

(00:05) Katie Cole:

Good afternoon, well, I'm holding a microphone, it's not amplifying necessarily to you all. So let me know if you can't hear me. My name's Katie Cole I'm an attorney at the law firm of Hillward Henderson, and I represent Kevin Bowden and his team and partners, Jeff Begins, Jim Begins who are putting together this proposal for this Schooner resort. Also with us, this afternoon is Jack Bodziak, the architect on record for the project. So we appreciate you all being here. This is the second neighborhood information meeting on this topic, and we just wanted to kind of recap what has been happening in the past, and then what the proposal is. And honestly, I know that you'd asked to highlight the changes and we will, I don't know that there are significant changes that you all will see, but from a process standpoint, we definitely wanted to go through this process and show you the efforts that the development team is making. So as you all are aware several months ago, the city approved the rezoning to plan development that included the construction of 56 units and a parking garage for the redevelopment of the Schooner resort. This is to replace the existing 42 units that are there. There are currently 31 on the Gulf side and 11 apartments on the east side of Gulf Boulevard. Those units are all going away in essence and being redeveloped with the 56 units that are there.

The project also includes the existing fourplex apartment, and that will be retained in its existing state and serve as a buffer on the east to the neighbors there as well. So I'm sure you're aware after the approval of the project, a lawsuit was filed that challenged the approval. And in looking at the lawsuit, I will be candid to say that the development team reached out in an attempt to settle that lawsuit, but unfortunately, the plaintiff, we didn't get very far in those discussions, I guess I should say. So what his initial offer was wasn't acceptable to the developer at first, and then after the developers countered kind of the discussion went nowhere. So from that standpoint, the development team made the decision that instead of arguing about semantics and details and trying to negotiate something where nobody wins, they would just go through the process again, be very transparent and candid and open, and kind of walk through each and everything. And so that's why we wanted to start over with this neighborhood information meeting. We have submitted an application to revise the existing plan development to the city and to reflect this revised plan. So that's a little bit of the background, with that I'll pause in case anybody wants to ask a question about that. Just a high-level background.

So this is a very casual meeting. We are videoing it as required by the city code and we'll have minutes, and there is a sign-in sheet that we've passed around. And so we appreciate it if you haven't signed in, Kevin, I don't know if the table behind you got it. If you can be sure to sign in so we can also track, it's important for us to know who the neighbors are, who are interested in the project. So with that, just to kind of verbally talk about the changes, and then Jack can come up and kind of walk through the plan itself maybe, or I can either way. But on the east side of the property, there is a reduction in the retail space that's available on the ground floor to 3,450 square feet. There's some adjustment of the setbacks around the parking garage. And as I said before, the existing

multifamily on the four units will be retained, but it'll actually be retained as a three-unit apartment complex to the far east. On the west, you'll see the picture there. It's still a nine-story building and that's inclusive of the rooftop area and rooftop amenities, and it's proposed to include 53 units. So like I said, there were previously 42 units between the two Schooner parcels. Now there will be 53 all on the one parcel. It's also all going to be constructed in one phase. So the development agreement will require construction together. So the parking will open at the same time as the hotel. There won't be any type of delay in that. The development agreement will also include public improvement on 145th and 46th, the landscaping and some roadway improvements there that were requested by the city, and noise restrictions on the rooftop to maintain and ensure that that does not become an issue there. So with that, that's really the plan itself, you can see there are two units here on the rooftop with chairs and all on the west side. The first floor is the ground floor, it is parking and the entry, and then it moves up from there. And this is a view from the west. And then this is a rendering of the Gulf Boulevard elevation for the proposed parking garage, which would be a three-story building. So it's two and a half stories in essence of parking. And the ground floor retail is along the street level.

(06:16) Resident:

Excuse me. So the parking on hotel itself is one level?

(06:19) Katie Cole:

Correct.

(06:22) Jack Bodziak:

Yeah. I heard you mention or somebody mentioned, they thought it was seven. It was seven floors of hotel units and calling it nine floors with the parking level and the rooftop pavilion area and deck area.

(06:48) Katie Cole:

And then this is just the site plan generally that you all can see how they tie in together here. It's 145th and 46th with the parking garage here and the retail, and then the hotel on the Gulf side.

(07:04) Resident:

So Mr. Bodziak, could you explain, I believe it was the upper, on the east side, there was that lower ride that was determined to be a residential parcel that could be included within the same density calculations. So what's happened relative to that?

(07:27) Katie Cole:

So this is our R2 and it's just, I wouldn't agree that it can't be used in the density calculations, but transient accommodations is not allowed there and it's currently a multifamily three Plex or fourplex. And so it'll just retain that.

(07:43) Resident:

Okay. So that's where that is. So the other one, no, the current 11 units, isn't that in the lower left-hand corner of the overall parcel?

(07:58) Katie Cole: No

(Kevin Bowden) No, you have four units in that residential, in the house. You have seven units.

(08:06) Katie Cole:

Sorry. Gotcha. Thank you. I double-counted. **(Crosstalking 08:07)**

(08:09) Kevin Bowden:

So actually you're seeing the three units in the house. Currently, it's four, but it says it's three. So I'm gonna change it to three. I know **(Inaudible 08:17)** the city has it as a three-unit building, it's a little single-family house and we'll just put an opening and make two they're really small. So we just retain that because we weren't really supposed to put anything on that residential lot anyways. So now we're...

(08:34) Katie Cole:

So these 8 units...

(08:35) Kevin Bowden: building upfront, which has seven units in it. And then making that all parking and retail.

(08:43) Resident:

So what happens to the stormwater retention? No, excuse me. I can't...

(08:47) Katie Cole:

No, you're good. This is the stormwater retention area here.

(08:52) Resident:

Okay. So it just moved to... Because it had been in that lower...

(08:57) Jack Bodziak:

Yes. Correct. We actually had looked at the stormwater retention. It was landscaped as being the buffering piece. But I think that the city felt that the residents back in this area would rather keep that building as the buffer more or less for the parking garage.

(09:20) Katie Cole:

Yes, sir.

(09:20) Resident:

Will there be a crosswalk from your parking garage to the hotel?

(09:24) Katie Cole:

So the question was, will there be a crosswalk and we are proposing a crosswalk. It's obviously subject to DOT approval as you all are well aware, DOT in the county have a lot of control over Gulf Boulevard. So there is one proposed.

(09:45) Resident:

So they would have to walk under crosswalk, they would have to cross up to park where there is a crosswalk currently

(09:56) Katie Cole:

Current crosswalks here, right? The current crosswalk is up here near 145th.

(10:02) Resident:

From the corner of our property, that's probably 10 feet south, is where that current crosswalk is. We would've proposed to the county and **(Inaudible 10:11)**

(10:10) Resident:

Is there gonna be like a valet to the hotel?

(10:14) Katie Cole:

There probably will be. Operationally, I think that is to be determined. There is parking on the first floor of the hotel building. So depending on the number of guests and I'm waiting into Kevin's territory, but depending on the number of guests, the timing of the check-ins, those types of things, is it something that valet would move cars over to the garage during off-peak times, you know, collect cars underneath? I think that's all to be determined based on kind of the influx of people.

(10:47) Resident:

Are operational issues a part of the the planned development?

(10:51) Katie Cole:

Not necessarily, if there are significant operational questions they could be included or if there were finite answers. For example, the noise on the rooftop is an operational issue that we know is a concern. And so as the owner and developer they're very interested in quashing that concern for the residents. And so, you know, have committed to include restrictions in the development group.

(11:19) Resident:

I worry about it, I live down by the caddy's, people use the crosswalks, some do some don't, and it just depends how anxious they are to get to the hospital, things get more and dangerous. So I'd like to see less opportunity for people to get hurt

(11:39) Katie Cole:

Understood and agree

(11:42) Resident:

And then like 150th and people trafficking and that now, bizarre. I mean, not everybody that drives here lives here and knows the roads, if they wanna cut the speed limit that'd be fine by me.

(12:00) Katie Cole:

I'm gonna write that down to see if when we work, we were talking with the city engineer, I'm gonna follow up with him and see if he has any other suggestions with respect to that.

(12:21) Resident:

I'm not sure if you've already answered this but the rooftop, is that gonna be like a bar entertainment area? And how many square feet is that? Is that the whole rooftop or is it parking or...

(12:32) Katie Cole:

I'll let you answer this...

(12:34) Jack Bodziak:

The entire rooftop area is about 4,000 feet. The way it's set up, though, a lot of it's transit and it's like where the elevators come up and empty and where the stair tower goes down. It's probably closer to 2,500 the max, including the cover pavilion area. And so it's the main idea was the thought was it would be an attraction, especially for things like hosting weddings or... Pardon

(13:00) Resident:

More of an event space.

(13:02) Jack Bodziak:

That was one of the main things, but also it would be used as a, you know, for the guest at the hotel.

(13:07) Katie Cole:

There would be food and beverage up there.

(13:09) Kevin Bowden:

It would be an 80 seat lounge. I mean, a good example of before you left, if you went up onto the roof here, we have a pool up on the roof here. If you push **(Inaudible 13:18)** on the side that you come out, it's about an 80 seat lounge there.

(13:23) Resident:

And I was just wondering, will that be open to the public or only hotel goers?

(13:26) Kevin Bowden:

It will be open to the public? Yes.

(13:30) Resident:

So what are the noise conditions that you said you were gonna put in that you're agreeing to reduce the noise from the rooftop with whether you have a band or DJ out there?

(13:42) Katie Cole:

So they were currently already proposed restrictions in the development agreement.

(13:52) Kevin Bowden:

I can tell you what we're thinking about right. So we're thinking about acoustic music only, not amplified music. So there won't be a DJ up there, there will be acoustic music. There will be some piping sound kind of music, you know, not a band or a DJ, just some speakers that will play, but we'll keep it below the city's requirement for decibels.

(14:18) Resident:

The problem with that is barefoot beach has a rooftop bar. They've had weddings and events up there that had some live music that has really been loud. The deputies don't have **(Inaudible 14:32)** been trained. So that's some of the things I'm concerned about is that type of noise. And my understanding is that the attorney who apparently brought this suit, to this development, had worked with a previous organization, hotel/motel down at St. Pete beach, and they came to a much better noise agreement with the city.

(14:58) Kevin Bowden:

Samori's probably, I'm guessing, you're talking about Samori's rooftop lounge? I guess.

(15:03) Resident:

Well, I don't know which one it was.

(15:04) Kevin Bowden:

I think it's Samora. So we'll work on that. The rooftop bar isn't like... We want to build a hotel, right. And we don't want to disturb our own guests either. Barefoot beach roof is not open often. They've had a few events up there and I think when they had events, they get out of control. We've been open for a year here. We haven't had any issues with noise coming off of our roof. Just haven't.

(15:30) Resident:

Well, you don't have some of the residential areas...

(15:34) Kevin Bowden:

Oh no. There's all these condos right behind us, right? No, we have, I mean, it's closed up there by nine o'clock, you know. I mean, we don't need to make money at the bar at midnight and we don't plan on doing that at schooner either. We are a more upscale hotel that's looking to let our guests get a good night's sleep as well as our neighbors. So we are happy to enter into an agreement with the city and the people around us to keep the noise down. I mean, that's not our driving thing. I driving things to have... It is really nice to go up to these rooftop bars and have a little snack, eat have sunset... Sunset is our peak, right? People want to come for the sunset, they wanna watch the sunset. Once the sun goes down, as you all know who live over there, the gulf is black, right. You're looking at black. So we're not trying to keep people there by playing a lot of music at night late, you know.

(16:31) Resident:

Well, again the issue is... I mean **(Inaudible 16:38)** next to you all which I would mention people were concerned. I think I heard some people in the last meeting with the commission that expressed some concerns about noise.

(16:51) Kevin Bowden:

Are you talking about the, **(Inaudible 16:52)** or...

(16:54) Resident:

Yes.

(16:55) Kevin Bowden:

They were very supportive of the project, kind of designed our project around helping, making sure we didn't block...

(17:02) Resident:

I think it was the people across the street that were complaining.

(17:04) Katie Cole:

So currently the development agreement calls out that any music has to be broadcast west, due west.

(17:11) Resident:

Well again, when coming off the golf, it's gonna carry the sound east, alright. I've worked in law enforcement. I've worked a lot of concerts, working down at the **(inaudible 17:22)**, we were getting complaints with the strong wind cold air two miles away with **(Inaudible 17:28)** with the noise of live bands.

(17:30) Kevin Bowden:

Exactly, happens. Right.

(17:30) Resident:

I know you're gonna say **(Inaudible 17:32)** it's gonna carry east, but...

(17:35) Katie Cole:

There will be noise.

(17:36) Kevin Bowden:

But everybody, you know, as long as you're meeting the noise ordinance and you're closing it down at night, everybody has their own right to make their own noise.

(17:49) Resident:

Are there certain hours that you're not gonna, you're only going to go with live music till nine, 10, or what?

(17:55) Kevin Bowden:

You know what I think the ordinance calls for the noise to be way down after a certain hour. At Cambria so far, we don't do anything up there past nine. We probably will on new year's Eve, but to date this year, we haven't done anything on the roof past nine.

(18:12) Resident:

I was assuming that you all might become a destination hotel for weddings and big events as barefoot beach was trying to do. And that was causing an initial noise problem threat.

(18:24) Kevin Bowden:

Yeah. So we do know what we're up against. I think everybody has their own right to make noise. Right? You do. Everybody does. The county in town legislates how loud it can be and we'll be inside of that. We want to be a good neighbor. But you're right. If the wind's blowing the wrong way, even if you direct the noise west, it's going to blow back across the street.

(18:52) Resident:

It's so high.

(18:53) Kevin Bowden:

You are high. It does travel. I don't think it's gonna be an issue. We'll do everything in our power to make it a non-issue and as good neighbors, our business plan isn't to be a busy bar. Our business plan is to be an upscale hotel with nice food and beverage, and to invite our neighbors in, to come over and enjoy the views and the rooftop and the restaurant. I mean, that's our goal.

(19:26) Resident:

Thank you.

(19:28) Resident:

I kind of think that his point maybe is that even though there are codes that apparently they're not enforced. So, you know, if you don't have the problem, to begin with, you don't have to force the violations of it.

(19:47) Katie Cole:

We heard you, I mean, we'll talk operationally to see what other options there might be. The development agreement has some pretty strict restrictions now within the code, but we'll go back and talk to see, looking at the code and what some other options are. All the hotel's development agreements on Clearwater beach have very strict language for their rooftop and outdoor noise as well.

(20:07) Kevin Bowden:

Everyone has a plan, right? I mean, Caddy's opened, they have a plan, right? They have a business that they want to run, that they need to run to make that plan work. Barefoot beach does. We have a different plan, which is very similar to the Cambria's plan. And I think you'll find from our neighbors, we haven't bothered anybody with a lot of noise at night. And I think that would be the case here.

(20:34) New Speaker:

I'm the general manager of this hotel and I'd be responsible for it since we've opened for noise that our building would create. And the height point is a good point. Whoever said that about height, number one, it is not satisfactory to be on a rooftop with loud music. Guests just don't like that. So we're constantly calibrating it and the meter is lower and not louder. And we don't do bands and we wouldn't do bands in that kind of an environment. This is upscale, shouldn't be understated. I'm constantly reminded of people who travel to Vegas and can't sit by a pool cause it's loud and that's just not our mission. So I can tell you the occupants who would be up there would be just as rattled at any given party if the music was too loud and that's them. And then our motif of being a good neighbor, we don't short term say, Hey, yeah, go nuts rolling stones, tick off the whole world, cuz it's just too complicated. So I understand the fear, but I can tell you, it would hurt the hotel on that given scene if they didn't control the volume of whatever the heck they put on that roof, that's just a tiny element of the whole operation. So enough said, I'm sorry to speak up.

(21:46) Katie Cole:

Thank you. Yes ma'am.

(21:48) Resident:

And we live right down the street across the street in the condominiums behind here that everybody speaks about and we've never heard any major noises, even sometimes we'll walk to Winn-Dixie buy our groceries, and that has never been an issue even when we're walking in. In the street, unlike the two bars that are very close to Winn-Dixie, they are very loud and obnoxious but you know, they're there to have fun and that's their fun. But we have two concerns and I'm gonna tap on this gentleman's point with the crosswalks because we have seen so far two people got hit by cars when the flashing light is going on. And when we first came here, we didn't know what we were supposed to do. But we had proposed also before that if they can change those yellow lights to possibly red lights, red flashing lights, then I think people no matter where they come from, we know that flashing red lights is a great safety net to maybe, you know, spend some money into that. The other concern that we have obviously, living across the street, we have a beautiful view of the Gulf and our concern would be when we're talking about going higher. I don't think initially that was the plan is to have that many floors. But our concern is if it's gonna block our view. Yeah. If it's just the sunset, yeah, we can go this way or that way. But if it's a complete view, it really destroys the property value that we have invested in. So I just like to hear what everybody has to say about that.

(23:36) Katie Cole:

It will be higher than what is there. And I don't know if your house...

(23:40) Resident:

How many floors?

(23:41) Katie Cole:

It's nine floors

(23:43) Resident:

But the project started was five.

(23:46) Katie Cole:

What was approved a few months ago was nine stories as well.

(23:49) Resident:

No. Before in the beginning.

(23:50) Katie Cole:

Oh, I don't know what was proposed two years ago. So...

(23:56) Resident:

So I'll tag onto her two points. So I know in one of your original designs you had suggested that a pedestrian flyover. There's a lot of people I've heard who are not a fan of that. I can come back to you and say that as a health and safety professional, when you want to actually engineer something for safety, it's those kinds of things that you do want to consider. Because it addresses some of the human behavior pieces of it because you're getting an alternative that keeps them out of the street. Not that some people will bypass it, but you know, I would invite you to re-look at it. I know it's a different kind of hurdle to go through DOT, but I think we all are concerned about peoples safety. And in time you mix you know, larger densities at a four-lane or five-lane road and the speed limit you know, it's inevitable that bad things could happen. So for me personally, I would invite you to re-look at that option. Then relative to height, because height is related to density, it's related to the number of units and your business plan and all that sort of thing. I'm just quite certain. So I could never get the math to work relative and your math didn't work. And I couldn't find math that could work with that acreage with a resort medium, which is a 42 units per acre. So if you can recite the math now that would be great. But if not...

(25:43) Resident:

How would it come to 53?

(25:44) Resident:

Yeah. How you got **(Inaudible 25:45)** before.

(25:48) Katie Cole:

Sure. I'm happy to check. So it's 45 units an acre, but the city allows for the redevelopment of the existing units. So these 31 units are being retained and reconstructed, this parcel generates 22 units and they're being moved over here.

(26:10) Resident:

Okay. I understand what you're doing. I mean I think it's tricky

(26:14) Katie Cole:

45 times. It's not a trick it's literally right out the code. I mean, density averaging and transfers of density.

(26:24) Resident:

It's using something that you've found that's available to increase the density significantly more than similar properties nearby. And with that, in order to get to that density, you have to go to a height that is unusually high for this area. And that's a concern for people.

(26:48) Jack Bodziak:

I could explain a little bit how the redevelopment code came about cause I helped put that in place with **(Inaudible 26:52)** was here. And the condition was, if you look around with your beach, there are a ton of old units that are say, 6 units in a small lot that I was at a meeting during one of our projects here at Madeira. And they were saying people were coming in and just re-stuckoing and just keeping these old units like you have behind where you are now. And the city was saying, how do we get people to tear these units down and build new units. And these are below flood plain. They are antiquated codes. Their life safety standards are bad. And I got up and said, listen, why would somebody tear down six units to build two under the new code? And that's the way the redevelopment code came into place. It was more of encouragement to take hazardous properties like the present Schooner hotel, where people back out into the road, where the balconies... I did some work as an architect on balconies there 22 years ago when they were falling away from the building and they just kept putting them back against the building. It's a question of how do you encourage conducive growth that allows some of these older structures to be replaced. And the idea was that it was an incentive for people to come in and make use of the existing density through redevelopment and it's a pretty standard thing in a lot of cities. And it really is an encouragement to take things like the Schooner and make it into a much more code compliant, FEMA compliant, life safety compliant, standard. And that's what the encouragement was to get rid of these old, you know, wooden frame buildings that were fire hazards, FEMA problems. And the reason if you stop and think is look at some of these houses where the city has funded \$60,000 towards elevating a house to get it above flood plain. In this case, what you're encouraging the property owner to do is to upgrade the property to current life safety, current codes, current FEMA regulations and basically promote growth in the community and getting rid of a lot of the old dilapidated you know, life safety standards, below life safety standards type units. So that's how it came about. It was not a trick. It was a pretty logical thing that has worked pretty well on a number of properties around town. And that's the background on it. Thanks.

(29:34) Resident:

Yeah. And that's good to know and I understand that. So I think in the interest of the T-word which came up in the beginning, transparency, that needs to be out there because I don't recall seeing this within the codes now, you know, I have a different job, so I haven't read every aspect of code. And it certainly still doesn't address the piece of code that states that and this is in the plan development part, that structure should be similar in height and density to surrounding structures.

(30:14) Kevin Bowden:

You know, again, that's just an interpretation of that statement. We have two 12 story buildings right across the street, which are just a little bit up the street from where the Schooner is. And then you have a bunch of five-story apartment buildings, right beside the schooner coming this way, you have a parking lot, got a bunch of five-story buildings, you got two 12 store buildings. So is a nine-story building out of place in that setting with four or five five-story buildings and then two 12 store buildings and we have another 11 story building beyond that.

(30:44) Resident:

You've got to go walk the beach for yourself and look at it. And I mean, I know where you're trying to go, but the reality is that it is going to be **(Inaudible 30:56)**

(30:57) Kevin Bowden:

I hear your point of view and I do walk the beach, Jim, my partner lives on the beach, walks the beach. And I think the Schooner will be beautiful there. Everyone's got their own opinion. But yeah.

(31:15) Resident:

Parking... Are there any changes in the new plan from the old plan for the number of parking spaces or anything like that?

(31:24) Katie Cole:

No, moderate, but nothing substantive. There's a slight increase in the total number of parking.

(31:34) Jack Bodziak:

Well, no, it's more than that because we didn't have the parking garage in stage two before, so

(31:39) Katie Cole:

Well, not in what got approved three months ago...

(31:34) Resident:

(Crosstalking 31:44)

(31:51) Katie Cole:

There's a handful of more parking spaces.

(31:55) Resident:

The issue was not like what Caddy's had where the city just didn't follow.... Look at... get reasonable where if that same 40% is gonna be just both residents walking up and that's not gonna be the case. And so they had parking pushed off into the residential area then obviously, depending upon what you're doing with the rooftop bar, cause it's gonna be open the public. Is there gonna be enough parking where it's not be pushed into residential parking?

(32:22) Katie Cole:

There's no request for a reduction of parking. There was not even an internal capture acknowledgment. And in fact, in my professional opinion, looking at parking codes for resort hotels all up and down the beaches, there's a massive amount of parking for this property.

(32:45) Resident:

Again, I know we're 53 units and then, you know, there's one parking space for each unit there, but you'd have to also have parking for...

(32:57) Katie Cole:

We have 126 parking spaces.

(33:00) Resident:

(Inaudible 33:00), which barefoot the beach didn't allow. So they got enough for the residents, but they didn't have any parking, and citing the code I understand that. They didn't provide parking for their employees and they have a number of employees in the

beach, shop, bars, didn't have enough for employees and the hotel, and then you're gonna have coming in, the customers. So again, 125 might not be enough.

(33:23) Kevin Bowden:

Honestly, we were in that meeting with the city as recently as yesterday. And talked about how many employees, how many tables and we are digging deep into that to make sure that barefoot beach or Caddy's doesn't happen here. I will tell you that Cambria has 125 rooms, a rooftop bar, and a restaurant and has about 150 spaces and we don't have any issues. Over here, we have 53 units with 125 spaces. So 25 less spaces, but 70 less rooms. So I know we have more than ample parking.

(34:14) Resident:

And of course, with the streets down there on the other side is that there's a lot of residences and a lot of driveways. So there really isn't that much parking that would be available for people parking.

(34:14) Katie Cole:

I don't think there would be any intention for guests to be on the street.

(34:17) Resident:

The other thing I noticed, this has to do with commercial deliveries. So Caddy's, I notice a lot of times they have the delivery truck there at like 6, 6:30 in the morning sometimes when I'm going to work. And I see that and that you're gonna have deliveries coming to the bar to the restaurant, that type thing. How are you thinking about working that out with their vendors where it's not gonna affect parking, especially during traffic or late afternoon?

(34:46) Katie Cole:

So some of that is dictated by the vendor, some is dictated by DOT, but there's a loading dock allowed for within the parking garage. And then in this parking garage, what we anticipate is that there will be a storage place for trucks if they need to drop off during hours where this isn't open, they can drop off here.

(35:09) Resident:

Caddy's is like an 18 wheeler. And so, you know, to block a hole lane in traffic, but it's just a spot more and it's not an issue.

(35:16) Kevin Bowden:

So Caddies will do 10 times more food business than we're gonna do, and that's what they do for a living. So they have a lot. I mean, the number of deliveries, we're not that food-beverage outlet.

(35:27) Resident:

Well, I understand, but having a restaurant on the golf, we don't have a whole lot of places. And I think you may find that your restaurant business could be high volume

(35:41) Kevin Bowden:

Just not what we're gonna do. We're not turning tables fast. We're a hotel, it's our hotel guests first, we'll take what guest we can handle off the street, but it's not gonna be like an Rumpfish or a Caddies where you're just putting people through it, it's an upscale full-service hotel with probably a five or \$ 600-night rate to stay there. And the pace is just different. I mean, we're not, food and beverage is important to us because it makes our

hotel what we want it to be, luxury, but the offsite food and beverage business is not why we're there.

(36:20) Jack Bodziak:

So we actually do have a specified unloading area with parking Ford, not out on the street, but under the building. And we do have a separate service elevator to get any goods up to the restaurant level.

(36:37) Resident:

But it's a much smaller truck that would get in there.

(36:40) Jack Bodziak:

Well, this is not for a small truck. This is a double-wide with a large area right around it. So it's ready for a pretty good size truck.

(36:51) Resident:

Plan B, if the parking is not working, was much less than what was expected, are there any plans for that?

(37:02) Katie Cole:

I think any business would need to, but I can't imagine the plan B wouldn't come into effect for months and years from now. And so as...

(37:11) Resident:

How do you know?

(37:12) Katie Cole:

Because it's not gonna be built for months or years from now. And so I think it would be premature to identify the plan B because by the time we need a plan B, even post-construction who knows which sites might be available, what additional parking might be available on these other sites that are being done. I mean, there are a lot of factors that go into that, but I think what you've heard from the owners is why would they want to run a property that people can't get to and conveniently park at? That's not their interest. And the only way it's going to be a problem in the neighborhood is if they're not accommodating their own guest.

(37:55) Jeff Beggins:

So yesterday we're actually sitting in the city, all of us talking about this exact same issue. We have way more. I mean, it's important to restate the numbers that Kevin just said, this hotel has 70 more hotel rooms and we have very close to similar parking spots. And there's not a parking problem here. We really don't anticipate that. If it were to become a problem, one of the things we did yesterday with Jack was we took this first level parking garage and adjust it so it's high enough should we ever need to valet into there and to put the parking lift systems in, which would double the capacity on that first level, we don't ever anticipate needing it, but in case we ever did we have that opportunity, right? So that would, you see what I'm saying, pull a car and lift it up, pull a car underneath that. So we would double that. It's being engineered in case that's needed. We don't need it. And we don't think we'll ever need it. But in case that is a plan B, right?

(38:48) Kevin Bowden:

We're not gonna put the lifts in right now, but we are gonna make the ceiling taller in the ground floor so we can put a lift system if we needed 50 more parking spots.

(38:57) Jeff Beggins:

Just in case, we really don't think we need it. We understand that we all live in the town too. We want this to work

(39:02) Resident:

Thought you also had planned building to go ahead and put another story on you. You were talking about before, I think where you could **(Crosstalking 39:12)** back for parking, I thought you said you were...

(39:15) Kevin Bowden:

That could be a four-story garage. You know, we really don't feel like we would need the parking. I mean, there is a big county lot beside us, right, that isn't full most of the year that our primary thing we need is 53 spots for 53 hotel rooms, that's what we need and we have 125 spots. Our restaurant and bar is gonna die out to the public by 9:00 PM. I mean, that's what we do. So really, I do, I think we have, not just saying, we have more than enough parking, but Jeff, as a conservative yesterday was like, well, can I make that taller to put lifts in there if I need an extra 50 space? And Jacks like yeah, okay. Those lifts are expensive I don't want to put 'em in, but we're trying to prepare to make sure. I mean, we're coming back through, taking the time and expense to roll through this whole project again, to get new approvals, to really satisfy everyone's concerns about the project. The one concern I don't think we can satisfy, it's hard to satisfy is based on how much money we're gonna spend there we feel we need 53 keys, which is nine stories. And, you know, people wish it was seven, I guess. And you know, we can't satisfy that issue, but we're allowed to build nine stories based on the code the city feels. So any other issue we're trying to address, whether it be noise, whether it be parking you know, I don't think FDOT will let us build a flyover there and mention a flyover. But if we can get them to put red lights on that... I worry too. I drive up and down the Gulf, my hotel is way south up St. Pete and yeah, people don't always stop at those yellow lights, right when people push that button and you watch people always almost get hit. But that's FDOT thing, I don't know if we can fix that, but we'll try. We want no one to get hurt as well.

(41:11) Resident:

(Inaudible 41:11) some common sense on the people's part <Laugh> the red lights

(Inaudible 41:14)

(41:16) Resident:

(Inaudible 41:16) I was sitting on the balcony and **(Inaudible 41:23)** so the two cars stopped and the old man was walking another car came and hit one of those cars and that old man was vegetable. His blood was all over, I think he died. Horrible thing to watch.

(41:40) Resident:

So what with you increasing the parking floor, the height on that, what is the overall height of the building?

(41:54) Katie Cole:

That would be over here? <Laugh> it would be the east parcel, which would be the potential increase in height for parking, the three-story building.

(42:06) Resident:

So you're not gonna do that in...

(42:07) Katie Cole:

No. No.

(42:09) Resident:

Okay. Well, what is the overall height of the hotel?

(42:13) Katie Cole:

This is 37 feet currently.

(42:16) Jack Bodziak:

it's roughly 37.

(42:19) Resident:

And how tall is it feet-wise?

(42:20) Katie Cole:

Feet wise, 103

(42:22) Jack Bodziak:

103, but that's the top of the elevator tower, not to the deck. That's 11 feet above the top deck.

(42:31) Resident:

So that 37 feet was for which part?

(42:35) Jack Bodziak:

Roughly for the parking garage, for the parking. It might be off by foot.

(42:41) Resident:

And the hotel is what, I'm sorry?

(42:43) Katie Cole:

103 to the tippy top, which is not actually where you measure it under the code, you measure it down... It's actually like 92 but they let you go have elevator overruns. And so just because we wanna be extremely candid and transparent, we're saying it's 103 to the very tippy top.

(43:05) Resident:

So again, I know it's not included in your business plans written, and I know you wanted to be an upscale resort, so the rooms are quite large. Did you run a plan or would you be willing to run a plan that looks at reducing square footage?

(43:29) Kevin Bowden:

Sure. We can be candid on an issue. So the people that filed the lawsuit against the project wanted a height reduction and they wanted seven stories. So I went back and said, yeah, we'll do seven stories instead of nine. But we're still gonna have the rooftop pool. We'll set the top pool back from the... So you can even see it from the ground, we'll set it back from the perimeter of the roof and they just never responded. <Laugh>

(44:02) Katie Cole:

I don't know that's where you were going when I said be candid <Laugh>

(44:05) Kevin Bowden:

So we made the offer and they didn't respond. Right? We made an offer they just didn't respond to it. So yeah, so that part needs to come to the table. You know, we have to spend the money to go back and do it.

(44:21) Resident:

(Inaudible 44:21) rooftop and use that space for the second floor up for additional...

(44:26) Kevin Bowden:

I mean, we're going for a nine story approval because no one's here to negotiate with, I guess

(44:31) Katie Cole:

Cause that's what you need to accommodate your 56 rooms. And the way it's designed is your 53 rooms is

(44:37) Resident:

But there are alternatives and I'm not a party to that, but I'm just pointing out, there are alternatives since there are community concerns relative,

(44:49) Katie Cole:

And we've heard you.

(44:51) Resident:

I'm sure you have,

(44:53) Jeff Beggins:

We're going for the ninth. We're going back with the ninth floor as designed as approved last time.

(44:58) Resident:

You had the discussion with the city, the number of people that would be on the rooftop. And how about the restaurant area? How many people are you looking at seating?

(45:08) Kevin Bowden:

I think it's 80. I think it's 80 on the second-floor restaurant and 80 on the roof.

(45:14) Resident:

And can it be expanded for special events, whether you have a wedding party or...

(45:19) Kevin Bowden:

I think we can pull a permit from a wedding on the beach under a tent.

(45:23) Resident:

Oh no, I meant in the **(Inaudible 45:26)**.

(45:25) Kevin Bowden:

It's pretty tight. It's pretty limited space. We're not gonna get more than that.

(45:29) Resident:

I'm sorry, 80, in the restaurant. How many on the roof?

(45:32) Kevin Bowden:

80 as well. About how many in the function room would fit 80 or so?

(45:37) Jack Bodziak:

Yeah, it was about 72. Yeah. About the size of this room here, the function room. Yep.

(45:46) New Speaker:

So on that point, just so everyone feels it, when we looked at **(Inaudible)** for this property, this could be 80. Not really. We're stopping at like 50 cuz look at the rounds and how you have to come through the rope. So if we say 80, you think about tables and waitress, waiter service. We don't ever really get that density in here because it doesn't feel comfortable for flow. So something to remember.

(46:14) Resident:

I have two questions. One, I recall meetings that some of these rooms could be sold as condo hotel **(Inaudible 46:26)**

(46:28) Katie Cole:

It's that occupancy, it's the type of occupancy and the length of stay that's regulated. So whether it's owned by one entity or 53.

(46:39) Resident:

So people can't move in and claim residency?

(46:42) Katie Cole:

No, no, no.

(46:45) Resident:

That was the first question. The second question is in a situation where the main highway goes through a development. So one, does the state of Florida take a look at that and give any recommendations?

(47:01) Katie Cole:

They do. The state, DOT will look at the plans and will look at the crosswalk offer options and the loading zone, and everything

(47:13) Resident:

Is that a full contingent on them?

(47:15) Katie Cole:

Probably of all of it. <Laugh> When you're developing on the south beaches. Yes. Pretty much everything's contingent on DOT. So, I mean, for example, where your dumpster is located and how the solid waste truck comes to pick up your trash, all of that is dictated by, I mean, the city's going to give its preference of how it should work. And then if DOT doesn't like it, it's going to be modified

(47:44) Resident:

Do they analyze all the traffic and everything?

(47:47) Katie Cole:

They do. And we have reached out to DOT to schedule that pre-op meeting now to try to get that ball rolling. They aren't always quick to have those meetings and respond, but we're hoping that we can get at least some initial responses

(48:09) Resident:

After having dealt with Caddy's and they really didn't do it to the very end and block the roadway and all of that. How long would this project take to build?

(48:19) Katie Cole:

From a construction standpoint, what's your construction timeline?

(48:21) Kevin Bowden:

I'm hoping 14 months, maybe 16.

(48:24) Resident:

Will it be blocking at gulf blvd **(Inaudible 48:26)**?

(48:27) Katie Cole:

So what the city requires or what DOT requires is called an MOT. And that's a plan that's put together with the city engineer, the DOT engineer, and the project construction manager. And they get together and that's when it defines, you know, if the road needs to be blocked, how long can it be blocked at a time? How many lanes would it be blocked? What time period would it be? That's all done as part of the building permit and has to be signed off by all agencies. So I don't wanna mislead you that it would never be blocked.

(49:04) Kevin Bowden:

But, you know, knowing there's not a lot of lay down area there, cause the building takes up a lot on the ocean side, on the back building, not gonna be a problem on the garage, but on the ocean side, that first lane's probably blocked **(Inaudible 49:23)** from that side. I mean, **(Crosstalking)** the city's help. We might be able to get the county to talk to us about that.

(49:32) Katie Cole:

And like we were just saying, probably the parking garage would act as a staging area until you get to a certain point on the construction of the hotel at which point... Yes, sir

(49:45) Resident:

What happened to the bridge project?

(49:49) Katie Cole:

The bridge? Oh,

(49:51) Jeff Beggins:

(Inaudible 49:52) a proposal from several years ago and it was solidly rejected by the city. Originally, we really wanted to do that. They created a huge uprising of people and say, no, no don't destroy the town and big picketing and problems. So they said, no. So that's where we are on that one.

(50:20) Katie Cole:

Not that you all want to know this, but there were recently new state law changes with respect to pedestrian crosswalks and how they need to be flagged and lit. And you can see on some of the Northern beaches, they actually have red and green lights for pedestrians and cars now for crosswalks instead of just flashing lights. So DOT hasn't quite embraced that since Gulf parts, DOT road. But I imagine there would be some options there that we could work with.

(50:50) Kevin Bowden:

We'll try, we'll try to get the best signals that we can there

(50:53) Resident:

St. Pete has done that on first avenue.

(50:57) Katie Cole:

Yes. On first and south in anticipation of the Sunrunner that's coming and then on Florida beach on Mandalay and south Gulf view, they have red... South Gulf view is Mandalay.

(51:12) Resident:

Yeah. It is very hard to get things changed out.

(51:14) Katie Cole:

It is.

(51:14) Resident:

(Inaudible 51:15) why didn't you change it to red? People will stop at flashing lights?

Oh. That's really good idea. Good idea.

(51:31) Resident:

Well, I mean, they're not gonna change it instantly. She has to...submit

(51:35) Katie Cole:

Yes. Ma'am.

(51:37) Resident:

The valet parking, would that be something that would go on 24 hours a day?

(51:43) Katie Cole:

Right now there is not contemplated to be valet. And I think that would be an operational issue. And for the point of not encouraging people to run back and forth all the time. So I think when it needs to be valet either because there is an event or because it might be the height of a check-in time period, and you're trying to park cars more quickly, the hotel would engage valet I would presume, but it's not currently prescribed to be valet.

(52:22) Resident:

Do you have any water retention issues on the west side? I know you have here.

(52:29) Jack Bodziak:

No, we don't. We have an extensive retention area in the front area under this right here. That whole section under there. It's under **(Inaudible 52:38)** you've seen that the camera that we used an **(Inaudible 52:43)** system which was storm check and that's those little barrels, I don't know whether you've ever seen those concrete made, they put little half barrels under, instead of digging a pit, they basically put these little half barrels in what would've been the pit, and then you can even pave over it and put drains that take the water and channel into the underground chambers. And that's what a matter of fact, we used at this hotel. So notice there are no ponds visible and the ponds are an eye sore and there are maintenance issues and a lot of other hazards involved. So we actually would have a next filtration system under this area, which you would not see. We would probably go ahead and do the same thing over here, just depending on how we do with the civil engineer. But that's really the cleanest way to go nowadays. You're gonna see more of that because stop and think if you do a project that has a lot of water runoff, having a pond in your backyard versus having a paved area that can be walked on and tables and chairs put out on or landscaped or whatever, just makes a heck of a difference to do that. So we anticipated at least the next filtration system on this side and possibly on the other one.

(54:05) Resident:

I hate to keep asking all the questions... In the previous plan, the landscaping, the plants weren't really assured very much. Is there more **(Inaudible 54:16)** statements? Some of the plants seem to be pretty small versus some larger ones that...

(54:23) Jack Bodziak:

Well, you know, they call out the minimum plant in the code. And when you have to recite the code, it seems like you're putting in smaller plants, but no, we actually do increase the landscaping significantly in this layout. We had some conversations with the city. The code kind is a little bit deceiving. It says, okay, this bush has to be about 20. It doesn't say how big it can be. It just says it's gotta be this minimum. Sometimes the interpretation of it looks a little bit strange once you read it. It says, you know, 18 inch high bush or 24 inch high bush. They really are not intended to be, they have to be planted maybe at that size of the smallest, that's the minimum plant size you can use. So we've extended the landscaping in this, after having some conversation with the city. Cause there's really not that huge of a deal to put a little bit more money in the landscaping.

(55:20) Resident:

(Inaudible 55:20) What's the height of this one right now?

(55:27) Jack Bodziak:

This building is, I think it's, I'd have to guess. My recollection is that this is about 60, 64...

(55:40) Resident:

How many stories?

(55:43) Jack Bodziak:

Five stories, **(Crosstalking 55:46)** there's a roof on the rooftop. It might be 60 to the top of the bar up there it's probably 65 feet, 68 feet...

(55:54) Resident:

Talking the new building is gonna be over a hundred?

(55:58) Jack Bodziak:

Well, that's not quite, now the dimension I gave you is to the rooftop things. The elevator tower is always up about five to 10 feet more, depending on what type of elevator and everything. That dimension you heard was the elevator tower. There's the highest point over here. And you can see it's actually a fairly big distance down. **(Inaudible 56:32)** actually, I don't know Madeira Sands, I'd have to look.

(56:35) Resident:

Madeira sands is five stories?

(56:54) Katie Cole:

Five stories? <Laugh> We dunno. Yes. Ma'am.

(56:59) Resident:

In your introduction, you mentioned that setbacks had changed a little bit. You didn't say whether it increased or decreased.

(57:13) Katie Cole:

Oh, yeah. It's an increase in setbacks over on the east side between the neighbors.

(57:23) Jack Bodziak:

Yeah. We actually shrunk the building on the east side of the parking garage. We did some rearrangement to maintain actually a few more spaces.

(57:35) Resident:

I'm sorry. I think you, with an upscale hotel, you need to rethink the valet parking because if I'm paying five or \$600 a night, I don't wanna park across a five-lane highway. So I'm just trying to imagine how this works. <Laugh>

(57:55) Kevin Bowden:

From our point of view, there's a difference between being required to valet park by the city. Cause we have enough spaces and offering it, you know what I mean? So we fully expect valet, but we're not required to

(58:08) Resident:

Well, then my question is, would it be like 24 hours a day? That type of thing

(58:12) Kevin Bowden:

Yeah. If you do valet at a hotel, you have to do 24 hours a day because the guests wake up at six in the morning and they don't have the keys, they want their cars. So that's the thing. If you're gonna do valet, you have to do valet.

(58:23) Resident:

There's also a percentage of guests that don't have cars,

(58:27) Kevin Bowden:

And even today there's a percent of guests that don't want you valeting their cars. So it will be a combination of both. There are people that just don't want you to get into their car. But it'll be offered. Yeah,

(58:37) Katie Cole:

I apologize. I was taking his, "we're not doing valet".

(58:43) Kevin Bowden:

No, we're not gonna be required to do valet.

(58:45) Jack Bodziak:

There was a question about the racks **(Inaudible 58:46)** the lifts and we just purchased some lifts about a year ago and they're around \$8,000. When you consider the nowadays a parking space and a parking garage is 30, 35,000 minimum. Really, if you can make the garage a little bit taller so that if you do need to bring in lifts, they're in the neighborhood 8,000 bucks relatively.

(59:12) Resident:

20% of this hotel's arrivals are Uber, shocking. **(Inaudible 59:16)** Uber now.

(59:18) Resident:

Yep, they don't have cars. The parking is a non-issue anymore.

(59:23) Resident:

A lot of DUIs probably

(59:26) Jack Bodziak:

<Laugh>. I still have trouble turning my phone on and off. So yeah. It's

(59:35) Resident:

Are you going to be serving food and beverage out there?

(59:37) Katie Cole:

The development agreement calls out the ability to serve food and beverage, but those are separate permits. They're not necessarily part of this. There's a process that would need...

(59:50) Resident:

So would that be approved by the beverage department?

(59:54) Katie Cole:

Beverage department, what beverage department? Oh, okay. <Laugh> Like the Coke company? Starting with DEP would be the first person who would want to look at it and then you'd have to get your appropriate license through the state. Yes.

(1:00:09) Resident:

Because obviously the county part beach area doesn't allow alcoholic beverages out there and that type of thing. So I didn't know, there's gonna be issues that otherwise...

(1:00:21) Jack Bodziak:

Well, drinks on the beach are determined town to town, but we might mention that the layout, this portion of the land out here is owned, it does go to main of our waterline. So that is a property push and the property that is protected, but it is owned by the hotel. Not that that makes a big difference, but the municipalities determined the beach service more than anything else.

(1:00:48) Resident:

Again, I don't if you're gonna have any type of fences going out there or...

(1:00:54) Katie Cole:

So your concern is

(1:00:55) Resident:

At county beach, you can go over there and put a picnic if they want on their property.

(1:01:02) Kevin Bowden:

People will be welcome. There'll be an area there, where there is, you know, you can see there stands that kind thing, where if you're gonna sit down, you're gonna have to order something to eat, right. I mean, it's not gonna be

(1:01:18) Katie Cole:

Like any of the chairs that are out at any of the Gulf front.

(1:01:23) Kevin Bowden:

Yeah. I mean, people are welcome, but you know...

(1:00:26) Resident:

You have to keep off.

(1:00:27) Katie Cole:

You're either staying at the hotel or you're paying separately. Yes, sir.

(1:01:34) Jim Beggins:

Katie, I have a different perspective here. This is a hotel that's being built by your neighbors who care. And for the last two years, we've been sitting here changing things around because we all want different things with the hotel. This meeting here is costing

Jeff, my son, who lives here, me, Kevin money for legal fees. It's gonna be continuous for the next year, a year and a half with us trying to satisfy everything that people want in Madeira beach. I've lived here for 20 years in two different places. My son, my two grandchildren, my wife, his wife. And I've lived in places up and down the beach and Madeira beach is the best place ever. We're all saying, we don't want another clear water. There is not enough land here to make another clear water. We care about everything that you guys are saying and we're trying to do all this stuff to make money at some point. And right now we've been battling red tide. We're battling the condition of the existing hotel. We're running the hotel with Kevin's help. Kevin has all the experience of anybody as far as running hotels. And we finally got him to move over here from Tampa. So now he's a neighbor too. We ain't going anywhere, I hope. So we'll continue to do what you want within reason, but come on, give us a shot because if it goes, that beachfront land is all-important. And if we backed out of it or if we can't make it happen, there's gonna be some great big corporation that comes in and they're gonna put in whatever the hell they can get through the city and they're not gonna care about us. That's true. We care about you.

(1:03:42) Katie Cole:

Thanks, Jim. Thank you.

(1:03:50) Resident:

Never really followed up **(Inaudible 1:03:52)**

(1:03:55) Katie Cole:

Off the top of my, yes, I know what you're talking about. I cannot explain it to you at this moment, without it in front of me, but it dealt with the consistency between the city's comprehensive plan and the countywide rules. And those that inconsistencies has been remedied, the city,

(1:04:17) Resident:

Say we're out of compliance.

(1:04:19) Katie Cole:

Right. So just on a high level, every municipality in Pinellas county has to have a... Every municipality in the state has to have a comprehensive plan. In Pinellas county, your comprehensive plan has to be consistent with the countywide plan and your land development regulations have to be consistent with both your own comprehensive plan and the countywide plan. And there was a glitch among those three, two of the three plans were consistent, but one wasn't and Madeira drafted the appropriate things. And to my knowledge has remedied that

(1:05:00) Resident:

It was a moment in time like that four-cornered one, that there was a moment in time that doesn't...

(1:05:10) Resident:

No, this was concerning John's pass and had to do with

(1:05:15) Katie Cole:

And it actually is a different area. Cause now that you say it was John's pass, it was specific to the activity... It's a pretty convoluted fact pattern. It really doesn't apply to this. How's that for lawyers speak <laugh>

(1:05:29) Resident:

I don't think it's fixed, but fundamentally what it is is that the current businesses that exist, if they were wiped out would not be able to rebuild in the manner that they are now. And so the interest of the community was, you know, how do we make sure we don't wipe out all of our business owners in the event of a major storm? I don't think they totally...

(1:05:58) Katie Cole:

I think it was a dry thought that I knew they were processing the fix, but I think it deals with the John pass area specifically. It's not a citywide...

(1:06:06) Resident:

It's mostly a sitting pot, but you're correct. It's not direct development.

(1:06:14) Resident:

I thought it was pertinent to the building's maximum height.

(1:06:17) Resident:

The height, you're talking about height, she's talking about something else that happened earlier. And that just started, which that got remedied. But that was just a moment in time if any update with comprehensive...

(1:06:32) Resident:

It does apply except for the fact that we never got a straight answer about whether or not it really applies to hotels. Okay. It was like every time you tried to get a straight answer on that, it was like that's a different exception somewhere in the book. Otherwise, it would've restricted density. Meaning, in that case, the footprint that you could have on a particular parcel and the number of floors.

(1:07:00) Resident:

And the abandon **(Inaudible1:07:03)**.

(1:07:05) Resident:

Well, and it would've been for buildings going forward, but again, we never got an answer relative to hotels and resorts. So...

(1:07:19) Katie Cole:

Anything else?

(1:07:21) Resident:

So yes, you gave a very eloquent and I think honest. (Yeah, I know that's a first <laugh>) I'm searching for another world, can't direct. And whereas we understand that you lived in the community again, the fact is, is that by using all of the variations that are permissible relative to the new concept of you're allowed to rebuild, got it. The contiguous property, all these things have allowed a very large density on a very small parcel of land on the Gulf side. And so it's that precedent that gets set that then what if the next developer, and you say there's no land, but people who want to make money have a way of finding whatever's out there. So it is that potential precedent for another outside developer to come in and not only do they use the existing provision slash loopholes that exist out there, but now they have another development that they can point to and say, see, we're no taller than that development. So just to express the concerns

(1:08:45) Resident:

The other side of that is what if the Schooner stays the way it is and no more development and we get a storm or we lose money on it. And you guys, most of you know what happened there over the last few years with the fishermen and the drug overdoses and all the other crap that's been happening there, that we pretty well calm down, but not completely. So what's the alternative?

(1:09:13) Resident:

Yeah. I mean, by and large, I've heard almost no one say that they don't recognize the development of replacement of the existing Schooner is a good thing.

(1:09:24) Resident:

I live next story. It's a **(Inaudible 1:09:26)**. I like to drink beer, hang out, smoke cigars. And it's loud. I mean, the group that it brings in is cheap. I'm sorry. It's just, it needs to go

(1:09:46) Resident:

I see what's going on, I'm all about, you know, I've lived here for 25 years and I've seen a lot of change and the bottom line is there's a non-story building going on now. Their view is blocked. My view got blocked seven years after I bought my house, little by little, we're losing our views. Second, there's a patch of beach now that it sounds like you have to buy the drinks and sit on it and maybe not up towards the water.

(1:10:22) Kevin Bowden:

You don't wanna crowd outside the hotel.

(1:10:24) Resident:

I mean, you know, I'm not suggesting that this isn't good. I'm just saying that's the bottom line is right. This is two more levels, two more stories. More neighbors' view is blocked and there's less beach for me to go on without buying a drink.

(1:10:48) Kevin Bowden:

The beach is still free it's just that...

(1:10:52) Resident:

It's just, I'm just saying that's a perspective.

(1:10:55) Jeff Beggins:

Let me take just one second and talk about height for just a second. Cause I get it. And I understand, and I'm not arguing with you. It's high. Let me tell you why it's high. And you probably may have heard this before but I'll remind you why it's high. It's high because we live here and we actually care, okay. You know what we could have done, squashed this thing down to seven, made it a big ass rectangle, screwed every single person that lives there next door, and screwed 'em over. And we could have had more square footage and we'd be done and we wouldn't have to hear you guys, all the complaints about it. I understand the complaints. Okay. What we did, we didn't make a big ass rectangle. We talked to these guys repeatedly and said, we don't want to screw you. What can we do to be good neighbors? How about we make an L? If we make an L, your view stays, but guess what? There's a piece of this rectangle that has to go somewhere or else we can't, it financially doesn't make sense to do this. Well, they said,

well, who cares? What's the difference between six or seven or eight or nine, realistically.

Those of who you live across the street, if it's six stories, your views blocked. If it's seven stories, your views are blocked. If it's eight stories, your views are blocked, right? So functionally, we had took that section from here and the only other place to put it was here. So it's not like, you know what? Let's go build a nine-story thing and destroy the town. I'm in real estate, right and we have a central firm here. I understand real estate very, very well. This is an anomaly because it did have the property across the street. And we are able to combine legally, not a loophole because it's in the code to be able to do what we can do. There's no other places around here. Believe me, I've looked right. So this isn't like another Schooner's gonna come next month. And then another Schooners gonna... There's no other land. Right? So I don't believe this is a precedent-setting scenario, because try to find another place over Gulf who can do this, right. There's really not. So all I'm asking is take that into consideration. We can agree to disagree on it, but I think it's important you guys understand the thought that really went into this one to be good neighbors. And I understand, I recognize your complaints. I really do. And I feel it and I understand just know where we come from and then we'll see what happens, but we really do this to be good neighbors. I just want you guys to really know that and put that back into your head. And we're here and we're happy to talk at any time. Kevin's here every day, I'm here every day. Dad's here every day. And we are neighbors and we do wanna make this the best project. I want all you guys to come over, hang out, watch sunset, enjoy it, bring your families, and enjoy it. That's what we want. It's a great place.

(1:13:29) Resident:

I just like to follow up with Jeff. But I think as a resident here that we see development is necessary and vital as all of those things that I think what we're afraid of is being crowded out and **(Inaudible 1:13:49)** myself. But all in all, if you look at this whole city, it's one place, let's say of all the properties in Madeira beach, how many are over 50 years old, my home is **(Inaudible 1:14:04)**. So everything in the city does need to be revitalized. Hundred percent. I mean maybe we're, what's your guess 10% redevelopment...

(1:14:19) Jeff Beggins:

Way more than that, but I get your point. But it's not development, it's redevelopment. Right? So you're taking what's there and putting back new.

(1:14:27) Resident:

A new house so you get an old house, 50-year-old house apart, which you're not gonna do because now we have to elevate everything cuts. So we have all of that to look forward to. That needs to be controlled in such a small place that... I agree. And it needs to be controlled heavily if we're gonna really end up with a decent town, otherwise, we're gonna get choked out and who's gonna wanna live her. And I'll be gone for that now. But for the future of the city, we need to like, get a perspective and stay with it. We've gone through all of this plan over years and years, we paid, I don't know, huge money to a guy to communicate...

(1:15:15) Resident:

Yeah, that guy. Okay. And that was all a bunch of... In the end, but was a bunch of money spent for no good. But we need to get the citizens to have input. I'm glad **(Inaudible1:15:25)** and please understand we wanna live here and we realize there's a future, a major development and we want to, like, you know, if you have a three-story place or three units, maybe you should only put three back, not four. Maybe you should only put two and raise more money. **(Inaudible1:15:54)** people buy duplexes and single-family homes, you know that would work out better 50 years from now. And that's about it, but I mean, I'm all for re-developing what if you guys... I don't want to be blocked, when the sun goes down, I wanna see **(Inaudible 1:16:22)** shadow. So understood.

(1:16:30) Katie Cole:

We appreciate all of you being here this afternoon and your input and your comments and thank you. And we've taken diligent notes and also have the recording that we'll watch and be sure to see what additional responses we can provide. Thank you all very much.

(1:16:46) Everyone:

Thank you.