

**LELY COMMUNITY DEVELOPMENT DISTRICT  
NAPLES, FLORIDA  
Minutes of the Board of Supervisors Workshop  
April 19, 2017**

A workshop of the Supervisors of Lely Community Development District was held on Wednesday, April 19, 2017 at 1 p.m. at the LCDD Maintenance Building.

**SUPERVISORS PRESENT:** William Lee, Chairman  
Robert Fisher, Vice-Chairman & Legal Liaison  
Kenneth Drum, Secretary  
Harold Ousley, Treasurer  
Gerry Campkin, Supervisor

**ALSO PRESENT:** W. Neil Dorrill, Dorrill Management Group, Manager and  
Assistant Secretary/Treasurer  
Kevin Carter, Operations Manager  
David Bryant, District Counsel  
Trinity Scott, Growth Management and Transportation  
James French, Deputy Transportation Department Head

**TRANSPORTATION AND PLANNING**

Ms. Trinity Scott, the Transit Manager at Growth Management and Transportation addressed the Board, advising them that she was very familiar with the transit system in Collier County, and with her background she tends to look at these issues from a multi-jurisdictional perspective.

Her group works very closely through the Metropolitan Planning Organization for the long range transportation plans, looking out 20 years, and when it is about ten years out it comes to her group where they actually finalize the alignment, and they then pass it on to the engineers to do the designs for the right-of-way and construction projects.

At Lely, the biggest issue they are looking at in her department is the Triangle Boulevard Study, which many people are very interested in, as there has been very quick growth of commercial establishments along Triangle Boulevard, and all of those developments have the obligation to make operational improvements. Rather than each of them coming in and doing a “band-aid” approach, Ms. Scott’s department has asked them to wait until they come out and study the entire area of Triangle Boulevard and come up with operational improvements. The department will then do a MSBU, or Municipal Services Benefitting Unit for the commercial property owners to fund. This way, all the

construction can be done at one time rather than in a piecemeal fashion.

The study was started last year, and all the traffic data was collected during the peak traffic season. The County normally looks at the morning peak hours, from 6:00 to 8:00 a.m., to the evening peak hours, from 4:00 to 6:00 p.m. The peak hours in this area are from 11:00 to 2:00 and that is what the traffic model operational analysis was based upon. The process went longer than anticipated as there was so much new commercial construction happening while it was in process. Restaurant Row was coming in, as was Hobby Lobby.

Concept plans were developed and they were given to the business owners. A lot of the modifications are changing where turns are presently being made, and the biggest change is eliminating the left turn in, so if you are exiting US 41 onto Triangle Boulevard to Outback Restaurant and the bank, you will no longer be doing that as it has been creating havoc with traffic. The left bound turn lanes off of Triangle Boulevard need to be extended as right now they are backing out into the throughways.

It was suggested by a Board member that the entire island should be eliminated, as it acts as a porkchop and many fender benders have occurred there. Ms. Scott felt that another entrance was going to be put in at the Hobby Lobby which is further down Triangle Boulevard, and will take quite a bit of traffic away from that entrance.

A suggestion was made to the landowners that another entrance off of 41 be put in, and the County indicated that they would support the petition, even if they used it as an “out” only, but the owners were not interested at this point, because a vehicular bridge would have to be built to accomplish this.

Mr. Drum noted that the DOT was not planning on putting a stop light at the 41 entrance to Lely for their own reasons. He indicated that the way the residents turn into Lely Resort at that front entrance is when there is a break in traffic. The problem is multiplied by the fact that if you get an SUV or other large vehicle in front of you turning into the medical building, it is hard to see around it, so it has staggered lanes, which is helpful. However, the only way to really pull into Lely safely, because traffic along there is going 60 to 70 miles per hour, is when there is a break.

Referencing Triangle Boulevard, the break in traffic occurs when there is a green light at Triangle Boulevard to go across to Fresh Market. If another right turn lane is put in there, and allow traffic to turn right, that break in traffic will be eliminated for Lely residents,

*Lely CDD Workshop - Minutes*

*April 19, 2017*

*Page 3*

and more accidents will occur. Mr. Drum suggested that if they do put in a right turn lane, that it should be a no right on red, meaning no turns unless the light is green. Ms. Scott will make this suggestion to the traffic operations people, noting that it was a reasonable thing to look at doing.

Ms. Scott also noted that they were looking at a roundabout at Celeste and Triangle where restaurant row is located, as the traffic is heavy and at some point they would have to look at having a traffic signal there.

The other thing they are looking at is a roundabout on the other side of US 41 on Price Street at Waterford to allow people coming out of Wawa to be able to go around and get back onto US 41.

Ms. Scott indicated that when they originally started this project they estimated about \$1,000,000 in costs, and their latest cost estimate is \$4,000,000 at this point. It is a large improvement for the entire corridor, and the beauty of it is they are getting the commercial people who are creating the impact to pay for it, and it is being done all at one time as far as construction.

They are definitely trying to get this on line as soon as possible, and the Deputy County Manager has asked Ms. Scott to have the MSBU in front of Board before their summer hiatus, and some assessments need to be provided in this first year for the October tax roll for the commercial businesses.

A resident noted that she was told that a light at Lely Resort Boulevard is not totally off the table, and that the Florida DOT is continuing to look at it. Ms. Scott agreed that this was true, that they will continue to evaluate it, especially if the right turn lane at Triangle Boulevard causes further difficulties for the Lely residents.

Mr. Campkin indicated that if it works, it's because all of the traffic is now going through the neighborhood, and not going out onto 41. Ms. Scott indicated that she had difficulty with this, because this development came in as a planned unit development, and she probably would not have designed it in this way, but once the commercial is completed at Rattlesnake, this may change the traffic patterns in Lely.

It certainly is the County's preference that neighborhood traffic would use neighborhood roads to get to restaurants and shopping, and the County always tries to get more interconnections so the traffic can be better disbursed.

Mr. Ousley asked if it was feasible that the County could get together with the Outback and split the cost, as that would solve so many problems if people could go and come

*Lely CDD Workshop – Minutes*  
*April 19, 2017*  
*Page 4*

from there, and cut down on the traffic jam. Ms. Scott agreed, but stated that at this point the owners are reviewing the concepts that have been presented as well as eliminating turn lanes, but they are also being asked to look at it operationally. If they are looking to bring in anything bigger than a semi, which the County always designs for, Ms. Scott will need to know that.

FDOT is also reviewing the County's information at this time because they are proposing extending some turn lanes on US 41 onto Triangle and Price Street, in both directions, and they don't want any issues with that.

A resident asked if the turn lane at 41 and Lely was going to be a double turn lane, and she was advised that it was not.

A resident suggested that these ideas may want to be proposed to Bloomin' Brands in Tampa as an encouragement regarding that entrance as they do listen to these suggestions. Ms. Scott reiterated that they are reviewing this right now, and she thinks that they will wish to convince the County to leave the west "in" where it is.

Ms. Scott not only looks at traffic as it is today, but she is trying to look at it in the future, so five years from now there is not another problem. It is her belief that if they realize that the left turn is going to be moved, then they may see the benefit of it.

In response to a question, Ms. Scott indicated that the Hobby Lobby is part of the Lely PUD, and she believed that Stock Development still owns it. Mr. Bryant asked if Ms. Scott knew what the anticipated build out of that parcel was, and was advised that she does have that information although not with her. It is mainly retail.

(Mr. Lee's comments inaudible.)

Ms. Scott added that the three parcels that were unknown for her department were the Kmart parcel, and they did that as a retail center, and the two vacant parcels on the other side of Celeste. These two parcels have come into the County office for several pre-applications, but the County is not sure yet what they plan to do. Stock owns one of these parcels.

Mr. Drum asked that if in fact Hobby Lobby is not doing well, which he understood to be the case, how will that affect the traffic count, as Kmart, which is located in that parcel, is not doing well either. Ms. Scott indicated that from their study perspective, Hobby Lobby had not been built when they did their original traffic counts, so they took base traffic counts, and then took the traffic impact statement of anything that was projected to be built and added that on, and then ran all of their traffic operational analyses. If Hobby Lobby is not doing well, then the County's improvements are going

to last that much longer.

Ms. Scott then introduced James French, the Deputy Department Head, who was detained by the Commissioners. Mr. French advised the Board that he headed up the Land Development Services side of Growth Management, so all of the future use planning, land use and building code enforcement located on Horseshoe Drive are directly under his purview. With the retirement of David West, who has gone back to the private sector, Mr. French is handling his responsibilities as well.

As it relates to the US 41 Corridor Study going on, Mr. French indicated that he signed off on the contract with Johnson Engineering, which is going to involve a great deal of public feedback. It is anticipated that the initial reports from Johnson Engineering will be received sometime around September, and will then go back to the Board of County Commissioners sometime in October or November.

At this time there is no prohibition on land development on any of the properties that currently have zoning in place. In the event they have to come back before the BCC hearing officer, that would allow the public to interact. However, if the zoning is in place to allow for a particular type of development activity, then that is what it is. This study starts at US41 and 951 and heads north almost all the way to the Courthouse Shadows area. Mr. French indicated that he would be happy to bring his staff back at a future date, and he would like to have Mike Bosi, the Planning and Zoning Director, come back in the future as he is heading this up for the County. Mr. Bosi can provide any preliminary feedback they are getting from Johnson Engineering.

If Mr. French has all the finalized plans and schedules within six months, he would be glad to bring that information to the Board. He will suggest as well that community members such as those on the Lely Board be invited to community feedback session meetings which can be very meaningful as the goal is to have development that is a benefit to and adds to the community character. Mr. Dorrill will be called when they reach this point and he will advise the Board.

Mr. Lee asked about the landscaping at 941 and US41 going north, and whether that will start in September. Mr. French advised that this is currently in design, and will go all the way up to Marino Circle. He indicated that they were ahead of contract, and there have already been some individuals adding dirt to the different areas. Conversations have already been held with the drilling contractors for the irrigation, so Mr. French felt that it would be a month to a month and a half ahead of schedule.

The design plans are scheduled to be ready by June or July, and it will be planted before the next season. Mr. French indicated that he would be happy to have Travis Gossard come speak to the Board on those plans as well.

A resident asked about a problem that exists at the Publix Shopping Center, as the road curves when you are exiting the area and the landscaping does not allow you to see what is coming. She noted that it had been cut lower, but could be cut a little more. She hoped that the landscaping would be taken into consideration when people are trying to make left turns, as there are line-of-sight issues, and wondered if a traffic light was warranted there.

Mr. French indicated that the Director of Transportation and Engineering would indicate that they don't like to put in traffic lights because they like to move people, and lights do slow down traffic. The other thing that slows people down is landscaping, and if you start putting in big trees and other types of landscaping, there can be some thought to lowering the speed limits, and that is something that is being contemplated. Although landscaping is nice, they would like to keep traffic moving on a four or six lane highway at 50 to 55 miles per hour, depending upon the traffic studies that come back.

Ms. Scott added that there are guidelines that indicate how high shrubs can be, and there must be a certain clear area. Ms. Scott drives a small car and she does recognize this problem, but there are guidelines in place. The plant materials they will be choosing will be within those regulations. Mr. French agreed that it is a problem, and as they move into those studies that will be contemplated.

Ms. Scott also noted that another big project planned for the area by the Florida Department of Transportation in 2020 is going to be undertaking rebuilding the interchange at I 75 and 951 which will help traffic move much more smoothly onto the Interstate.

Originally this project was going to be \$400,000,000, and FDOT took another hard look at it and feel now that they can do it for around \$80,000,000, and it will be a huge improvement for the area. There will be some public information meetings coming up on this project as well.

Mr. Campkin referred to the area of Wildflower and St. Andrews, where a terrible accident recently occurred, and thanked the County for the four way stop sign, and wondered if any further plans were being made for these streets. Mr. French indicated that he did have some information on the area, and they are studying Warren Street right

*Lely CDD Workshop – Minutes*  
*April 19, 2017*  
*Page 7*

now, and going back and looking at where Augusta would come out, doing traffic counts and working with a number of different neighbors along St. Andrews. They are working very closely with the Commissioners' office, and he noted the many concerns that had been emailed in over the past few weeks about this. They are looking at the crash report from the Sheriff's Office to determine what road conditions could have potentially changed or could have changed to prevent this accident. There are a number of deputies along St. Andrews patrolling since the accident.

Mr. Campkin noted that one of the suggestions would be to cut off the ability to come off of Santa Barbara and straight onto St. Andrews by rerouting the traffic through Lely. Mr. French felt that they would do that, or come down through Augusta.

Mr. Drum recalled a group on St. Andrews that wanted to model 17 homes by the church and then run a road in to hook up with Grand Lely. This is a group of people from the north, and this issue comes up every year. They don't seem to understand that the Lely neighborhoods have traffic as well, one of which is Mr. Drum's community which has 2,400 cars a day going through it.

Mr. Drum asked if it would make any sense to block off Wildflower north of the sewer plant, and the people at Lakoya would have to go out the other entrance.

Mr. French noted that the real dilemma is that over 4,000 multifamily and residential units have been built between 2007 and 2017 along this corridor. They are looking at all of their options on how to best benefit the community, and he promised that the community members will be advised of any decisions that are made. Mr. Ahmad, the head of the Department, has been tasked with looking at every possibility, from additional traffic calming, additional stop signs, to closing a road if it makes sense to staff, and the involvement of the community.

Ms. Scott and Mr. French were thanked for their appearances, and a short, five minute break was taken.