

**Transcription: Schooner town meeting 12.10**

**Length: 30:48**

Jack Bodziack: I'm Jack Bodziack. I'm the architect representing the owners on this project. The project we're looking at tonight is where the old Schooner Hotel and the properties adjacent to it are. As well as the project includes the piece across the street, which presently has some office buildings and has a, basically a vacant piece at the back and on the side where there are parking right now. Basically, the concept behind the Schooner was to come in with a really upscale hotel, something comparable architecturally to catching eyes similar to what the Don Cesar has. The whole concept was to do a full service 56 unit, 16 on one side and 40 on the other room of hotel luxury probably 5 star if, in fact, we can get all the right players in place. But the idea was to make it a landmark because, as you know adjacent to Schooner and South is that Pinellas County parking lot that runs all the way down for several hundred feet. The idea behind this was that we originally had an eight-story building which was going to be six over a restaurant and parking.

Jack Bodziack: We got to cut it back to where we brought everything down to a five story over parking and a restaurant. The restaurant is an ancillary use in this because it's, as a hotel, it's allowed to have that. There is a walkover bridge between the property across the road and the hotel site, the main hotel site. Across the road the 16 units are a little bit bigger, but the whole thing is sort of a family orientated project. The units are all typically two bedrooms. There are some one bedrooms in there and they are oriented towards the destination resort more or less. So, the project, to walk you through it. I have a PowerPoint that I'll kind of run through with you and give you an idea of what the property looks like.

Jack Bodziack: This is what you see on the record. This is the five stories over restaurant parking, and you see a two story or decide with a full deck. These are two retail spaces on the front and the side. The idea was that we have a lot of parking on the ground floor and the idea was we would introduce some retail on that side of the street. In the center of the retail spaces there's a courtyard with a fountain and sort of receding area. The idea was to break it so it's not just a straight run on the street, like it's something that has some kind of a pleasant entry to it. There will be a pool in the front, outdoor seating and the restaurant will primarily take up this area with the club rooms down in there. So, as we finish developing all this, the property will basically be a full use facility.

Jack Bodziack: The idea was that there really isn't anything up this end of the beach comparable and there was a need for this in the community. So, we came in and basically tried to undertake some kind of a landmark piece of property. Now, there is a little area on the roof that has sort of an outdoor bar and some seating where they were hoping to put on weddings and special events, that type stuff. That was basically it. The, next, you know, the location. I'm sure you're all familiar with it. It's as I said adjacent to the Pinellas County parking lot, public parking lot and the city has been trying to make some effort to get some kind of a say in that parking lot. I don't think they have any progress at this point.

Attendee 1: What's the chances of them getting some access there? To that parking lot?

Jack Bodziack: I don't know. I know the city is going to attempt to have, are attempting to try and have a conversation with the county about that. Whether

Attendee 1: I own the building across the street. There're two restaurants now and they're actually losing a ton of business because they don't have enough parking for the two restaurants right now.

Jack Bodziack: Yeah. Well, you know, the county has a really tight control on that parking lot. They have that dust.

Attendee 1: A lot of time there is always a cop sitting in there anyway. So, I don't understand why they won't let the lot be in use until say maybe 10 or 11 o'clock at night put some more lights in there. So, everybody's trying to bring people into Madeira Beach, but yet, you know, it's hurting me as a landlord with my tenants because you know, when you have somebody to come and eat in a restaurant, you've got five parking, twelve parking spots and they're all full, where do they go.

Jack Bodziack: Yeah, I know you're kind of limited where you are.

Attendee 1: Very, very limited.

Jack Bodziack: Well, I think that the effort that the city is attempting to do, make some effort to get better control or some say in that parking lot. I don't think it's an active role quite yet, but that is the direction I think they want to go. Yes.

Attendee 2: You're talking with the public beaches.

Jack Bodziack: Yeah.

Attendee 1: They're calling it a parking lot.

Jack Bodziack: Pardon me. The parking lot.

Attendee 1: Parking lot.

Jack Bodziack: The parking lot south of the Schooner, that long.

Attendee 1: The public beach.

Jack Bodziack: Yeah. Right, right.

Attendee 1: The public beach.

Jack Bodziack: Yeah, there's a public beach and a big parking lot.

Attendee 3: Well, that's a public beach.

John: It's only beach access, right, in the area?

Jack Bodziack: Yeah, well actually you'll see it on the [5:35 inaudible].

Attendee 1: It's a public beach, not just a parking lot.

Jack Bodziack: Well, I knew that yeah. But I'm saying that right now the regulations and the use of the parking lot, for example, in this case, the parking would greatly relieve a lot of the problem in the area if it could be used after dusk. But the way the county manages it right now, it shuts down at the end of the day.

Attendee 5: Well, it's for the beach.

Jack Bodziack: I understand, but it would be good if it could not just sit there empty at night. If it could be used for other facilities around here. I mean, you know, if you think it's better being empty at night,

Attendee 5: Well

Jack Bodziack: I respect your opinion.

Attendee 5: The problem is going to be where are you going to, how's the traffic going to get in and out? You've already got [6:14 inaudible] down here. You've got two lanes that are going to be packed already during the season.

Jack Bodziack: Well, let's do this. Why don't I go through the whole presentation and then let's take questions. So, we kind of keep it, so we get the whole thing done and get through it.

Attendee 4: Can I just, because your project has nothing to do with that parking lot, right?

Jack Bodziack: It does not.

Attendee 4: Okay.

Jack Bodziack: We're adjacent to it but there was some hope that we can get something accommodated on it because it sits empty.

Attendee 5: So, you are applying to get something done there?

Jack Bodziack: There is going to be an effort, I believe, to do something there yes.

John: I'm the city manager Madeira beach. One of the things that we're going to approach the county about is the possibility of the city controlling that, specifically that parking lot, the beach access. The beach itself is city property. The parking lot, that park area is owned by the county. Because of the condition of that county park, we do not believe it emulates the aesthetics that are present at Archibald Park, so we want to make aesthetic improvements to that park. So, one of the things that I have on my radar is to have a conversation with the county administrator to see if the county would be interested in divesting itself of that piece of property and then the city come in to make the improvements. So, it mirrors the beach access that we have at Archibald Park. And then we would have more say as to how that parking lot is utilized later on in the evening. But that is something that we are proactively going to be approaching with the county probably in the next 30 to 45 days.

Attendee 1: Will you keep us apprised of that?

John: Absolutely.

Attendee 1: Thanks.

Jack Bodziack: Okay. Yeah, let's kind of go through this quickly and then I'll give you a quick rundown on everything you can ask questions and we'll try to keep it. All right. As I said, that's the location. This is a further shot close up in the location and see it roughly 144th comes in down there, 145th and basically the public park, the public beach with the parking lot. I can't get this to blow up, but you do see where that, whoops, back here. You can see in this instance right here, that shot kind of shows you the public parking lot, the county parking lot with the Madeira beach. So that's the basis of that conversation and the attempt to try and get some better control of that or better use of it, at least. These are building footprints. Essentially, this is

the building footprint on the Gulf side, which, this thing goes, you've got to be quick on this. Alright, this is the ground floor where the restaurant would be up in this area, outside seating over here, pool area and some clubs rooms here.

Jack Bodziack: This is the typical floor plan for the units. Once again, this is the rooftop area that would more [9:28 inaudible] so it couldn't spread out all over the roof. It basically would have someplace where they could have a wedding or a special event or something like that. Everybody seems to want to [9:36 inaudible] this more down on the same beach, but that's a similar type thing or that takes up the entire rooftop up there. This is the parcel across the street with a swimming pool, a wet pond or a spray pond and then the bridge going across Gulf Boulevard. These are the whoops, I'm not good with this thing.

Jack Bodziack: Now this is the bridge that goes across the street from this point. That is the rooftop where we were. This is the two-story segment over parking across the street with the retail located in the front of this area. That's the courtyard in the middle right there. This is the parking across the street, which we've got about 30 extra parking spaces roughly in there. So, we're trying to accommodate as much as parking as we can. The piece in the rear here is a residential piece, we can't do anything back there. So that's just used for retention. This once again is the layout for across the street, the units. We haven't gotten into the interior design of the units yet. This is a stat look at the two properties across from each other with the bridge necking. This version has the bridge more straight rather than arch form across. And that is the stuff with the city and straightened out on discussion with some commissioners. Basically, the project as proposed is PD, plain development. That allows us a lot of flexibility. Oh, the project as it's designed is a plain development.

Jack Bodziack: It allows us a lot more flexibility on the design, allows us to have some flexibility about how we do the setbacks, how the height goes, everything else. So, there are a lot of, the reason for the PD is basically it's an ability to take unique properties that can handle another type project like this and develop them in the best possible way. So, I think that the project that we're proposing is looking to be a landmark property and we hope that it will be something that stands out on the beach very much like the Don Cesar does. It's not anything close to the size of the Don, but it does, we did try and make some kind of characteristic that would really need people's eye and catch their attention. The we meet all the, with the ISR all the regulations as to the planning are available.

Jack Bodziack: I can kind of run down them with you. I don't know how much interest you have, but, the site, let me just give you a quick rundown. The zoning is a PD and so our 300 line, the base flood elevation on the Gulf side is 14 feet. The base flood elevation across the street is 12. The ground floor level underneath the main building is set at seven feet above sea level. Right now, it's about 5.7, just to give you an idea of the elevation of the ground there. The site area total is, whoops that's not, it's about three quarters of an acre [13:28 inaudible] with the two sites. The 40 units are on the Gulf side, and 16 on the Bay side. The footprint coverage of the building on the Gulf side is 12,306 square feet. The height, as we said is 63 foot, that's above BFE actually.

Jack Bodziack: The bar and restaurant uses, and the club rooms are about 10,000 feet. The impervious surface ratio, it's about one, about a .825 with two properties to combined. The green space is about 17% and as I said, we've got essentially 80, 86 parking spaces with 10 bicycle spaces, 3 motorcycles spaces and you know, basically you've got more parking. than what is required. In this day and age a lot of the hotels are coming in and saying that when you are a Gulf location, you're basically stating that you don't have a, you don't have quite the need because a lot just come into a destination resort and either Uber in or are, you know, have one car that they come in on, rent it and get rid of it. So, there's not quite the parking demand they're finding for these that they had before. Okay, that's fine. Don't tell me you're an Uber driver.

Attendee 6: No, I'm just, I know people are bringing two, three cars as far as we are concerned. Like, you rent the one family, instead of the one car they are supposed to bring, they will show up with two or three and we've got to say no, it's only one. So, I've found

Jack Bodziack: In some instances, that's the case but in some instances

Attendee 6: people try to bring more than one car, so I don't know how many cars you allow per unit that you're building.

Jack Bodziack: The code calls for one space per unit. We've got an extra 30 spaces roughly plus we have motorcycle, bicycle spaces that can safely, yeah plus about 30 more. That's pretty much it on the rundown of the project. As I said, it' will be compliant with FEMA, compliant with all the Florida building codes, Florida edition building codes in place at the time. And we will be proceeding with the planning board next month on this account. Having said that, let me open this with the small crowd. It's probably easier just to catch everybody and get their comments and see what. Okay, do you want to step in and help maybe

Attendee 7: Yeah. Okay.

Jack Bodziack: You want to take this and record it.

Attendee 7: The timing of the approval process. Do you have an estimate of that?

Jack Bodziack: Takes about 90 days roughly.

Attendee 7: And then you would start boom?

Jack Bodziack: And then, planning would start.

Attendee 7: So roughly 90 days,

Jack Bodziack: 90 days and typically when you go through the planning process, it's another 90 days to be realistic. By the time you get the plans in, go through the [16:24 inaudible], go through all the regulatory authorities here, FDOT, [16:29 inaudible] and all that, you're done in 90 days. So really, realistically we start in about six months.

Attendee 7: Okay.

Attendee 3: And do they have any plan for dealing with extra traffic?

Jack Bodziack: Pardon.

Attendee 8: Do they have a plan to offer? Like dealing with extra traffic?

Jack Bodziack: For the city or us?

Attendee 8: Both. Either one.

Jack Bodziack: We attempted to deal with the [16:52 inaudible] of extra parking and try to build it so we had parking on both sides of the road, and I think we do.

Attendee 8: Is there. I just got a couple of questions here. The other one was, will the city or county consider, since they're going to be digging that area up, possibly might now be a good time to put the wires underground?

Jack Bodziack: There already is a plan in place to put the wires underground.

Attendee 8: While they're doing this, when they're tearing everything up maybe?

Jack Bodziack: No, they're actually already moving ahead with it whether we're going right now or that not. John, do you know when that will start?

John: The commencement of the Phase two of the underground utilities should start middle January, so the process will probably take, I think eight months for them to get from 150th to 144th, so that's part of the process. And I had a conversation with representatives from Pinellas county and other local jurisdictions. The intent obviously is to underground all the utility [17:48 inaudible] so there is already, monies that have been appropriated, about 1.4 million dollars to get us from 150th to 144th, 142nd. We're going to go as far as the money allows for us to go.

Attendee 8: Okay.

Jack Bodziack: You have a question?

Attendee 1: Nope.

Jack Bodziack: You have a question?

Attendee 5: What was your concern with the parking sir? What was, with the whole beach parking, what was your concern?

John: Okay, we have condos, 18-unit condos, we're right across from the beach so it's been my experience that people don't necessarily think we got one family coming in and we have the problem telling the owners it's one car coming in per unit, not two and three. Because people have their families come in, their aunt and uncle come in and before you know it, you do have a problem with parking.

Attendee 5: So,

John: But you were concerned about the hotels. Same thing happened. I mean, you're going to have all these extra people coming

Attendee 5: And using the public parking? You said that that was your concern, that you don't want them to use the public parking.

John: There would be no place to park. There just won't be enough parking unless they are planning on making

Attendee 5: Okay.

John: What is our concern too, our view is right across from the public beach and you know.

Jack Bodziack: Well, the view is not very pleasant right now.

John: It's gorgeous right now.



Jack Bodziack: 'You can't see. The buildings aren't exactly up to speed across there.

New Speaker: [19: 11 inaudible]

Jack Bodziack: That will remain the same, so that's not an issue.

New Speaker: 19:28 [inaudible]

Jack Bodziack: Yes, yes. It actually, if you look at this. This is our 145th on the south side of the property. This is 146th on the north side. So, it's between 145th and 146th. The property that I think this gentleman owns, the Dockside Dave's is right on the next block.

John: Just to clarify. I want to make sure there's no confusion that this project is not going where the public beach is. That parking lot is staying, that's a county lot. This is just to the south of that so it shouldn't. If you've used [20:11 inaudible] across that parking lot. Now it shouldn't change at all. Then one other point, the current hotel and on the east side and the west side of the Gulf Boulevard and the properties here currently have 44 units associated with them, so this is only 56. You're only talking about an additional 12, which is not a huge addition to the area. So, I think that's important to kind of know this is really not a huge impact based on right there. And

Jack Bodziack: We're adding the property across the street.

John: Yeah, well with all of them together. And then the other issue with that is if you guys know the current scenario for those, we all live here. And everyone going back and forth out of the Gulf Boulevard right now that will be taken away. There'll be more control. So, I think ultimately, it should have a better effect on parking. and I live here in town too, so we're very careful to do it the best way we can to be good natives.

Jack Bodziack: In probably 14/15 months. In 14 to 16 I'd say probably. Yes.

Attendee 4: So, can I?

Jack Bodziack: Yes.

Attendee 4: I have a question for you. So, your estimate is when you can see the benefits of all of the buildup. You're saying in about 16 months, that's when it's going to be bringing in revenue. Obviously, that's what we can expect

John: Yes

Attendee 4: To put back into the city.

Jack Bodziack: Okay.

Jeff Beggins: And to add to that point, right before that because when the impact fees get paid and the [21:48 inaudible] fees get paid, that revenue goes to the city way before construction screeners.

Jack Bodziack: Yeah. With our significant impact fees, the construction permitting alone will probably be in the neighborhood of 600,000/700,000 dollars to the city. So, just going by roughly what the standard is, 2% of construction and the, as Jeff has stated, the impact fees for, the TIF fees for the transportation and the other city impact fees which actually go mostly to the county will also be a significant number in that. Any other questions? Go ahead.

Attendee 4: How much seating is in the restaurant and how much is outside?

Jack Bodziack: The seating total is probably right around 75 to 100 seats right in that range. Outside, now that's where people from the hotel are going to be sitting too and all that. So, it's not just outside seating from outside people coming in.

Attendee 4: Is the pool, is the pool going to be located exactly where the Schooner has their current pool or?

Jack Bodziack: No, no.

Attendee 4: Is it set back more?

Jack Bodziack: It's set back more and over this way a little more. Yeah.

Attendee 4: More towards us?

Jack Bodziack: Yes. All right. Basically, you know the project, you get projects that are outdated, like the Schooner is at this point and it's just more of a drag on the economy and on the city than anything else. And this is an opportunity to come in and make this into a premier property that has an identification that, like everybody knows where the Don Cesar is, everybody knows where the Tradewinds is although the Tradewinds is kind of dated. There are very few really first-class resort facilities around and this is one that will, we're hoping will be a landmark piece. And you know, and I know you were a little bit reserved about the parking that you know, but I think that, you know, it stands a better use than what they're using right now.

Attendee 5: I love the fact that I know they've got to generate income. I know how business works. My problem that I have and it's not just here, I observed after living in New York City 21 years. If they don't do something about mass transit here. It's going to be so miserable to live here and in your future people are going to, because you're not going to be able to get anywhere. When's the last time you went to town around three o'clock?

Jack Bodziack: Yeah. Well you know, if we don't do something about mass transit around Florida at this point. It's over. And I mean, you know I finished college in the mid-sixties, and I remember a professor telling us there are almost 4 million people in Florida. Someday there's going to be 5 or 6 million. Well, you know, here we are today, and the planning has been way behind on mass transportation.

Attendee 5: It's obsolete like they build a bridge and it already needs to be rebuilt.

Jack Bodziack: Yeah. And they also are working by standards that are so outdated, no flexibility that they create more problems than they assist sometimes. [24:37 inaudible] Well, you know, we'll welcome you at the Commission Meetings, the Planning Board and the Commission Meetings and

Attendee 3: [24:45 inaudible] we're good there. The problem with mass transit development, the doesn't want to lose money. I'm all in for a state, a city tax, I'll pay another penny you know, if it means relieving the traffic on the road, I voted yes for the Green Project, nobody else did.

Jack Bodziack: Yeah. But I don't think you're in the majority. I'm amazed by the people who don't want to spend money on education or transportation.

Attendee 6: So, the reason that you originally brought up the whole parking lot to begin with was that you're hoping.

Jack Bodziack: We're hoping that that can give us some relief, yeah.

Attendee 5: And people will be able to park in there and then go to the restaurant and right to utilize the infrastructure

Jack Bodziack: To have 100 spaces just sitting there after four 'o clock. I mean, you know, if you go through there at three, four 'o clock in the afternoon, everybody's coming off the beach. Everything shuts down at dusk and people are generally gone. And you know, it's, you know, it's crazy that much of a parking facility for use of the beach. I mean people go out and walk on the beach at night, you know, people will make use of all the facilities around their restaurants, everything else. But you know, when you have a situation during the season where you pull in the parking lot and there's no

place to go, there's no valet, you know, then you have a problem. And I think that that's a hell of an asset sitting there that everybody's just neglected to this point. I think it needs to be made better use of. That's my only point on it and yep.

Attendee 9: The bridge, is that going to be public or is that only for residents?

Jack Bodziack: No, it's public. Yeah. FDOT had talked about a better access across instead of all the lights that come on, you know, with this development and with the parking lot to the south, they were thinking that it would be better to have a public access across.

Attendee 9: I just walked across it a little while ago. It's pretty hard to [26:29 inaudible].

Jack Bodziack: Oh yeah. Yeah. It is. It is a public walkway yeah.

Attendee 4: Access, the beach access. You're saying we hope that it is going to be utilized by the hotel or?

Jack Bodziack: The beach access where the park is. We met the code and plan and did enough additional parking that we're not, we don't need it, but we're saying for the,

Attendee 4: I think for, and I don't live in the city currently, but I love here, and I am visiting here with a vested interest in it. So, is there going to be a public access on Madeira Beach after this hotel goes up, can a public person walk up the street and visit?

Jack Bodziack: Oh yeah, yeah. The, the public parking lot will remain and actually, you know, people will be taken access through.

Attendee 4: So, it's not going to belong to a company that [27:11 inaudible]

Jack Bodziack: No, no, no, no. If anything, the city would have control over it. Yeah. Yeah. I think it's making better use of a facility that's just way under underused at this time. I mean that's pretty much it. I hope, as I said, we're hoping to get underway in about 6 months. We go to the planning board next month and I think the project, you know the idea of doing a landmark project. This started out as a really kind of simplistic project and the property developers, the Beggins family came back and said, look, let's really go try to make this something that's got a special look to it. And then we pushed the limits on it, and I think it'll be a landmark piece of property. So, I appreciate your coming out tonight. Does anybody have any other questions or?

Attendee 4: You think that you are going to be requiring any variances?

Jack Bodziack: No. Under the PD, we don't know. No. The PD basically allows for some variants to setbacks and you know, FAR and all that type stuff. So, there are some variances in the plan.

Attendee 5: One last question and [28:09 inaudible]. I've lived here a while now and one thing I've noticed about our beach is because of the hurricanes and the [28:16 inaudible] study, whether you do or don't believe it, it doesn't matter if the scientist tells you things. One thing I notice is that there's a lot of erosion on our beaches. Do they have a plan, the city to come in and fill in the sand then maybe because where you're building on, there's not a whole lot of beach?

Jack Bodziack: Well, beach buildup, beach restoration is a constant plan as I think the city manager will tell you. There's always a plan in the works for the next time. And, pardon?

Attendee 6: They've been doing that for 40 years.

Jack Bodziack: Yeah. Yeah. It's been going on forever as long as I can recall. I mean when they

Attendee 5: Well, we're running out of beach.

Jack Bodziack: You know, for us remember the old wooden bridge that went across John's Pass and went into all those pine, Australian Pines that used to be down there. I mean, that was, you know, that was really, there was erosion and storm hitting back then that we had the same issues.

Attendee 4: I think it's a beautiful project. I think it's overdue, long overdue. I love the crosswalk just for the safety. I mean we're across the street from this and I see people dodging cars constantly and it's so scary, so I just think it's a beautiful project for the community.

Jack Bodziack: Thank you. Thank you.

Attendee 1: I appreciate you bringing this to a very dilapidated old infrastructure that's going out and this is obviously good for everybody in this room from a tax purpose for bringing additional people for current businesses. It's really lucky and we appreciate it.

Jack Bodziack: Thank you. Thank you, Jeff Beggins.

Jeff Beggins:

I'm Jeff Beggins. That's my dad Jim Beggins. We've been here for a very long time. We both live in the town, my family's here too. And so, this is something that we're taking very personally and very [29:53 inaudible] so we really do welcome your impact, your input. Because we want everybody to come to the restaurants and hang out, just be proud of this. So, any input you have, you know where our office is, right there by Daiquiri Shak, the 7-Eleven. I'm Jeff, he's Jim, reach out to us, chat with us, give us your input. We really want this to be a development that actually people are excited about this time, which is rare. I know that but that's why we did a lot of special care to drop this down to just five floors and just to kind of make it really blend in well. So hopefully we can get your support and any questions you have please bring it up. We'll do what we can to incorporate it into the plans. That's what I wanted to add.

Jack Bodziack:

All right. Thank you all. Appreciate your coming out. I'm sorry. I've been kind of rough tonight. I have a bad sinus condition and when I walked out early in the morning that cold weather hit me. I lost my control of my voice pretty much, so it's been a tough day, but thank you very much for coming out and we appreciate it. And as Jeff said, we're available for any comments you may have or questions you may have in the future during the process. Alright. Thank you.

12-12-18

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