PELICAN BAY SERVICES DIVISION
Municipal Services Taxing & Benefit Unit

NOTICE OF PUBLIC MEETING THURSDAY, FEBRUARY 21, 2019

THE LANDSCAPE & SAFETY COMMITTEE OF THE PELICAN BAY SERVICES DIVISION WILL MEET AT 1:00 PM ON FEBRUARY 21 AT THE COMMUNITY CENTER AT PELICAN BAY, LOCATED AT 8960 HAMMOCK OAK DRIVE, NAPLES, FL 34108.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Agenda approval
4. Approval of 01/17/19 meeting minutes
5. Audience comments
6. Pelican Bay Sidewalk Project
   a. Project History
   b. Engineer Q & A
      i. *ABB cost to prepare construction drawings & specs
         (includes permitting, engineering, & surveying)
   c. Financing Update (County cost sharing for sidewalks)
7. Chairman's comments
8. Committee member comments
9. Adjournment

*indicates possible action items

ANY PERSON WISHING TO SPEAK ON AN AGENDA ITEM WILL RECEIVE UP TO THREE (3) MINUTES PER ITEM TO ADDRESS THE BOARD. THE BOARD WILL SOLICIT PUBLIC COMMENTS ON SUBJECTS NOT ON THIS AGENDA AND ANY PERSON WISHING TO SPEAK WILL RECEIVE UP TO THREE (3) MINUTES. THE BOARD ENCOURAGES YOU TO SUBMIT YOUR COMMENTS IN WRITING IN ADVANCE OF THE MEETING. ANY PERSON WHO DECIDES TO APPEAL A DECISION OF THIS BOARD WILL NEED A RECORD OF THE PROCEEDING PERTAINING THERETO, AND THEREFORE MAY NEED TO ENSURE THAT A VERBATIM RECORD IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS MEETING YOU ARE ENTITLED TO THE PROVISION OF CERTAIN ASSISTANCE PLEASE CONTACT THE PELICAN BAY SERVICES DIVISION AT (239) 597-1749 OR VISIT PELICANBAYSERVICEDIVISION.NET.
PELICAN BAY SERVICES DIVISION
LANDSCAPE & SAFETY COMMITTEE MEETING
JANUARY 17, 2019

The Landscape & Safety Committee of the Pelican Bay Services Division met on Thursday, January 17 at 1:00 p.m. at the Community Center at Pelican Bay, located at 8960 Hammock Oak Drive, Naples, Florida 34108. The following members attended.

**Landscape & Safety Committee**
- Nick Fabregas
- Pete Griffith
- Mike Shepherd

**Pelican Bay Services Division Staff**
- Mary McCaughtry, Operations Analyst
- Lisa Jacob, Associate Project Manager
- Barbara Shea, Recording Secretary

**Also Present**
- John Gandolfo, PBI Board
- Tania Wroblewski, Sheriff’s Office

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**APPROVED AGENDA (AS PRESENTED)**

1. Call to Order
2. Pledge of Allegiance
3. Agenda approval
4. Approval of 12/20/18 meeting minutes
5. Audience comments
6. Sidewalk Construction Project Update (ABB reports)
7. Update on line of sight conflicts (Marion reports)
8. Committee Member comments
9. Chairman’s comments
   a. Pelican Bay Blvd. South Entrance
10. Adjournment

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**ROLL CALL**

Mr. Cravens was absent and a quorum was established

**AGENDA APPROVAL**

Mr. Shepherd motioned, Mr. Fabregas seconded to approve the agenda as presented. The motion carried unanimously.
APPROVAL OF 12/20/18 MEETING MINUTES

Mr. Griffith motioned, Mr. Fabregas seconded to approve the 12/20/18 meeting minutes as presented. The motion carried unanimously.

AUDIENCE COMMENTS

None

SIDEWALK CONSTRUCTION PROJECT UPDATE

Mr. Tom Barber, engineering consultant with ABB, provided the committee with an updated draft report of “engineer’s preliminary opinion of probable cost” of the replacement of PB sidewalks as of 01/01/19 along with the prior 12/14/18 draft. These two documents were added to the record. The new draft contained updated estimates including (1) replacement of Seagate Drive sidewalks with six feet wide concrete sidewalks with an estimated cost of $403,000, (2) 18 replacement tress with an estimated cost of $36,000, (3) clearing and grubbing demolition (line 5) with an estimated cost of $151,259, and (4) a total sidewalk project estimated cost of $6,234,838.

Mr. Barber reported that ABB has completed the assigned task of updating the GIS map.

After discussion by the committee on whether to replace the existing five feet wide concrete sidewalks on Seagate Drive, the committee and Mr. Dorrill agreed to task ABB to provide an engineer’s analysis of the condition (safety and compliance) of the existing Seagate Dr. sidewalks. The committee also requested that ABB provide a cost savings analysis of complete replacement of Seagate Dr. sidewalks vs. repair costs of only those sections which are deemed unsafe.

Dr. Chicurel summarized that he will (1) present the updated ABB 01/01/19 “opinion of cost” report and the Seagate Drive sidewalk condition opinion to the full board at its February meeting, (2) make a motion that the committee is requesting the board to approve the draft, which may or may not include the Seagate opinion., and (3) make an additional motion that we approve contingent financing, knowing the County’s participation.

Mr. Dorrill commented that staff will be asking the full board (based on committee conclusions) for approval that we proceed to construction plans and specifications contingent on the final negotiations on the cost share coming from the County general revenues; an annual County contribution of $300,000 has been suggested during these negotiations.

SEASONAL SHERIFF’S PATROLS IN PELICAN BAY

Cpl. Tania Wroblewski, Sheriff’s Office, commented as follows:

- The Sheriff’s Office “special detail coordinator” has commented that special law enforcement patrols/details remain unavailable during season, but may be available during the summer months. Supplemental resources continue to be allocated to school security.
- Extra CCSO patrols can be requested on the Collier Sheriff website.
- Civilian volunteers are assigned where needed, and generally to locations with the highest number of complaints.

Mr. Dorrill requested that Cpl. Wroblewski research the extent to which sworn auxiliary deputies are available in the North Naples district.

THE INTERSECTION AT GULF PARK DR. AND US 41
Dr. Chicurel commented positively on staff’s completion of the “right turn only” project. Mr. Shepherd commented on eastbound vehicles (on Gulf Park Dr.) who continue to turn left onto US 41. Ms. Jacob commented that flexible barrier poles will not be installed in the former left turn lane until after Gulf Park Dr. is repaved (expected to be completed Spring 2019).

The committee discussed additional modifications to the intersection including (1) widening the median on Gulf Park Dr. at the intersection of US 41 and reducing traffic to one lane, or (2) an FDOT modification to the US 41 median which would discontinue left turning vehicles into Gulf Park Dr. with no modification to the Gulf Park Dr. median. The committee agreed that future discussion is needed on these additional possible modifications.

UPDATE ON LINE OF SIGHT CONFLICTS

Mr. Bolick commented on a few intersections with “line of sight” conflicts. Staff has removed the tall shrubs on Pelican Bay Blvd. at the Dorchester intersection. Dr. Chicurel suggested that the “red plants” at the Gulf Park Dr. turnaround be removed, as these plants are blocking the view of westbound vehicles. Dr. Chicurel suggested additional reviews of “line of sight” conflicts at intersections and crosswalks.

COMMITTEE MEMBER COMMENTS

Mr. Griffith asked for an update on the Ridgewood Park re-forestation project. Mr. Bolick commented that he met with our landscape architect, Ms. Ellin Goetz, a few weeks ago and she is in the process of preparing a landscape plan for this area.

CHAIRMAN’S COMMENTS

PELICAN BAY BLVD. SOUTH ENTRANCE

Dr. Chicurel commented on the recent FDOT changes being made at the Pelican Bay Blvd. south entrance, and included a schematic of the proposed changes in the agenda packet. Mr. Dorriell commented that he met with State Senator Passidomo who stated (1) FDOT has promised that the street lights along US 41 from Pine Ridge Rd. up to Vanderbilt Beach Rd. are expected to be operating no later than Jan. 25, and (2) FDOT has pledged to further evaluate relocating the new street light pole which is positioned in front of our Pelican Bay entrance monument sign on the south side of this intersection. FDOT has no plans for additional sidewalks to connect this intersection to the Waterside Shops or to extend sidewalks northward on US 41.

ADJOURNMENT

The meeting was adjourned at 2:00 p.m.

Joe Chicurel, Chairman

Minutes approved [____] as presented OR [____] as amended ON [_____________________] date
# Pelican Bay Sidewalk

**Notes:** Sidewalk lengths are based on Collin County GIS information, other quantities are based on A&B field collected GIS. Costs and Quantities are for rough budgeting purposes only and are not based on survey data.

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<tr>
<th>Item No.</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
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SheaBarbara

Subject: FW: Pelican Bay Sidewalks

Our Pelican Bay pathways have been the subject of Services Division discussions for more than three years. We have received many e-mails and letters from residents, many pleading for improvements. We have a number of residents who are “mobility challenged” and have described their condition as being “under house arrest” because they cannot safely and reliably navigate our sidewalk system. From the sounds of your e-mail, you and I are both fortunate to remain agile and able to enjoy all Pelican Bay has to offer. Unfortunately, our sidewalks belong to all members, both those who are agile and those less so.

The Services Division has taken the last two years to engage in comprehensive study of our pathways, including their existing condition, the sidewalk designs and materials which are common to other similar Naples area PUD communities, the legal requirements to achieve ADA compliance, the cost for repairs and/or replacement, hardscape and right-of-way constraints, and many other aspects. All of our meetings have been open to the public and noticed on the PBSD web site and on the Pelican Bay foundation web site.... we have tried to be totally transparent as we explored the various options available to us.

**Historical Perspective**

Our pathways were originally placed in asphalt and were intended to be approximately 5' in width (actual width varies from about 4" to 5"). The oldest sections date back to the 1980 time frame and have been resurfaced three times, with progressively less success. The nationally accepted lifespan for asphalt pathways ranges from 20-40 years, depending on location, traffic, and quality of initial installation. It is therefore no surprise that our walks are in failing condition after nearly 39 years of service.

The county has continued to make repairs to the most egregious sections of our pathways each year, typically spending about $22k. In 2018, those repairs exceeded $80k. Many of those 2018 repairs are already failing after less than six months of service. Last spring, county representatives walked and inspected virtually every foot of our pathways, accompanied by the chairman of the Services Division. The conclusion was that our pathways are exhausted and need to be replaced. There are indeed some sections which remain serviceable, but those are in the minority.

Our pathways are a county asset, placed on county property (in the right-of-way). We have implored the county to replace our aging walkway system, but unfortunately we are attached to the hip with an organization having virtually no budget for pathway replacement. In fact, there are many neighborhoods in Collier County with poor (or no) walkways, all of which are clamoring for similar attention. You can imagine the political position the commissioners would find themselves in if they were to spend virtually all of their sidewalk budget in Pelican Bay and leave the balance of the county naked!

Thus the problem remains in our court.....

**County Land Development Code**

At the time our original pathway system was approved (late 1970's), five foot asphalt designs were acceptable. Since that time, many studies have been completed on a national and local level to develop standards for optimum sidewalk systems, including initial and maintenance costs, lifespan, and importantly the imperative that sidewalks serve all of our citizens.
Asphalt material has proven to have a number of deficiencies. The lifespan is about half of the more common concrete design. The edges of unstrained asphalt typically fray and quickly reduce the effective width. The ability to construct and maintain asphalt pathways in compliance with ADA requirements is challenging at best.

As we speak, the nationally accepted, minimum sidewalk width for bi-directional pedestrian traffic is six feet. The Collier County Land Development Code embraces this new awareness and now specifies that sidewalks in public right-of-ways (all PB walks fall into this category) be constructed from 6" thick concrete with minimum width based on the type of roadway... PB Boulevard and Gulf Park Drive would require six foot minimum width, while so-called local roads such as Ridgewood or Greentree would be allowed minimum widths of only five feet.

There are those among us who prefer asphalt walkways and have suggested that Pelican Bay might be “grandfathered” to continue with five foot asphalt walks. This is likely not true, but entirely misses the point. We are a progressive community and should be interested in achieving the most enlightened environment possible, regardless of whether we might identify some loophole which would allow us to maintain an obsolete design standard. I have no appetite to return to B&W television, even though I have fond memories of watching Ozzie & Harriet in B&W with my family.

**Current Status of Decision**

The services division moves very slowly, in part to consider all of our member preferences and to be sensitive to unique member needs. Even though we have been working diligently on sidewalk design for over two years, we are still a year or more out from actually beginning any replacement project.

Thus far, the Services Division has only an “estimate” from our consulting engineer which forecasts the total project cost, the number of trees which might be vulnerable, and other considerations which would impact any forward plan. That estimate indicates that 18 trees might be impacted... 9 of which would be hardwood species. Importantly, the estimate also includes $36,000 to replace all impacted trees, one-for-one, with the largest caliper tree which can be reasonably transplanted. The palm tree replacements would be indistinguishable from those removed. As an aside, we have roughly 3600 trees which we are responsible for. Thus, the 9 highlighted trees constitute 1/4 of 1% of our tree inventory.

The next step, if we were to proceed, would be to have an official engineering design for the sidewalk system. This would include accurate survey data, accurate identification of actual trees and other hardscape which would need to be relocated and of course, total cost.

**Final Thoughts**

Your e-mail made some good suggestions which I will also comment on...

Any replacement of our sidewalks would be financed through long-term financing. Thus far, all of the stakeholders seem to have embraced this notion of matching the costs with the users actually benefiting from the improvements. If the original engineering estimates prove to be accurate, the total cost would be slightly less than $6M and be financed over 10-20 years. The county finance department has already been working on a proposal which would meet our needs. Financed over 10 years, the $6M cost would result in approximately $95 per year, per owner.

Your suggestion of a partnership with the county is a good one and one that our capable administrator has already been pursuing with the county. You can imagine how much easier it would be to secure a modest chunk of money from the county’s General Fund than a very visible capital expenditure exclusively for Pelican Bay. At this time, the negotiations seem to be converging on a county contribution of between $250,000 and $300,000 per year. If this turns out to be the case, the county would therefore be returning about $40 per year, per owner (we have 7615 ERU’s over which we distribute all division costs). **So the net cost, per owner for new sidewalks would be roughly $55 per year.** As the chair of the budget committee, my sense is that most of our owners can handle $55 per year.
You suggested that the timing of any decision regarding sidewalks be made soon... before summer. With some embarrassment, I must confess that we don’t work that fast. The reality is that the only decision which can be made before even next fall would be to proceed with engineering design work. That decision might be made in March and could result in an engineering project easily requiring three months. That would then be followed by several months of review, public meetings, etc. before the decision to solicit actual bid costs could be made. The take away is that you will almost certainly be back in town for Fall 2019 before any final decisions are made.

We have already had many public meetings, including at least two where a comprehensive PowerPoint presentation was included in the presentation. As soon as we have an actual proposal/plan from our engineers, we would be in a position for a repeat performance.

Just a few final related comments, etc. the Services Division engages in minor trimming of surface tree roots for a number of reasons, including sidewalk intrusion, reduction in mulch circles around trees and to maintain the ability to mow turf. In the past, this trimming has been done with the counsel of contracted arborists. I know of no trees which have been lost due to minor grooming of surface roots.

Any issue seems to have a number of interested coalitions, often with opposing perspectives. Surrounding the sidewalk issue are the groups which believe that jogging on asphalt is preferred to concrete, groups which view trees as “sacrosanct”, groups which believe that wider walks will simply attract more bicycles and make walking more dangerous, groups which rely on flat/reliable surfaces to safely negotiate, groups with prefer the crisp and pristine look of concrete, groups which prefer the “natural” look of asphalt, “white carpet” groups which object to asphalt tracking in their home... and more. As your representatives, the members of the PBSD board try to weigh all of the various perspectives, including the legal and liability implications for every decision, all aimed at providing the most satisfying user experience for all members.

Personally, I am a fan of hardwood canopy trees and believe that they are an integral part of the PB experience. I also believe that opposing progress towards six foot, concrete sidewalks would constitute little more than tilting at windmills... they are coming our way whether we like it or not. As the sidewalk issue works its way through the system, I intend to put my energy into preserving the maximum number of trees and to ensure that replacements restore any lost canopy.

You are welcome to call me anytime on cell to discuss this and any other PBSD issue... 239-269-7738.

Respectfully,

Mike Shepherd