of Bald Eagle Drive up to Magnolia. Now down Magnolia to the east, we would have to build offsite.

*[Inaudible question from Attendee]*

**C. HAGAN**

Can you point at it on the map, ma'am?

**ATTENDEE - JAN JACKMAN**

So, Magnolia Court's right here. Whenever it rains in the summer, we can't even get through because the water's so deep at the end of our street at Bald Eagle and Magnolia.

**C. HAGAN**

The drainage improvements that we've worked out with the city staff have been to make improvements in this area and around. That will help somewhat, but we would have to go way off site to make an improvement way up there. And we've been tasked with improving the drainage in this intersection and along this section here where our client owns. But to go up in here, it would be a different...

*[Inaudible question from Attendee]*

**C. HAGAN**

Not as part of this project.

**Z. LOMBARDO**

Other than the landscape buffer, those 3 lots are not a part of the site plan approval. If there is a stormwater issue with Magnolia, I would encourage you to reach out to city staff to make sure that they have that complaint registered, because it's not part of the adjacent site plan here.

**ATTENDEE - JAN JACKMAN**

Thank you.

**Z. LOMBARDO**

Thank you. Yes, ma'am?

**ATTENDEE - UNNAMED**

A while ago you mentioned opening the doors so we could see where that racking was going to be. Can we have access to go out there to put reality instead of a picture?

**Z. LOMBARDO**

We would love to do a guided site walk together with you, and we can do that as soon as we're wrapped up here.

Are there any other questions?

**ATTENDEE - UNNAMED**

Hi there. I have a question more about Factory Bay. When the dockage is increased into Factory Bay, will it affect the mooring field in any way, shape or form?

**A. POULOS**

I'm Ariel Poulos with Turrell Hall and Associates, the environmental consultant that designed the marina way back when. The dock, as it exists right now without the 45 feet, has this submerged land lease that surrounds it like Zach was talking about earlier. That lease has been in place I think as far back as early 2000s, maybe before that. So, they're not extending the dock out any further than they already have use for. So, it shouldn't affect any of the navigation out in Factory Bay because they already have that use approved way back when.

**ATTENDEE - UNNAMED**

Yeah, but the dock is not there currently?

**A. POULOS**

It's not.

**ATTENDEE - UNNAMED**

It's not there currently, but when you put a 45 foot dock that goes out into Factory Bay, will it affect the anchorage of Factory Bay?

**A. POULOS**

No, it won't because the submerged land lease already extends that far, so they can have boats. And I believe they have had boats that extend out past the end of the dock because they already have that usage. So, it won't affect anything. It's going to be almost exactly as it is. There's just going to be a structure there now.

**ATTENDEE - UNNAMED**

Very good to know. And then my follow-up question is on the restaurant. On the restaurant, is there going to be docking for people that want to participate and go to the restaurant in a boat? And if there is, will that be chargeable or would that be free for patrons of the restaurant?

**Z. LOMBARDO**

There will be slips dedicated to the restaurant. As far as the cost, without knowing who the restaurant operator is, that hasn't been decided yet. But there are slips dedicated to the restaurant.

**ATTENDEE - UNNAMED**

She said that you currently have permission to use the land or use the water past the existing dock. So, if a boat is hanging over, it's okay. So, when you put this new 45 feet on, it's still part of your permission. So then new boats that are coming in, are they going to be able to? You're going to stop them. You're going to have them park exactly up with the end of the dock.

**Z. LOMBARDO**

I do know what you mean. The way the DEP rules work is we're only allowed to dock over land that we have been given specific proprietary authorization for. And so, what Ariel was indicating was right now, because the authorization extends out to that point, the marina can park boats in that zone. Putting the dock here doesn't give us more. We can't stick out past that because we would then be leaving the proprietary authorization of the submerged land lease.

*[Inaudible question from Attendee]*

**Z. LOMBARDO**

It's within the existing approval. And that's what led to this thought was that we're already able to have a boat sit there. This allows us to stabilize the boat better, but it doesn't give us anything more than what the state has already provided. And just for clarification, since not everyone is as excited about sovereignty land leases as I am, these are actual leases with

payment. So, the marina is paying the state of Florida for this. There's a base fee; there's revenue pieces of it. So, it's not like this is just some random approval from the state. There's actually a deal with the state of Florida where they are paying to use this. And the state of Florida actively monitors these leases. And the leases actually serve as a really helpful enforcement tool for a lot of the marinas. Not to go really deep into this, but I'm going to because I'm having a great time talking to you, and it's that they will hold the lease back from you. If the marina ends up into an environmental dispute on any other thing, DEP can say, you know what, you're not gonna get your submerged lease this year. And so, these end up being really excellent ways for DEP to practically regulate marinas because there's a lot of environmental rules that apply to marinas and to all the marinas that you have on the island, which you don't have a ton, but you do have more than this one.

**Z. LOMBARDO**

Are there other questions before we do our joyous and guided site walk?

*[Inaudible question from Attendee]*

**Z. LOMBARDO**

Yeah, so if you go, Kaitlin, can you go to that second one, second slide, please? Yeah, no. Slide two, I think. Slide two. At the bottom here, there's an e-mail address, NIM, N-I-M, that's neighborhood information meeting at wpl-legal.com. If you send an e-mail to that, Kaitlin and I will get that e-mail. And if you ask us for the slides, we will give you the slides. If you'd like to see something in particular, you can ask us, we can provide it to you. I also want to be clear what the city does and as part of this process is they have everything we've submitted. So, you can ask the city for all the documents. If you don't want to interact with us, you can make a direct request to the city. I believe that information is on the mailer, and they provide you everything that we've submitted. So, you can see exactly it as it was provided to the city. And that's just part of the process. Additional questions?

*[Pause. No further questions or comments from Attendees]*

**Z. LOMBARDO**

Thank you very much for your time and your questions and your comments. We've taken notes. We've recorded the meeting. We will be providing a summary of this meeting and the video recording itself to city staff so they can review this as part of their process. It gets reviewed in the staff report itself. So sometimes some of your comments may end up in the staff report, which is a good part of the process. And we look forward to seeing you all at the planning board hearing and at the city council hearings on this process. I trust you'll all be there. Dan, do you want any closing comments?

#### **D. High**

Again, thank you all for coming tonight. As we walk out to do a little tour of the backyard of the marina. Please be careful of any wet spots on the floor. They're extremely slippery. And grease. We, you know, there's occasionally the machines drop grease. So please watch your step. I know you're going to want to talk to each other, but please look ahead of you as you go through the floor and the boatyard. Watch your step as well. But I'll be leading the tour and let's all try to stick together, and I'll go ahead and open the doors.

Thank you, everyone.