

**FORT MYERS BEACH  
TOWN COUNCIL MEETING  
MARCH 20, 2000  
NationsBank, Council Chambers  
2523 Estero Boulevard  
FORT MYERS BEACH, FLORIDA**

**I. CALL TO ORDER**

Mayor John Mulholland opened the meeting on Monday, March 20, 2000, at 9:00 a.m.

**Council members present at the meeting:** Anita Cereceda, Daniel Hughes, John Mulholland, Ray Murphy and Garr Reynolds.

**Town Staff present:** Town Manager Marsha Segal George, Deputy Town Manager John Gucciardo, and Attorney Richard Roosa.

**II. PLEDGE OF ALLEGIANCE**

Everyone recited the pledge of allegiance.

**III. INVOCATION**

The invocation was given by Reverend Dick Tafel

**IV. PUBLIC COMMENT ON AGENDA ITEMS**

**A. WARREN BABCOCK**

Mr. Babcock said he will be living directly across the canal in back of the Mound House. He advised that many neighbors have concerns about the purpose and use of the property. He outlined the things that he would like to see adhered to on the property.

**V. CONSENT AGENDA**

**A. Review of Financial Reports -- February 2000**

**MOTION:** Moved by Dan Hughes and seconded by Anita Cereceda that the financials be accepted. Passed unanimously.

**VI. ADMINISTRATIVE AGENDA**

**A. Wilson Miller discussion on Times Square traffic solutions**

Richard Woodruff identified himself as the Director of Planning Services for Wilson Miller. He thanked everyone for coming out tonight to continue the dialogue regarding improvements to our community. By use of a screen, Mr. Woodruff pointed out the staff that was instrumental in carrying out their work. He asked those who were present tonight to stand as he called their names and he advised they were here to answer our questions.

The Wilson Miller relationship with our community is actually covered by two contracts. The first contract has to do with the Estero Boulevard Streetscape. The second contract has to do with what some of us call Times Square, but which technically in the documents tonight and in the contract document they have is called Center Street Fifth Avenue.

The contract for Estero Boulevard calls for the preparation of Streetscape alternatives for the boulevard from Bowditch Point to South Bridge. Tonight's presentation deals with contract 2, the Center Street Fifth Avenue Project whose mission is to study the intersection, look at gateway concepts, identify pedestrian issues and landscape improvement options.

As to the status of their work, they have now inventoried existing conditions, come up with conceptual alternatives and are encouraging public participation. This evening they will present to us cost estimates and their feasibility and will also give us findings and recommendations. They hope that at the conclusion of this presentation we as a community can build a consensus on

the improvements that should occur on this island.

The project, which includes both contracts 1 and 2, did not assign Wilson Miller with the task of solving the Estero Boulevard traffic congestion. However, no study can be done for this community without looking at the issues of traffic. We should be assured that the recommendations coming from contracts 1 and 2 will all be geared to ensure a traffic positive, or at least a traffic neutral result. In other words, they will not recommend anything to us that they believe will worsen the traffic.

An option that has been given is to 4-lane the boulevard. But this option is really not an option, because our own comprehensive plan specifically states that there is a prohibition against 4-laning Estero Boulevard. Studies which have been completed show this as not being a feasible option to a traffic solution. The concept of a second bridge has also been studied, but the permitting for an additional bridge in an environmentally sensitive area such as Lee County, Florida, is close to impossible. And most importantly, the Mayor, Council and staff have looked at that and said this would be prohibited in our comprehensive plan.

Another option would be to change the land use categories where we would not have as many businesses or motels and hotels. The amount of traffic coming to the island would thereby be reduced. This, too, is not feasible. In the peak season we have 20,000 trips per day utilizing a facility that was designed for 12,000-13,000 trips per day, and there are no magic silver bullets that can solve that problem. Wilson Miller's goal is to find ways to improve the existing roadway area while again ensuring that every recommendation at least is traffic positive, or at worst traffic neutral.

Tonight is the first of a series of meetings that they will call the home stretch group. They are going to be encouraging public participation and will be looking for direction from the Mayor and Council that will give them direction as to where to go, which alternatives they believe they can support. They will be back again two weeks from tonight to talk about the trolley, the left-turn lanes, pedestrians, bicycle issues, budgets and cost estimates, and again they will receive public input and Council direction. Four weeks from tonight on April 17 they are going to bring the issues regarding aesthetics -- landscaping, the trolley stops, lighting and street furniture, gateway enhancements and hard scaping, again with public input and Council direction. They will also bring back four weeks from tonight the final version of the master plan for the Center Fifth Avenue area, and they hope that the Mayor and Council at that time will feel comfortable in giving an adoption motion for a plan for that area.

On May 1 Wilson Miller will be back with budget estimates, based upon the directions that the Council has given in the previous meetings, starting with directions tonight. And they hope Council will confirm those items they have given them direction on. On June 5 will be the final presentation with public input and, hopefully, Council's adoption of the Streetscape master plan for Estero Boulevard.

Jeffrey Perry, a traffic specialist with Wilson Miller who works out of their Naples office, was introduced. He discussed with us three options relative to traffic improvements in Center and Fifth by using graphics. He noted that peak season traffic is about 12-13% higher than our December traffic. Focused in on are the peak season traffic and the peak hours of traffic, which are from 4:00 p.m. to 6:00 p.m. This gives them the basis for determining what the current level of service is of a particular intersection. Latent demand refers to those vehicles that would approach an intersection and make a turning movement if they had the capabilities to do it. But because there are restricted movements, they are accommodated in some other fashion. They want to test alternatives for these movements. They want to make sure that whatever they come up with and recommend is evaluated against our comprehensive plan.

Mr. Perry said we should avoid overly wide intersections. They want to maintain traffic capacity, look for ways to maintain bicycling and sidewalks, explore pedestrian overpass, and consider alternatives to the northbound left at Fifth Avenue. Mr. Perry described some of the problems encountered at intersections and ways of eliminating them. He noted the problems

engendered by traffic signals. He described the roundabout alternative, which is much smaller than a traffic circle, keeps traffic slow and is pedestrian and bicycle friendly. He showed a video of some roundabouts that exist in Florida.

Mr. Perry said they understood clearly the concern that our emergency vehicles have to be able to navigate a structure of this type. The Fort Myers Beach Fire District staff provided them with the dimensions and turning capabilities of the ladder 300 -- the largest ladder truck that we have. They programmed that information into a simulator using the exact design dimensions of a particular roundabout, and the ladder truck was able to negotiate the roundabout without using the truck apron. The fire chief and his staff made a lot of good suggestions and ideas.

Mr. Perry introduced Anita Jenkins who talked to us about three options regarding pedestrian issues in the Times Square area. One was to make a 24-foot tunnel by raising the road; another option was a pedestrian overpass, and the third option was to improve the surface crossing that we have now by having a crossing guard. Ms. Jenkins gave the pros and cons for all three options.

### **Recommendations:**

Mr. Woodruff said that tonight they would recommend to us that we install a roundabout at Center/Fifth for the following reasons. This would improve traffic flow. It will reinstate all movements, thereby taking some of the movements that are presently going under the bridge and through residential neighborhoods and giving them the option of coming out and taking this movement. In the simulation it was clearly shown that our emergency equipment can, in fact, go through the roundabout. Equally important to those three recommendations is the issue of the gateway feature which has substantial width so it can become an aesthetic amenity.

When talking about the issue of pedestrians, Mr. Woodruff stated, they would recommend to us the surface crossing. In creating this amenity, we will, in fact, have a series of landscaping improvements both north and south of the crosswalk itself. They would stress, however, that the traffic flows very well when there is a crossing guard at a crosswalk, but not when he leaves at 4:00 p.m., the beginning of the peak hours. Crosswalk lights should then be available so that crossing signals could be activated.

The Wilson Miller staff believes that this is a project that is, in fact, positive in every aspect. From a traffic standpoint, from a financial standpoint, for the image of the community and for implementing our comprehensive plan.

### **Questions and Answers:**

**Q.** How does the roundabout accommodate U-turns?

**A.** Jeffrey Perry indicated that if a fire truck can make it around a U-turn, then the average vehicle is going to make it without any difficulty. But none of the improvements they have presented to us tonight will do anything as far as the cruising problem.

**Q.** We have seen the surface crossing that is farther down in this project. Why would you also need surface crossing for pedestrians closer to the intersection itself?

**A.** According to Anita Jenkins what's occurring now is that we do have pedestrians who are parked in a particular area, and rather than crossing at a designated crosswalk they cross elsewhere. The crosswalk will channel the pedestrians to the appropriate place to cross, giving them a safe crossing where they will only have to look for traffic coming from one direction. We're improving the safety of crossing in the intersection.

**Q.** What happens when different cars enter from the intersection?

**A.** Jeff Perry said there are no stop signs. There are yield conditions for all approaching lanes of traffic. Vehicles that are entering the roundabout are required to yield to those vehicles that are already in the roundabout. He showed with a video how there is a gap created when certain vehicles pass through the roundabout. And because of the slow speeds of the vehicles, cars are able to move into the roundabout as other vehicles move out of the roundabout. Michael

Walrick, another Wilson Miller staffer, advised that in New Jersey they are removing some traffic circles and are now thinking about building roundabouts. Traffic circles are big and fast and dangerous and roundabouts are smaller and slower and safer.

**Q.** There was a question pertaining to trolley traffic.

**A.** Anita Jenkins advised that in this particular option, the trolleys are moving in the same pattern as the automobiles. They do not have a designated lane. The existing trolley stops will be maintained. The bicycles will also be safely moving in this area with the automobiles.

**Q.** Question inaudible from audience

**A.** Michael Walrick explained that traffic engineers analyze intersections. First they do a traffic count, then a capacity analysis which tells them how many lanes will be required for the intersection if they're going to use stop signs or traffic signals or a roundabout. Then when they know how many lanes will be required to make a traffic control device work, they design the intersection based on that analysis.

**Q.** Question inaudible from audience

**A.** Mr. Woodruff explained that the intention was to get direction so that they can finalize the cost estimates. Jeff Perry reviewed the cost estimates: The roundabout without landscaping improvements will cost about \$295,000; to put in a fully signalized intersection would be about \$450,000. Based on what direction they get this evening from Council, they will go back and finalize those estimates and they hope to come up with some other estimates regarding landscaping treatments and the type of landscaping that the Town would like to have in this particular area. These are all things that will be brought back on April 17 for final adoption.

**Q.** What have we done regarding the present trips that are going under the bridge and have we, in fact, eliminated them?

**A.** Mr. Woodruff said that first of all they have not eliminated that. What they are saying is that by installing a roundabout, a vehicle that presently cannot make this movement can. But there's nothing in the plan that prohibits a person who comes from the west headed east from still going around under the bridge, coming back up and then coming back to the bridge.

**Q.** If you are loading onto a trolley where the trolley stop presently is, how far south do they have to go before they can turn around and come back up?

**A.** You currently have a one-way system, southbound here and northbound up Crescent and out Fifth. This will be focused on in two weeks.

**Q.** Question inaudible from audience

**A.** Mike Walrick said that a very typical road cross section nowadays is to have an 11-foot wide lane and to add a bike lane next to it or a parking lane. In this case it's very easy to widen the road and put in a bike lane so that if an emergency vehicle comes over the bridge, then the vehicle just simply moves over into the bike lane so that the emergency vehicle can go past. When the emergency vehicle gets down to the roundabout, the vehicles in front of it enter the roundabout and clear it to allow the emergency vehicle into it. In twenty years there hasn't been a problem with a fire truck getting through a roundabout to his knowledge.

**Q.** Question inaudible from audience

**A.** Mr. Woodruff stated that if you take care of this area with proper maintenance of the landscaping, you will find that 99% of the people will honor the sanctity of that area. They will not walk over the landscaping.

**Q.** How many roundabouts are we proposing on the island?

**A.** Mr. Woodruff advised that at this point they have brought some concepts to us for the remainder of the island. One has a gateway feature and they'll be looking at others, but at this point the Wilson Miller team has not finalized its recommendations so they cannot give us a number. But the analysis clearly shows that installing a roundabout at this point accomplishes the three key goals that they were after: improvement of traffic circulation; improvement of pedestrian safety and crossing speed, and acting as a gateway for our community. They will be able to tell us whether they recommend additional roundabouts in two weeks.

**Q.** Question inaudible from audience

**A.** Jeffrey Perry advised that from the center of the roundabout there is a 32-foot radius extending to the outer edge of the 8-foot truck apron that is technically part of a drivable surface. The landscaping area extends out 24 feet and the distance across would be 48 feet of landscaped area. There would be an 8-foot perimeter around that area that would serve sort of a reminder to motorists that they're not supposed to be there, but would not stop a truck or an emergency vehicle from cutting the corner if they had to. Then you have a 20-foot travel circular pathway/travelway across the outside to the outer edge of the full roundabout. This particular improvement does not impact private property. All of the alternatives identified were done within the existing right-of-way. In the case of the signalized intersection, the area where there is a building with parking backing out into the roadway, part of those parking spaces are actually in the public right-of-way. And widening this particular area for the full signalized intersection by adding additional turn lanes and through lanes would, in fact, impact some of those parking spaces.

Mr. Woodruff advised that it has been shown that when you install a feature like this with proper landscaping, it can actually enhance property values. If you don't properly maintain it, then it can be a negative.

**Flip Harby** admitted that he was not sold on the roundabout. He doesn't feel we need one because nine months out of the year we do not have gridlock.

Vice Mayor Hughes said his concern is that if you accept the roundabout concept with the traffic splitters, getting an emergency vehicle through one even when the other traffic is backed up would be difficult. He asked if it could be redesigned within the framework of the existing right-of-ways so that there could be enough room for a car to pull over to the side and allow emergency vehicles to get around it. Mr. Hughes was told that Wilson Miller could address that by bringing diagrams that will show us whether that is or is not possible. A staff member added that when coming down off the bridge and into the roundabout it would be quite easy to make that section of the road 16 feet wide or even a little bit wider if need be to allow for that pull-off space. The only area that could be considered a restricted area is where the pedestrians are crossing at the entry point to the roundabout and have only a short distance to cross.

Councilman Reynolds felt that a point that we're all missing is that this group is not supposed to solve traffic problems. But he does see some improvement in pedestrian safety in this plan. He doesn't see many downsides to it except that we're paying extra money to have this done. Realizing that we have about 600+% traffic in the winter months, it hasn't been indicated that this is going to really enhance that traffic that much, nor does Wilson Miller make any claims that it will. But he does feel that Wilson Miller has made some good points and appreciates their presentation.

Mayor Mulholland told Wilson Miller they had made an excellent presentation and he felt that they had helped us and that we would try and give them some direction.

Mayor Mulholland outlined what our needs were on the island: sidewalks, bike paths, to control the pedestrian crossings at Times Square. He thinks that what Wilson Miller indicated on the surface crossing of the pedestrian control was excellent. He has trouble with the medians being so wide and feels that is totally unnecessary. He thinks the fire chief made the point about getting emergency vehicles through and he agrees with him 100%. He knows we do need the medians to prevent the pedestrians from just jaywalking like they do now, but we just don't need them to be so wide. He thinks the roundabout is a wonderful concept and that there are places on our beach where it would be very good. But he doesn't like the proposal to put a roundabout at the foot of the bridge.

Councilman Reynolds wanted to know how emergency vehicles get through the narrows of Times Square now. Councilwoman Cerededa said that one of her pet peeves is that people do not clear the road for emergency vehicles. She thinks we should pass an ordinance that will allow the emergency vehicles to waive any liability for just mowing over the vehicles. And whoever is in

an ambulance leaving the island has a clear right to sue anyone who has detained that vehicle for any second. Asked by Mr. Reynolds if she felt that a roundabout helps the narrow part of Times Square, Ms. Cereceda said she didn't think it changes it.

Vice Mayor Hughes advised where he thought the roundabouts would work best. He said he would favor the roundabouts provided that on the approaches to the roundabouts there is sufficient width on the paved right-of-way for cars to pull over in each direction so that an emergency vehicle could get by if there is a backup in traffic.

Councilman Murphy stated that traffic has increased even in the summer time now and it will only get worse and not better. We have to handle the traffic comprehensively with a lot of different solutions. He noted that he was very pleased with the Wilson Miller presentation and that he agreed with the concept of the roundabouts. If it can be proven to all of us that it can be a safe option, he believes it will work. As elected officials, we are charged with running the community and Wilson Miller is charged with telling us how to do that. When he looks at the community, he wants to see improvements. When he comes down off the bridge, what he sees right now are a couple of concrete islands and a big ashtray. He wants to see improvements made to beautify our town. A gateway is very important and shows pride in one's community. He'd like to see one on the north end as well as on the south end. He's for moving forward with this and going to the next stage and looking at the designs and the costs.

**MOTION:** Moved by Ray Murphy and seconded by Dan Hughes to direct Wilson Miller to look at roundabouts.

**Discussion:**

Councilwoman Cereceda said she thinks Councilman Murphy hit on a key point. It addresses more what we want as opposed to what we need, which she believes was addressed very well by Wilson Miller when they referred to our comprehensive land use plan. The spirit of that plan is a vision for the future. It isn't the nuts and bolts of how it's going to function; it's what we want to create. In a situation like the roundabout, you're looking at how it improves the quality of life, the aesthetics, the view, the gateway of our Town, and she supports it completely. She has been in them and they work very very well. Tunnels, she feels, create more problems than they're worth. She loves the way overpasses look, but she would prefer not to use them. The roundabout doesn't fix a lot of our problems that have existed forever, but she will support Mr. Murphy's motion and also support Vice Mayor Hughes' concerns about right-of-ways in the height of the season when people really can't go anywhere, especially when coming onto the island when a second truck has to come that way.

Mayor Mulholland commented that one roundabout does not give us quality of life. We have too many cars on a constrained road and a roundabout is not going to change that. He would not sanction a roundabout at the bridge but he would like one at other points on the boulevard and he thinks they would be a success.

Councilman Reynolds said he thinks Wilson Miller should go ahead with their plan. There will be adjustments.

Motion carries 4-1.

**MOTION:** Moved by John Mulholland and seconded by Dan Hughes that the service crossing with less wide medians be considered.

**Discussion:**

Councilman Reynolds asked how wide a median was suggested. Councilman Murphy said the vehicle width was 12 feet.

Vice Mayor Hughes said that the fire chief had testified that the emergency vehicles were

10 feet wide, and an automobile is 6 or 7 feet wide, so we would have to have an area that would allow an emergency vehicle to get by if cars are in the right-of-way. He said he didn't know what a total right-of-way is and he doesn't know if we can do it when we double lanes in two directions and have the median. Town Manager Segal-George said it wasn't necessary to give that specificity, that Wilson Miller would come back to us. Mr. Hughes told the Mayor that what he understood from his motion is that he is asking them to proceed with further drawings and engineering on the surface crossing with medians that are sufficient to allow an emergency vehicle and a passenger vehicle at the same time.

Motion passes unanimously.

## **B R E A K -- 10 MINUTES**

### **B. Continued discussion on the request and petition for sidewalk on Lenell.**

Councilwoman Cereceda told the Mayor that there was some discussion last time about cooperation with either property owners, developers or whoever about funding for the sidewalks. Town Manager Segal-George said that what we had said was to find out the specifics regarding whether the road was a town road, what was the right-of-way -- explore those issues so that we had that information in order to decide where we wanted to go from there.

Councilman Murphy said questions we have to answer this evening are whether or not we want to go ahead and install sidewalks and drainage down there, and whether this should be on one side of the street or both sides of the street and who's going to pay for it and how much. He is in favor of the Town building sidewalks down there and expediting the project. He is in favor of a 50-50 share of the cost with Lenell as they have done with Palmetto.

Councilwoman Cereceda reminded us that we had made three categories of what we would fund up to.

Vice Mayor Hughes stated that putting in a sidewalk on Lenell is not only a convenience but a necessity for safety and welfare. He would like the cost to be 50-50. Pam Houck told him that the cost estimate did not include drainage. Surveying and engineering would fall under construction costs.

Our plan for Palmetto according to Town Manager Segal-George was that we'd go out and get an engineer, have them do it and they would give us the cost estimate. Then we can ask the questions on whether or not we pipe the ditch. There are some real issues there with the drainage and, also, the convenience and accessibility of the sidewalk if you keep the swales versus if you pipe it. Those are the types of things that we have to be addressing in the engineering estimate. If we decide that we want the neighborhood to participate in some fashion, then we would need a letter of intent from them saying that at this point they're agreeing to those terms before we proceed to get an engineer.

Councilman Murphy noted that last time there was a problem where there wasn't 100% participation regarding the 50-50. He felt that maybe to alleviate all that, we could just decide whether or not to go to assessment and circumvent all those headaches. It seems to him that there's overwhelming support for it on the street, and if the residents do in fact want it that badly, then why risk losing the project to the fifty percenters -- just go with the assessment. Vice Mayor Hughes said he thinks that's realistic.

Councilman Reynolds said he had a problem with building sidewalks on the newest street on the island. Why is that needed more than several others he can name? He just can't see how we can do this ahead of all these other people who have been living here for 40-60 years without sidewalks, but he does agree with our approach to the financing.

Councilwoman Cereceda said there is not another street on Fort Myers Beach like Lenell except for Bay Beach Lane, which is already taking care of itself. She was told that Bay Beach Lane was a private road.

Deputy Town Manager Gucciardo noted that we had decided to divide these projects into three different categories: beautification, enhancement or essential infrastructure. What we did was to indicate that for beautification projects, the role of the Town Council would be to encourage those projects but not necessarily to fund them. To enhance the projects, we would expedite the projects with some presumption of Town participation with money. For infrastructure, we would just expedite it with the presumption that it would be all Town money. At our last meeting, we seemed to indicate that this would be an enhancement project with safety aspects to it. Mayor Mulholland agreed and said that we didn't set the percentages.

**MOTION:** Moved by Ray Murphy and seconded by Anita Cereceda that we instruct the staff to move forward to retain an engineer to do the engineering on this, and after doing the drawings, to come back to us with a cost estimate for the project. And also that the Town share equally with the residents of Lenell on a 50-50 basis and that these residents will pay through an assessment.

**Discussion:**

Vice Mayor Hughes said he thinks there are still questions regarding how wide the sidewalk will be and if both sides of the street pay for it or just the north side. He thinks they're asking for a standard width sidewalk of 4 feet. Mayor Mulholland said he thinks Pam Houck covers that in her memo -- 4 feet. And if it's to be used by both bicyclists and pedestrians at least 6 feet, and 8 feet would be ideal.

Attorney Roosa said we didn't have to decide tonight because this will be coming back to us. It is his feeling that if this were to go to a special assessment and we are the ones who are spreading that special assessment; this would benefit properties on both sides of the street.

Councilman Murphy said he would be interested in seeing it proposed at 4 feet and at 6 feet. Marsha Segal-George felt that this was a good idea.

Councilwoman Cereceda said that she would like to see the same type of petition that came before the Council to move ahead with this circulated by the residents of Lenell Street in support of the motion that has been made and in support of an assessment to see the construction completed.

Vice Mayor Hughes felt that 10 years should be the maximum term.

Councilwoman Cereceda asked for an amendment to the motion showing the motion simply stating that an assessment will be made to the residents of Lenell Street for the construction and leave the assessment open until a further date.

**MOTION:** Moved by Ray Murphy and seconded by Anita Cereceda that we instruct the staff to move forward to retain an engineer to do the engineering on this and after they did the drawings, to come back to us with a cost estimate for the project. And also that the Town share equally with the residents of Lenell on a 50-50 basis and that these residents will pay through an assessment to be made at a further date.

Motion carries 4-1 with Councilman Reynolds dissenting.

Councilman Reynolds said he thinks that the people who are doing this should realize that they have the option of paying that off, that it doesn't have to be an assessment.

Vice Mayor Hughes felt that we ought to be establishing policy here and not dealing with these issues on an ad hoc basis like this. We have somewhat of a policy that we've established in terms of the three classifications, but he feels there should be a community-wide policy established on what the percentages would be.

Telling him that she agreed with him wholeheartedly, Councilwoman Cereceda wondered if Vice Mayor Hughes could bring something for us to consider at the next meeting or some future meeting, since he has vast municipal experience. Vice Mayor Hughes agreed to do so. He added that there was one negative aspect to establishing policy, and that would be encouraging more requests. He will also talk to the Manager about where we are in the budget in terms of how many streets we can do. He thinks there are some budgetary constraints on this situation if we go into a program that's for the entire town.

Councilman Murphy, although agreeing that we should establish a policy, said he would venture a guess that there wouldn't be too many requests like this. This is pretty unique. Mayor Mulholland agreed with him.

### **C. Continued Public Hearing: Community Resource Advisory Board.**

Mayor Mulholland read the ordinance for establishing this board.

Councilwoman Cereceda advised that the establishment of a new board stresses the staff and then consequently government light. She feels very strongly about this board, as she feels it will play the same type of role that the local planning agency has played in bringing forward to the Council a strategic plan for the development and management of the facilities that make our community essentially what it is. E-mail from Attorney Roosa states in part "CRAB shall have the general responsibility for the implementation of elements of this plan. Specifically it shall provide a comprehensive look at our public resources and organize a plan of acquisition and management for the Council's review and acceptance." Ms. Cereceda sees CRAB as something that furthers the vision of our comprehensive plan, something we have paid no attention to but needs to be looked at.

Mayor Mulholland felt that CRAB would duplicate things the other committees are doing. Anita Cereceda said it wouldn't because all of the other groups are advisory groups to the Council. MRTF and CELCAB are not charged with creating a comprehensive plan that includes all elements. What she is talking about is a group that will look comprehensively at how all of these agencies interact and make recommendations to the Council from that perspective. She doesn't see it as replacing other groups or stepping on any toes. What this group would look at is issues we have talked about in all of our last meetings: Bowditch, the beach accesses, tolls on the bridges. Asked wouldn't the LPA be involved in those issues, Anita Cereceda said no, because the LPA is involved in land use decisions and zoning and regulations; issues of density and things like that, technical matters, and that's not what she's asking for. It's not zoning and codes. It's whether or not we should or shouldn't. It's what do we want to make.

Vice Mayor Hughes said that as he recalls there's no reference in the proposed ordinance that a member of the Town Council be ex officio or a liaison with CRAB. He asked Councilwoman Cereceda if she were contemplating that there would be. Ms. Cereceda said she thinks she's contemplating that she would act in the same capacity that John Mulholland acts with MRTF at this particular time -- to get it going someplace.

Councilman Reynolds said he sees CRAB merging into other committees. He believes that there will be a backlash if it gets involved with dictating to some of these other groups. He really doesn't see a need for it. He sees most of it as a responsibility of staff.

According to Councilwoman Cereceda, one of the reasons she proposed this is pretty much just the opposite of what Mr. Reynolds has just said, and that is the fact that our Town is based on our volunteers and committees doing work that staff members normally would do when they found the time, and she's not willing to wait. These are important elements of our community and she really thinks they should be addressed. If three months or six months from now there is no direction and CRAB feels useless and the other committees feel stepped on, it can be terminated.

Mayor Mulholland asked if this would delay the acquisition of Bowditch or the land under the bridge or the beach accesses if this committee has to consider it, look at it, research it and bring it back to Council. Councilwoman Cereceda said she can't see how it would. If the county

comes back and gives us an offer, would it go through this committee? Councilwoman Cereceda said she would hope that the committee would have some consideration for it, but she doesn't think it would delay the process at all.

Vice Mayor Hughes saw nothing in the ordinance that would mandate that we had to run things by this committee. The only one we really have to do that for as a matter of law is the LPA because that's a statutory requirement. He added that on the one hand he's not totally convinced that this is needed, but on the other hand it will draw more people into involvement with the community. It would give us some new ideas and more insight, and he really doesn't see how it can prejudice anything to do that. He does share, however, with some of the other council members concern that there will be some overlapping, particularly with MRTF and the LPA. And if they're drifting and don't have any viable projects pending, that we could just terminate it after six months or so.

Councilman Reynolds said he is no more convinced that it is needed now than when it was first mentioned. He sees potential conflict with other committees.

**Public Comments:**

None.

**MOTION:** Moved by Anita Cereceda and seconded by Dan Hughes to adopt the ordinance to create the Community Resource Advisory Board.

**Discussion:**

None.

Motion passed 3-2 with John Mulholland and Garr Reynolds dissenting.

Mayor Mulholland announced he'd like to continue the remainder of this agenda at the April 3 meeting. Town Manager Segal-George asked if we could start that meeting at 3:00 p.m. on April 3 so that we can get through the other business before the Wilson Miller presentation. This was agreed to.

**MOTION:** Moved by Ray Murphy and seconded by Dan Hughes to continue this meeting to April 3 at 3:00 p.m. The meeting will start with VI. D. of today's agenda. Passed unanimously.

**VII. ADJOURNMENT**

The meeting was adjourned at 10:15 p.m.

Respectfully submitted,

Lorraine Calhoun  
Transcribing Secretary

### **Items for action from the meeting of March 20, 2000**

1. Four weeks from tonight on April 17 Wilson Miller will bring the issues regarding aesthetics -- landscaping, the trolley stops, lighting and street furniture, gateway enhancements and hard scaping, again with public input and Council direction. They will also bring back the final version of the master plan for the Center Fifth Avenue area, and they hope that the Mayor and Council at that time will feel comfortable in giving an adoption motion for a plan for that area.
2. On May 1 Wilson Miller will be back with budget estimates, based upon the directions that the Council has given in the previous meetings, starting with directions tonight. And they hope Council will confirm those items they have given them direction on.
3. On June 5, the start of the summer vacation, will be the final presentation with public input and, hopefully, Council's adoption of the Streetscape master plan for Estero Boulevard.
4. Motion made and passed that we instruct the staff to move forward to retain an engineer to do the engineering on this, and after doing the drawings, to come back to us with a cost estimate for the project. And also that the Town share equally with the residents of Lenell on a 50-50 basis and that these residents will pay through an assessment.