

## **Neighborhood Information Meeting – Summary Transcript**

**Project:** SDP-22-000216 and CUP-22-000218

**Date of NIM:** April 28, 2023

**Time of NIM:** 3:00 pm

**Location of NIM:** Mackle Park, Bald Eagle Meeting Room, 1361 Andalusia Terrace, Marco Island FL 34145

**Minutes 1 - 2.** Joe Felice opened the meeting, thanked the attendees for coming, and introduced himself and Mario Echevarria as the developers. Mr. Felice stated he has been a resident of Marco Island for 10 years, and that we are here today at the NIM to show the project to the neighbors. He also introduced Alan Horwitz as the project architect.

**Minutes 2 – 41.** Alan Horwitz spoke next. Stated that his company is called Baseline Architecture. His company prepared the plans for the project which is located on S. Collier Blvd. He explained that we have a power point presentation and an animation to show, and then we will take comments and input from the attendees. He introduced the development team members that are in attendance – Joe Felice and Mario Echevarria are the developers with MI Developers, LLC; John Cautillo is also in attendance as the current owner of the Turtle Parking Lot property; Jeff Curl is the landscape architect; Martin Pinckney with offices on Marco Island is the project engineer; Chris Thornton is the project attorney.

The power point presentation was shown and narrated by Mr. Horwitz. The project was described by Mr. Horwitz as a new building to be constructed on the Turtle Parking Lot property and the adjacent vacant lot to the south. The project is proposed as a mixed use structure with 3 levels of parking, one level of apartments, and the top level is designed as restaurant as an amenity area for the apartments. General overview: 251 total parking spaces in 3 levels, 14 apartments on the third floor. The top floor is intended as restaurant space and amenities for the apartments. Forward thinking for Marco Island, and contextual for Marco Island. Design features include lush landscaping, with native plants and plants that help the project fit contextually in the location. The project is designed using guidelines provided by the City and conforms to those guidelines. Project includes turtle iconography based on the name of the Turtle Parking Lot, and the importance of loggerhead sea turtles to the area. Design process started in February of 2022 when the developers first met with the seller. Developer held pre-application meeting with city staff in May of 2022. Staff comments from the pre-app resulted in design iterations. During fall and winter of 2023 the development team went through submittals, comments, and resubmittals with city planning staff. Staff reviews are now complete, and we are ready to have a hearing before the Planning Board. This NIM is a requirement for public feedback and comments, before the project can go to the Planning Board. The project is currently scheduled for Planning Board on June 2, 2023.

General overview of project. Slide shows site location as 3 lots at 711-731 S. Collier, bounded by S. Collier to the west, Valley Ave to the south, Muspa Way to the east, and an adjacent parcel known as the Cricket shop to the north. Google earth 3D slide shows surrounding properties. Large condos across the street on the beach, a multi-story condominium building to the south across Valley, and then single-family residential lots to the east across Muspa. Another view looking south to north, and north to south. Turtles are the design theme. The existing parking lot is often full during season, and there is no place to park. That sometimes causes a traffic backup. We hope our project will help alleviate parking issues. Another view from intersection of Valley and S. Collier Blvd looking north at the vacant parcel. Another view from

Valley and Muspa looking west towards S. Collier and the buildings on the beach. Another view looking north on Muspa, with the Turtle Parking Lot to the west, and dense landscaping as a screen on the single family lots to the west. Another view looking south down Muspa towards the Grandview condo building. Another view looking diagonally towards intersection of Valley and S. Collier. Another view showing elevation difference between parking lot parcel and vacant parcel. The Turtle Parking Lot often reaches capacity, and the vacant lot is not being utilized at all. The property is zoned C3, with a 2b overlay which allows commercial and residential in a mixed use. The property is currently underutilized and we hope to turn it into a strong development opportunity that will be an asset to the city.

Surrounding properties slides. Grandview at 741 S. Collier has a contemporary design with the arced treatments, in a 5-story building with 4 stories over one story of parking. View from Valley. View from Muspa. Only one single family lot is improved directly to the east of the project, and the other lots directly across Muspa are vacant. Mr. Horwitz explained he walked S. Collier Boulevard. Noticed landscaping, pedestrian nodes, benches, plantings, water features. Suggested the context and quality of the project. Public beach access closest to the project is at the intersection of Collier and Winterberry, about a 5 minute walk from the site. Many people use the Turtle Parking Lot for beach parking.

Design parameter slides. C3 commercial zoning, which allows parking structures as a permitted use. Allows residential as a use if certain conditions and restrictions are met which we had to follow. Establishes the dimensional requirements. Setbacks are compliant, no variances are requested. The C3 zoning establishes dimensions, and the overlay imposes additional dimensional requirements and stylistic requirements. We discussed these designs with Mary Holden and city staff. We have met all requirements of the LDC. Very strong landscaping requirements that we have complied with. Worked closely with Jeff Curl to design a good landscape package. The landscaping helps reduce the feeling of the height of the building. Height is controlled by BFE, Base Flood Elevation. FEMA guidelines show site is AE-10, which establishes BFE of 10 feet, so that there can be no occupiable space below BFE, but parking is allowed below BFE. Slide shows layers of project. C3 establishes height as no more than 50' above BFE, so the BFE and the 50' height measured to the midpoint of a sloped roof establishes the building envelope. Total 251 parking spaces on 3 levels. The ground level is proposed for 83 spaces. The first level above ground is 93, and the second level is 74, for a total of 251, compared to 80 existing spaces. The parking exceeds the minimum required off-street parking. So the project is "overparked." We did prepare a traffic study by a traffic consultant to determine the impact of this project on surrounding roadways, and the conclusion was that the project had no impact. Civil drawings include stormwater plans and report. Interesting note – design of parking levels is ramped on one side and flat on the other, and the ramp on the first floor has an area underneath the ramp for stormwater management. Environmental issues. One burrowing owl nest with 2 active owls is shown on survey. We have engaged a consultant to assist with the owls, Island Environmental, Nancy Ricci, will or has applied for permits to safely and legally remove the owls. Architecture – Marco has clear guidelines for SW Florida vernacular features to be used and those to be avoided. We have used space to implement design features. Such as perimeter plantings. Roofs. Hips and gables are preferred. Avoid big unadorned walls – so we have windows and accents. Mechanicals. Benches. Bike racks. Pedestrian friendly. Also showers for people coming from the beach to rinse off. Three levels of parking, so headlights are a concern. We detailed the exterior walls of the parking structure to screen the headlights. Slide of City of Naples parking garage as an example of treatment on the garage.

More slides with views of outside of the building, and public areas on the inside of the building. Pedestrian node at Valley and S. Collier with bench and landscaping. View of façade of the building. Access is only

from S. Collier. There are no other access points from Muspa or Valley. Slide of water feature and main entrance. Slide shows turtle sculpture in the front, and informational plaque about turtles. The area around the turtle is like athletic flooring, emulating the ocean and beach. Slide of landscaping on the corner of the building at Valley. Aerial view showing pool on the roof. Pool is for residents only. Swimming area is separated from the seating area on the deck. View showing elevator lobby with turtle imagery, even in the atrium which resembles the underside of a turtle shell. Last group of slides – terrace level looking towards S. Collier Blvd. Picket style railings, with stamped turtle logo. View of sunset. View of front of building at night, with lighting. Hard copies of all slides are around the room. Two sets of submission drawings are also printed and available on the table in the center of the room. Mr. Horwitz then played an animation that lasted 3 minutes. There was a round of applause. Mr. Horwitz announced that the meeting is being video and audio recorded. Meeting opened for public comments.

**Minutes 41 – 43.** Public Speaker 1. No name given. Stated that this was a great presentation. Beautiful building. Well needed investment for that area. No sidewalk there today to walk to beach. Restaurants are a bonus. A lot of thought went into the design and it shows. Parking is needed. Being able to walk to restaurants is a positive. Bike rack is awesome. Showers are good. “It elevates the entire neighborhood. . . I look forward to more projects like that in the area.”

**Minutes 43 – 44.** Public Speaker 2. Bill Kohut. Lives on Seagrape Drive. Couple of ideas. The 251 spaces are incredible. We need that. People come to my house to park in my driveway. Three levels is great. No traffic impact is fantastic. No mechanicals visible. How much better can it get? Bike racks perfect. Those pictures - it adds to the ability of Marco Island and all of the perspective of Marco Island. Turtle theme is great.

Alan Horwitz asked speakers to give name and address.

**Minutes 44 – 46.** Public Speaker 3. Paul James, owns condo at Sandcastle 1, 730 South Marco. 50 year career in construction, high rise residential and mixed use projects in Chicago. I have some technical questions. 1. The transportation consultant stated that there would be 146 parking spaces in the study, but the actual count is 251. So just want to make sure that the traffic study takes into account that there are 91 more spaces than there were in the report. 2. I like what you’ve done, but you are only showing 9’ elevation on the top floor, from the fourth floor to the roof where the restaurants are, and I believe it will take much more height than that. You don’t show the total elevation of the roof, and I believe it will take much more substantial height than that, I suspect you will need 12 to 13 feet clear inside the restaurant. So I’m concerned about what the massing is going to look like, and what the total elevation is. 3. On the mechanical equipment, for the restaurants, they will have scrubbers and exhaust and I haven’t seen any documentation about where the odors from the restaurant will go when the restaurants are fully operational. Round of applause.

**Minutes 46 - 51.** Public Speaker 4. Bruce Crayton (sp?) 741 S. Collier at the Grandview. I have a few questions. 1. The apartments. Why apartments, and not condos? *[Mario Echevarria responded – we have not decided the formal ownership structure.] [Chris Thornton also responded that under the LDC residential apartments and residential condominiums are the same thing, and how they will be owned and leased will be decided at a later date, and that the project will comply with applicable city codes.]* 2. What is the rental timeframe? Daily, weekly, monthly, annually? *[Chris Thornton responded – that decision on how long the units might be leased for has not been decided. The proposal is for a mixed use residential project under the overlay, meaning that residential is what is proposed for these 14 units. The project will comply with*

*the city codes.] 3. Any consideration for putting EV charging stations in the parking deck? [Alan Horwitz responded, yes there will be EV charging stations in the parking deck.] 4. What is the expected start and end for construction, based on approvals from Planning Board on June 2? [Mario Echevarria responded – Still need to prepare construction drawings. As an example, if approved in July we hope to break ground before the end of the year. Best estimate is to build the superstructure within a year, and start operating the parking, while we finish the buildout of the restaurant and residential.] 5. You mentioned the storm basin under the building, will that be an open pit? [Martin Pinckney responded. The pit is underneath the ground and not open in that sense. Water is stored there temporarily and then drains out.]*

**Minutes 51 – 1:02.** Public Speaker 5. Kim Grant from Sandcastle II, across the street from the proposal. We have a few concerns. One of the largest is traffic. I noticed the traffic study was dated September 2022. Does that also take into account the high increase in traffic from October to April? *[Martin Pinckney responded. The traffic study is a requirement that the city has to determine the impact on the surrounding road system at the peak, and there are guidelines that are established on how to compute that. The study was done per the city standards and engineering standards. I'm not a traffic engineer, which is why we hired a transportation engineer to do the study. What the study shows is that the project does not impact the surrounding roadway system to deteriorate it below the level of service that the city has established.]* For those of us from Grandview and Sandcastle, we feel there will be a huge impact trying to make a left to go north. There are already backups with 80 spaces, and the project will bring more traffic turning left, coming from south, turning left on Valley making a u-turn right in front of us. Are there only 140 spaces for beach parking, or are all 250 spaces for beach parking? *[Martin Pinckney responded. The parking count total of 251 includes the parking required for the residences and the restaurant and 141 is the pay to park.]* So as those fill, they cannot go into the other lots? What stops a beachgoer from using the restaurant parking? *[Martin Pinckney responded – There will be some sort of system to control that. Also note that beachgoers are generally going to be using the parking during the day, while the restaurant will be mostly at night.]* But the beachgoers will also be there for sunset. *[Martin Pinckney responded – that is true. There are adequate parking spaces under the code for the uses that are proposed. All uses will have some impact in that they will generate some traffic.]* We are OK with some impact. We are concerned that the impact will be excessive. Have you considered installing a median cut so that the beachgoers can enter directly when coming from the north on Collier, without doing a u-turn at Valley? *[Martin Pinckney responded. That never came up in discussions with city staff. Median cuts are controlled by the city. Since our traffic studies showed that we do not have an impact, there was no requirement for us to make roadway improvements.]* Yes but that study was done in September, when occupancy in Grandview and Sandcastle are well below 50%, and the island has less population. Can we request a new study to be done during season? *[Martin Pinckney responded. Although the study was prepared in September, it takes into account the FDOT traffic counts for the road network, and the parking information for the current usage, plus he had the guidelines that are published in the traffic generation manual. So the study is not prepared just to show the traffic in September, but what the expected generation will be for the proposed uses.]* And going forward, if parking is a problem, would the city re-evaluate that? Who does that fall on? *[Martin Pinckney responded. If the developer sees that there is an issue with traffic stacking up for the turn lane, they will have an incentive to try and resolve the situation.]* Along those same lines, the 80 spots are almost always full, and there is no public beach facility at Winterberry like there is at South Beach and Tigertail. So the beachgoers from the Turtle Parking Lot walk down to the beach, but the areas near the access are full of umbrellas, and so they walk down and stop in front of our building. This additional parking will just make the beach more full, garbage, people going to the bathroom in our bushes, using our hoses to shower.

*[Martin Pinckney responded. The project includes public restrooms.]* Yes but from where we are, that would be a 20 minute walk. *[Martin Pinckney responded. Just from local knowledge, the beach is public. And there has always been limited access to the beach unless you are a member of MICA, or have a condo on the beach, there is just limited public access. This project is a big plus to increase the capacity of public beach parking and allow the developers to get a return on investment with the restaurant and residential.]* Yes the development looks beautiful, we are just concerned that it will negatively impact those that are already there. *[Jeff Curl responded. The existing turn lane is short, and will be extended as part of our site plan. I'm talking about the u-turn into our property, will have more stacking, to get more cars off the road.]*

**Minutes 1:02 – 1:03.** Public Speaker 6. Rich Blonna, Marco Island City Council. Says he can't comment on whether he likes or doesn't like because the project may come to council. He loves the enthusiasm. The features of the project are exciting to see. How many of the 251 parking spaces are designated for the apartments? *[Alan Horwitz responded. The ordinance stipulates 2 parking spaces per apartment, so there are a total of 28 parking spaces proposed for the 14 apartment units.]* And the other concern with elevated parking is, how do you see this helping the residents during a hurricane? It's the only elevated parking on the island. What do you envision as far as use and accessibility for residents. *[Mario Echevarria responded. Obviously, in case of an emergency, we would like to be able to have the neighbors park in the upper levels to save their cars in an emergency. The project also has one public space dedicated for the police department for a patrol vehicle.]* Is the restaurant for public access, or just for the residents? *[Alan Horwitz responded. The restaurants will be open to the public.]*

**Minutes 1:03 – 1:05.** Public Speaker 7. Dave Campagna, lives in the Grandview. Also has a business in the 500 block of Collier, and another one in the 600 block of Collier. Parking is a huge issue. Chasing people out of the Grandview has been less of an issue due to the Turtle Lot. : But concern is that when the Turtle Lot is shut down for a year, what is the plan for where the parkers will go? It's probably not your concern, but it is probably a big issue. They will be looking for a place to park. Maybe the Jewish Synagogue. Another concern is that people turning onto Valley, off of Collier, that is a very dark intersection, and it is common to almost hit pedestrians. *[Jeff Curl responded. Our corner at Valley and Collier is proposed to be lit with bollards, but only in the pedestrian node. There is an existing light maybe 150 feet from there, but there is no streetlight at the corner.]* What about where the people will park while the new building is under construction?

**Minutes 1:05 – 1:07.** Public Speaker 8. Jane Ruben at Sandcastle II. Agrees with everything Kim said. Biggest concern is that you've got Valley which basically goes right into at Sandcastle, almost like it's one street, so that everybody has to turn right in front of our drive and make a u-turn, so I'd like it in the minutes that several people have requested that perhaps you do break up the island and have a direct lane turning in so that traffic is not constantly going around our driveway. For others it might not seem like a big deal, but for those that live there it is a big deal. Also please give confirmation regarding the parking spaces for the restaurant – will they be used just for the restaurant? How many parking places? *[Alan Horwitz responded. The ordinance requires one parking space for every 4 restaurant seats. The current occupancy load as proposed for the restaurant is 324 seats, that requires 81 parking spaces. But as Martin indicated, the restaurants are likely to be open in the evening, so during the day they can be shared.]* So, during the day, all of the parking spaces will be available for anyone to park there? *[Alan Horwitz responded. Yes.]* So there could possibly be over 200 people parking there, and over 200 people making that u-turn.

**Minutes 1:07 – 1:08.** Public Speaker 9. Bill. Points out there is more traffic closer to the Jolly bridge, and less traffic down on the south end of the island at the Marriott. So by the time you get to 7-11, there are not many cars.

**Minutes 1:08 – 1:09.** Public Speaker 10. Carissa Thomas. W Elcam Circle. Lived on the island my whole life, and have seen a lot of growth and change. Lots of people are coming to the island. I like seeing development of the island. There might be problems to be addressed with any project, but the math of the equation has been done. Just wanted to state my support.

**Minutes 1:09 – 1:12.** Public Speaker 11. Robert Stried. 1031 Valley Ave. Have owned the house for about 23 years. Full time resident for the last 8 years. One of the main problems with the beach parking is the bathrooms. You didn't address it during presentation, but apparently you are going to have some public restrooms. Large bathrooms, not just one stall for each sex. There is a problem down at the county lot they have 2 stalls per sex, but that is not adequate. 7-11 will thank you tremendously because their bathrooms get torn up every day just with the 80 spaces. I used to run a parking facility for the city of Fort Lauderdale, and with 141 beach spaces, the owner charging \$20 is going to allow the spaces to be used. The traffic is a concern. It is a stunning building. But it is just a parking garage for the beach. That entrance to the beach has Crystal Shores on one side, and Hilton on the other side. That beach area is packed already. Also rental house people go to the beach. So now we are tripling the spaces, and if nobody is there at the restaurant for lunch, and there are people who want to park for the beach, the owner will be using the restaurant parking for more beach parking. It's already crowded at that end already. The traffic does not stop at San Marco.

**Minutes 1:12 – 1:14.** Public Speaker 12. Kathy Stried. 1031 Valley. Daughter lives in Hoboken. She was ecstatic when she heard about the new development. So for us the concern is not so much the traffic because we can get out another way, but the concern is the beach walkway. During the pandemic, the people walking down the walkway are in a long line and it takes forever to walk to the beach, so I was wondering if you can negotiate something with the walkway? An additional walkway? When Crystal Shores went up, they provided a walkway. Kids and grandkids do love the burrowing owls, so that is sad. But walking to the beach is a concern because the access walk will be crowded. *[Martin Pinckney responded. With respect to the boardwalk, it is on the city's radar. Maybe not for widening, but it is on their radar.]*

**Minutes 1:14 – 1:15.** Public Speaker 13. Elizabeth Goodwin, 740 Seagrape. We have a few questions. What is the square footage of the apartment units? *[Alan Horwitz responded. In the range of 2000 SF per unit, with 3 bedrooms.]* Are you using the alley way behind, or is that going to stay an alley. *[Alan Horwitz responded. Muspa Way will remain.]* Since this will be a parking deck, do you know what kind of security you will have? Marco is a great place, safest city in Florida. Concerned that parking at night when it is dark what will the security be? *[Mario Echevarria responded. We are planning to have a full time management on the property, and video security system, and access control throughout the property.]*

**Minutes 1:15 – 1:16.** Public Speaker 14. Mike Maccario, from the Grandview. For the restaurants, how will the food delivery trucks enter and exit? Will that be on Muspa Way? *[Alan Horwitz responded. Depends in part on who the ultimate restaurant operator is, but we do have a loading area off of Muspa Way near the freight elevator. So I imagine that most deliveries will come to the loading area at the rear of the building]* Is that a loading dock? *[Alan Horwitz responded. Loading area, not a raised platform but an open loading area.]* So will the trucks be on Muspa Way, or inside the building? *[Alan Horwitz responded. The trucks*

*will access the building from Muspa, and either pull straight in or back into the loading area to make deliveries.]*

**Minutes 1:16 – 1:18.** Public Speaker 15. Joseph Oliverio. 1340 Caxambas Ct. This project is not asking for any type of a variance, correct? 100 % in compliance with the Land Development Code? *[Alan Horwitz responded. That is correct.]* So no matter where this goes, the city would be remiss in not approving it because you are complying to the letter? *[Alan Horwitz responded. We hope that is true.]* One speaker asked about the exhaust from the restaurants, and it is better for it to be coming from the 5<sup>th</sup> floor than from the ground level. *[Alan Horwitz responded. Any kitchen exhaust would need to go to the roof no matter what floor it is starting from.]* Even though the developers may be competitors of mine I think that this end of the island is lacking in restaurants, so this might benefit those people who would rather walk to a restaurant than drive, so it could have a positive impact on traffic. I think it will be good for the area and it is a great project. Round of applause.

**Minutes 1:18 -1:19.** to Public Speaker 16. Paul Tateo. Lived on Marco a few years, lives in Old Marco. This is a fabulous project. We have not had any new commercial buildings on Island in 20 years, other than a couple of single purpose things. This is an opportunity for us to create a future trend and theme and reduce the tired tired commercial streetscapes we have on the island. This is long overdue. We have had over 2000 houses built in the last 20 years, and nothing new for commercial except a bank, a liquor store and a paint store. So for me this is really appealing. It fulfills what Deltona and the Mackle Brothers began years ago which was an appealing destination for people to come for vacation. Round of applause.

Alan Horwitz stated that we had some residents who could not be in attendance but asked if they could submit comments in writing, and we told them that we would read those at the NIM. We have one written statement.

**Minutes 1:19 to 1:30** [Chris Thornton read the written submittal of Cindy Nacarelli, 724 Seagrape Drive, in its entirety, and a copy is attached.] [Chris Thornton responded regarding construction times and stated that the project would comply with all applicable city ordinances and requirements for construction.] [Martin Pinckney responded. There was a statement that the alley is small and the building will be only feet from the backyards of residents on Muspa. The alley is 30 feet wide, and we have a 15 foot setback on that side, so that is 45 feet from their back yards.]

[A one page “formal response” from the Carrico Family, 780 S. Collier Blvd., was submitted to Chris Thornton at the end of the NIM and a copy is attached.]

The meeting ended at 4:30 pm.

## QUESTIONS FOR 711 s COLLIER Blvd, Marco Island, Fla

Gregory and Cindy Nacarelli  
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I am the home directly impacted by this structure, along with my neighbors, I have many questions that I will be coming down for the next meeting.

1. During Construction, which I assume will take a few years to complete, I have been told by Rental Brokers that rentals will probably cease during that time, which I survive on. What are the city rules for construction as far as the noise ordinances and times allowed and length of time for construction?
2. Our rental ordinance says that any sound shall not be plainly audible for a period of (1) minute or longer at a distance of twenty-five (25) feet or more when measured from the source property line between 10:00 pm to 7:00am and (50 ft) from 7:00am and 10:00pm, who monitors that and if so who do the renter report to with the 4<sup>th</sup> floor outside dining that is directly over my Lanai?
3. I read on the City web site for traffic control that there is estimated 1,968 in and out vehicles per day, how do you control the traffic on Valley and Muspa Way and is there an egress from open carport onto Muspa?
4. Due to the fact that Muspa is going to have a loading dock area and dumpsters, are you going to widen Muspa and what are the hours for the loading dock and commercial vehicles ?
5. With 3 Bed Duplexes and only 2 cars per unit, where do the third cars park if any and visitors?
6. I read that Muspa is going to be a Pedestrian walk, and also with the Duplexes directly over my Lanai there are a certain amount of lights that will directly impact my lanai and bedrooms how is this going to be handled, hours of the lighting and distance of light and types?
7. What type of fans are required for the parking garage for pollution and ventilation, where are those fans going to direct the fumes towards?
8. Everyone in Sec 10 will be affected but not as much as I will be on my rentals and equity, this is a tremendous hardship on my family, I will be leaving Pa to come down and follow this thru.
9. Back in 2011 before I decided to build, there was a 9 resident project (see attached) that was not approved for this end of the island, nor could the Marriott put up 2 level parking, so after several visits at the City Hall I felt that nothing that offensive would be allowed so close to residential and certainly not such a devastating impact on my livelihood, which we have worked and saved every penny for 55 years of our 70 years alive to be able to retire.



October 2011.

Cindy and Gregory Nacarelli

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Gregory and Cindy Nacarelli  
724 Seagrape Drive, Section 10  
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As an addition to my other 2 pages received 4/7/2023 I would like to add the following

As a licensed Real Estate Agent for 31 years with Keller Williams, I am aware of how the surrounding environment can impact home values

I have consulted with Real Estate Agents and Real Estate Brokers in the area, and they are in agreement that the construction of such a large facility with such close proximity to me, a residential property, will cause a loss of rental income during the years of construction and upon completion for years to follow. This project will not only decrease my value and directly affect the income of my property, but more importantly, this will greatly impact the privacy and create a disturbance of the peaceful quality of life that we so enjoy, The rental income of this property is of considerable importance as this is our dream to retire in the beautiful Marco Island, this project will create a multitude of hardships for my family.

It has also been brought to my attention that Electric Cars in partially enclosed multilevel garages are causing their collapse due to the fact that electric cars are typically much heavier than even the largest trucks and SUV's that are powered by gas, also once they catch on fire they burn for 8-10 hours and uses between 8,000 and 20,000 gallons of water, my concern is the extremely dangers fumes in our lanai's over a prolonged period of extinguishing time, again so close to residential homes

Cindy Nacarelli  
724 Seagrape Dr.

CINDY N524@AOL.COM  
610-329-3566

Good Morning Everyone, my name is cindy nacarelli and this is my husband greg nacarelli, we are from Pa, we built a home at 724 seagrape, that is separated by 12' alleyway on Muspa directly behind the proposed structure. We have been vacationing in Marco since the 1980 with my parents, then with our children and now our grandchildren, our home is a culmination of trying to give generations a slice of peace and serenity that we have experienced thru the years.

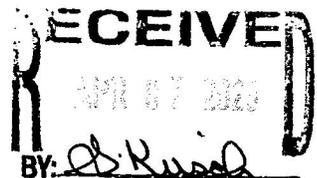
We bought our land in 1999 and were going to build the first time when they proposed condos where Turtle parking is now, it was not approved and also the Marriott with multi Level parking not approved, so we felt as they we were safe and protected from large structures and thinking if they needed additional parking why not just use the vacant lot at the corner, that would accommodate more than needed, so we contracted FCI Homes that built us a beautiful home and my daughter a few blocks away.

We do rent for several months out of the year (they eat out every night so that supports our restaurants) we are about to have rental restrictions to abide by mainly disturbing the peace, promoting health safety welfare and quiet of residents and visitors on Marco Island, Not taking into consideration we can not be audible for a period of 1 minute or longer at a distance of 25' between 10PM and 7am and 50' between 7am and 10pm with fines from \$250 to \$4000.

Turtle parking is directly behind us, we hear car horns, car alarms going off people sitting with cars running while others are at beach, but by 6 they are all gone, this is mainly holiday weekends, and pretty vacant at other times, so if the sincere interest is parking why not stick to parking on the adjoining lot.

My concern is with a proposed multi level parking we will be exposed to excessive carbon monoxide, nitrogen dioxide, harmful contaminants, with being built according to code will require a ventilation system, which will require large fans to the exterior or on the exterior connected to alarms, which will be blown into and infiltrating and heard throughout our lanai's and homes, In addition to car alarms, horns echoing in an enclosed area, with 3 bedrooms apartment with people coming and going 24/7, 6% of all violent crimes in the United States Are committed in Parking Garages, so now we are promoting crime. With rooftop pool and outdoor dinning with restaurants, this is going to affect all of unit 10 with noise, pollution, truck deliveries and light pollution radiating from all the outdoor required lighting and lights from the apartments, restaurants and parking, the additional trash will cause even more rats into the

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residential surrounding areas. this is so hypocritical from what Marco symbolises and is enforcing.

In researching the website from other proposed structures of this magnitude, they are on rivers, in cities all with other structures as the same sort not within feet of residential homes.

We feel as thou I would not buy a home with such a structure in my back yard and it would greatly diminish the value of my property, Unfortunately this project is in very close proximity to my back yard and will take away the paradise, peaceful feeling of being on a vacation island.

Genly Navaelli  
724 Seagrove Dr.

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# FORMAL RESPONSE

**The Marco Island Planning Board will review a Site Development Plan for a new mixed-use structure to be built on the Marco Island Turtle Parking Lot.**

To Whom It May Concern,

Our family owns two condos at The Somerset (780 South Collier Blvd, Marco Island, FL 34145). We would hope the request to add a structure to the Turtle Lot would be denied for the safety and way of life for Marco Island residents.

All the requirements of zoning may have been met to proceed with this project, but that doesn't make it right! If approved, this project will change life and safety as we know it on South Collier Blvd. The Marco Island Planning Board has an obligation to protect the way of life this Island was built upon. Have they forgotten what is right?

The current Turtle Lot has been a hazard all season! Traffic stalled in the northbound lane every day, while cars wait (in the driving lane) when the lot is full. Sidewalks jammed with beach carts, coolers, and water toys. Constant jaywalkers ignoring the crosswalks from Winterberry to Swallow, day and night. Pedestrians and people walking their pets using the sidewalks, which they were designed for, all while bicycles, scooters, and electric skateboards run them off as they buzz by. Collier was not built or designed for this type of use, the residences on the east side of Collier can't use their own sidewalk and this is an issue.

The beach has never had this much use, with lots of trash and disregard for rules. Please, for the sake of Marco Island, deny this request! Keep Marco Island both beautiful and safe.

Respectfully,

The Carrico Family

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