

Bayshore Gateway Triangle Community Redevelopment Agency

AGENDA May 1, 2018 6:00 PM

Chairman Maurice Gutierrez Karen Beatty, Peter Dvorak, Larry Ingram, Ron Kezeske, Steve Main, Shane Shadis, Michael Sherman

- 1. Call to order and Roll Call
- 2. Pledge of Allegiance
- 3. Adoption of Agenda
- 4. Approval of Minutes
 - a. April 3, 2018 (attachment)

5. Community / Business – Presentations

a. Mattamy Homes- Matt Hermanson, P.E. Grady Minor

6. Old Business

- a. Vacant Lots Jennifer A. Belpedio, CAO
- b. Code Enforcement Jamie French, Deputy Department Head, GMD
- c. Public Art Laura Burns, Ad Hoc committee recommendations

 Murals Executive Summary from CAO (attachment)
- d. 17 Acres Staff update
- e. Redevelopment Plan Workshop update, Next steps
- f. CDBG Grant Fire Suppression Phase 2- Staff update (attachment)
- g. Walking Audit Report (attachment)

7. New Business

- a. Advisory Board Application Dwight Oakley (Attached) Action Item
- b. Budget Review Attachment (Action Item)
- c. Website Update/Community Outreach

Offices: 3570 Bayshore Drive, Unit 102, Naples, Florida 34112 Phone: 239-643-1115 Online: www.bayshorecra.com

- 8. Staff Report
 - a. Project list update by Staff
 - b. Financials
- 9. Other Agency's
 - a. Collier County Sheriff Department
 - b. Collier County Code Enforcement
- 10. Commination and Correspondence
 - a. Advisory Board Vacancy Gateway Triangle Resident / Business Owner
- 11. Public Comment
- 12. Staff Comments
- 13. Advisory Board General Communications
- 14. Next meeting date: June 5, 2108
- 15. Adjournment

Online: www.bayshorecra.com



Agenda item 4,a- April 3, 2018 meeting minutes

BAYSHORE/GATEWAY TRIANGLE COMMUNITY REDEVELOPMENT LOCAL ADVISORY BOARD MINUTES OF THE APRIL 3, 2018 MEETING

The meeting of the Bayshore/Gateway Triangle Community Redevelopment Advisory Board was called to order by Chairman, Maurice Gutierrez at 6:03 p.m. at the CRA Office, 3750 Bayshore Drive, Unit 102, Naples, FL 34112

- Roll Call: Advisory Board Members Present: Maurice Gutierrez, Karen Beatty, Mike Sherman, Steve Main, Shane Shadis and Peter Dvorak. Excused Absence: Larry Ingram. Absent: Ron Kezeske.
 CRA Staff Present: Shirley Garcia, Operations Coordinator, CRA; Tami Scott, Senior Project Mgr.; and Debrah Forester, CRA Director; Naomi Hutcheson, Administrative Assistant; Tim Durham, Executive Director of Corp Business Ops.
- II. <u>Pledge of Allegiance:</u> The Pledge of Allegiance was led by Chairman Gutierrez
- III. Adoption of Agenda: Debrah Forester requested that the two murals on the Agenda for review, items 6(d) and 6(e), be moved forward due to the number of attendants at the meeting for those particular items. She also requested the addition of a Draft Letter for the Community Redevelopment Agency's (CRA) Advisory Board to review under Agenda item VII. New Business. Peter Dvorak, Vice Chair, made a motion accept Amended Agenda wherein the Mural Issue will be addressed before the Community Presentation and to add the Draft Letter under New Business. Second by Karen Beatty. Passed Unanimously.
- **IV.** <u>Adoption of Minutes</u>: Peter Dvorak, made a motion to accept March Minutes as is. Second by Karen Beatty. Passed Unanimously.

V. Murals:

A. <u>BCC Mural Recap</u>: Maurice Gutierrez, Chairman, gave a brief recap on the mural discussion that occurred during the joint meeting between the CRA and the Board of County Commissioners (BCC) on April 3rd, 2018 at 1:00pm. Both Boards are in accordance that until a firmly established process is in place for Public Art in the Bayshore/Gateway Triangle Redevelopment Area, no further applications will be accepted. The two current murals may remain intact as is. The Boards are comfortable with the murals despite contentious issues revolving around them. They ask only a formality of paperwork to resolve the issue. Debrah reinforced this by stating the information she garned from the Code Enforcement Office after the joint BCC/CRA meeting. All



future and current mural projects have been put on hold until an official process is established. No new code cases will be established on the current murals. The CRA Board has the right to either put the current code cases on hold until such a time that an appropriate process is established, or they can vote to keep the murals as they currently are and close the code cases. Eric Short from Code Enforcement reiterated that the Code Department could close the cases without any additional work from the property owners by voting to keep the murals as is, and submitting the meeting minutes to the Code Enforcement Office. If the CRA does not want to keep the murals as they currently are, they can vote to put the code cases on hold.

- **B.** <u>Future Applications:</u> Peter Dvorak made a motion to recognize no additional applications for murals be accepted until formal standards have been set. Second by Mike Sherman. Passed Unanimously.
- **C.** Mural Review-Jaron Fine Jewelry, 3784 Bayshore Drive: Peter Dvorak made a motion to approve the Jaron building mural at 3784 Bayshore Drive as is. Second by Steve Main. Passed Unanimously.
- **D.** <u>Mural Review—Diane Sullivan, 3248 Bayshore Drive:</u> Peter Dvorak made a motion to approve the Diane Sullivan building Mural at 3248 Bayshore Drive as is. Second by Steve Main. Passed Unanimously.

VI. Community/ Business Presentations:

A. Mini Triangle-Presentation by Bob Mulhere, FAICP Hole Montes: Debrah Forester introduced Bob Mulhere from Hole Montes, who did a PowerPoint presentation on the proposed development and the revisions to the rezoning application since he presented in November. Based on comments received, the developer has been asked to revision the mix of uses and eliminate the proposed matrix. They will be presenting at the April 5th Planning Commission and the May 8th BCC meeting. They are currently on schedule to close in late 2018. The presentation included the basics of how the conversion matrix worked using trips generated by uses in tandem with the Collier County Department of Transportation's (DOT) formulas to calculate PM Peak Hour Trips. The presentation included charts indicating minimums and maximums of unit type allowances in relation to estimated vehicular traffic projections as well as an overview of project design, information on the negotiations with the Naples Airport in relation to building height (projected final height 168ft), and multiple conceptual images. The contract for the parcel was finalized in 2016, the CRA gave their unanimous support in November 2017, and they have met with the CCPC on February 15th, March 1st, and will again on April 5th, 2018. It goes before the BCC on May 8th, 2018.

Debrah Forester asked the CRA Board to consider a recommendation on the proposed changes made to the plans since the November 2017 meeting. Peter Dvorak made a motion to support the Mini Triangle as presented with the



changes adopted since the November meeting. Second by Steve Main. Passed Unanimously.

VII. Old Business:

A. Vacant Lots: Debrah Forester gave a quick refresher on the Vacant Lot issue with Lend Equity—represented by William Rose—and the Love & Legacy Lots (Previously being handled by Cal Montenegro). Jennifer Belpedio in the County Attorney's Office has been discussing the issue with Mr. Rose. Mr. Rose has been informed that the CRA did not approve the \$10k per lot offer previously presented. Staff provided a counter offer of \$10,000 plus a profit share of 6% of the sales price. Mr. Rose's attorney has reached out to Ms. Belpedio and said the profit share was unacceptable and then a suggestion of \$15k per lot was offered. Tim Durham reported that he had spoken briefly to Ms. Belpedio just prior to the meeting and the \$15,000 per lot appeared to be their final offer. Should the CRA accept the offer, details including the timeline would be established wherein Lend Equity would pay \$15k per lot for five lots immediately, with the additional lots divided into groupings to be paid in 6 month increments. Should they not complete construction as outlined, a penalty would be built into the terms. And if they didn't complete the first set as outlined, the terms of the proposal would be terminated. General disappointment amongst the CRA that neither Jennifer or Mr. Rose were in attendance. A community member, Justine, asked why they were not on the open market? Community Member Carla Corbin asked why the issue was not settled. Vice Chair Peter explained that the deeds were clearly drawn up with the CRA under BCC, which included a reverter claus. However suspect transactions have incurred a large legal mess. Peter personally advocates for an upfront settlement that allows the issue to be done. He would like to reject the \$15k offer, even if it is upfront, as that is less than the CRA paid to acquire the properties and the land is worth significantly more now. He believes that a counter offer should not be accepted unless is begins with a 2 or 3. Tim interjected that staff was eager to move towards closure and that the CRA is in a much stronger financial position now than when they sold the lots originally. Karen Beatty requested the CRA refrain for negotiations until the different parties can show up to a meeting. She also suggested enforcing the reverter clause and taking the property back. Mike Sherman feels the Board has been too lenient. That there was nothing written down to allow the transactions that happened with the deed and that the lending company does not have a case. The lots cannot be utilized as leverage. Steve Main would be willing to accept an upfront offer of \$50k-\$75k for each property, otherwise he presented a motion to assert the CRA's Rights and take the titles back, just like the deed states. Second by Karen Beatty. Passed Unanimously.



- **B.** 17 Acres-Staff Update: Debrah Forester and Tim Durham provided an update on the project, stating they have been meeting weekly with Arno, who is very enthusiastic about the project. No additional proposals were received by the March 19th date. Additional due diligence regarding the financial commitment has taken place and Arno has decided to change financial partners. He is working with the new group to obtain the financial commitment needed and they are doing their own due diligence on the project. The committee discussed the opportunity of including the CRA office and public meeting rooms in the new development and requested including some language in the Purchase and Sale Agreement to include the CRA office. It was suggested the office be located in a commercial building and meetings held in the theater. Mr. Gutierrez inquired of the gathered public what their preference was in the location of the CRA office and monthly meetings. It was recommended to keep the CRA Office on Bayshore Drive, and future meetings could either be held in the coming theater or at the Naples Botanical Gardens. Steve was under the impression the office had been taken off the plans. Debrah Forester mentioned that Arno continues to work through the plan details that will be presented during the rezoning of the property but the terms should be the same as what was presented to the CRA Board in February 2018. Tim added that he is meeting weekly with Arno who is very enthusiastic about the project. The item is scheduled to go back to the CRAB on April 24th, 2018. Once all the preliminaries are finalized and approved the other financial party's name will be made available.
- C. Redevelopment Plan: Debrah has sent out Save-The-Dates to the CRA Board members in regard to the April Redevelopment Plan meetings. Tami Scott, Sr. Project Manager, went over the current proposed schedule. Wednesday, April 25th, 2018 is an invitation only kick off meeting from 12:30 to 2:30 pm at the Naples Botanical Garden Conference Room. Attendees have been asked to RSVP as it will be a catered working lunch. Several Stakeholder meetings are scheduled on Wednesday evening and throughout the day on Thursday, with small focus groups in mind. While these meetings are open to the public, they will be focused and fact finding, covering predetermined areas of attention for the Redevelopment Plan. The big meeting for the entire community will be on Thursday, April 26th, 2018 at 6pm at the Naples Botanical Gardens Buehler Auditorium. Karen Beatty inquired as to whether the Bayshore Beautification MSTU would be having its own meeting. Staff is unsure that there would be enough turnout to justify the separate time slot and space, but that the current schedule is a draft and will be tweaked and polished and a finalized copy sent out prior to the meetings.

VIII. <u>New Business</u>:

A. Reappointments:

i. Ron Kezeske: Ron Kezeske was absent from the meeting. Shirley Garcia mentioned that he does not wish to re-apply. His term is up in



May. His spot is now considered open. Discussion took place regarding the vacancy. He was the business representative for Davis Blvd. Steve Main's business has moved during his current term to Davis Blvd. Mr. Main stated he would be willing to move laterally to the David Blvd Board position and allow his Bayshore Business position to be opened for further applicants. Shirely Garcia said she would forward Steve Main's information to Wanda Rodriguez in the County Attorney's Office who will take care of the paperwork to make the change. Debrah Forester requested a motion be passed in regard to this change in title just in case. Maurice Gutierrez inquired if changing it to a Bayshore Business Owner or Artist was a possibility. Debrah Forester said it could be brought up during the Redevelopment Plan Workshop during discussion about the CRA Boards Structure, but as of now it would need to remain a Business Owner. Maurice Gutierrez made a motion that Steve Main move laterally from the position of Bayshore Business Owner to the position of Davis Business Owner. Second by Peter Dvorak. Passed Unanimously.

- **ii. Maurice Gutierrez:** Peter Dvorak made a motion to reappoint Maurice Gutierrez to the CRA Board. Second by Karen Beatty. Passed Unanimously.
- **iii. Michael Sherman:** Peter Dvorak made a motion to reappoint Mike Sherman to the CRA Board. Second by Steve Main. Passed Unanimously.

IX. Staff Report

- **A. Project Manager Report:** Tami mentioned that the Project Manager Report was not included in the packet but that she wanted to highlight just a few points:
 - i. **Project Map:** A map of the Bayshore district was distributed that depicted all the projects in the area with a blue dot. She noted that it is exciting and encouraging to see how many projects are currently underway in the area.
 - ii. Mattamay Homes & Thomasson Drive: Staff has met several times with Mattamay homes. They do not have a project to show to the CRA yet, but discussion about landscaping, sidewalks, benches, art, etc. on Thomasson Dr and Bayshore Dr have commenced. There are concerns with both parties about the timing and overlapping construction between their project and the Thomasson Drive project. The county is working on an agreement with Mattamay to have construction access on Thomasson Drive with the stipulation that they cover any damage cost done to the Thomasson Drive project. The



- proposed wall will be 6 feet in height and will be 7.5 ft from the property line in their 15ft buffer.
- iii. Windstar: Windstar will be covering the expense for external landscaping installation and maintenance along their wall after the completion of the Thomasson Drive/Hamilton Drive project. Until that time the wall will remain blank to keep from going two steps forward and one step back.
- iv. Racetrac: Has gone to the Hearing Examiner (HEX), which is a two step process. There are some negotiations still underway in regard to distance waivers. Both HEX Decision were signed on March 20th, 2018. Racetrac is willing to present to the CRA, but no date has been set yet. A possible stipulation was suggested that language be inserted to assure that the previous property under consideration would not be allowed to develop as a gas station. Staff can follow-up with Mike Bossi for a recommendation on bringing forward that option during the zoning process.
- v. Thomasson Drive: A Bayshore Beautification project that starts at the end of Hamilton Drive and goes through Orchid. The 100% drawings have been submitted by RWA and are awaiting final approval. Expanding the boundaries of the MSTU to include the right of way (ROW) from Dominican to Orchid is being reviewed to present to the BCC. Staff aims to have the least disruption to school and peak hour traffic.
- **B. Draft Letter:** The CRA Advisory Board voted on March 6th, 2018 to write a letter to the BCC regarding affordable housing in the area and the proposed Housing Plan. Staff has complied a letter and asked the CRA Advisory Board to review the letter and vote on whether it is or is not what they would like to submit to the BCC. Steve inquired why a vote was necessary again. Debrah Forester explained the letter was drafted utilizing the motion passed during the March 6th, 2018 meeting in conjunction with staff's interpretation of the conversation had by the CRA Advisory Board. In addition, several CRA Board members were not present during the vote and should be allowed to weigh in on the verbiage of said letter. She did not feel comfortable presenting words on behalf of the CRA to the BCC without a firm backing that what is stated in the letter fully addresses their concerns regarding diversifying affordable housing throughout the county. It was agreed either a consensus of the board to approve the letter would be sufficient as it was previously voted on. However, for prudence sake, Peter Dvorak moved to approve the letter articulating a vote regarding affordable housing, have the Chairman sign said letter, and have the letter sent to the Board of County Commissioners. Second by Mike Sherman. Passed Unanimously.



C. Financials: Debrah and Tami distributed a copy of the CRA current, official financial standing. Peter asked a number of questions in regard to inventory, market values, restrictions, and real values of property. Shirley informed him the CRA pays a \$50K/month on a loan which is held in collateral. Peter stated a \$5 million loan should be a liability which would cut the net worth in half. He would like a handle on the actual budget at the next meeting. He stated that since the CRA is technically a County Department, there should be someone in the financial department that is monitoring the finances for the department and can provide a profit & loss as well as balance sheet with anticipated TIFs. Staff will continue to work with the Budget Office to get additional information.

X. Correspondence and Communications:

A. Keep Collier Beautiful: Shirley Garcia reminded everyone that there is still time to sign up to come out on April 14, 2018 to help clean up the Bayshore Area and Haldeman Creek. Shirley Garcia is working with Code Enforcement to have enough shirts, dumpsters, maps, etc.

XI. Public Comments:

- A. <u>Help for Elderly/Veterans:</u> A community member inquired about what services the area was providing for individuals who are elderly/veterans. His neighbor is over 80 and not physically capable of resolving his code cases on his own. Corporal Mike Nelson, Collier County Sheriff's office, mentioned there are many services available. He himself has assisted many individuals in the area to stay healthy in a safe living environment. However, the county cannot physically move or remove anyone. Corp. Nelson offered to discuss in more detail after the meeting.
- **B.** <u>Vacant Lots/Parking:</u> Several open lots in the area were discussed as potential parking for area establishments. The proposed empty lots being utilized as parking lots or parking structures would accommodate the rise in project business without having to worry about street parking. This conversation also included possible location for the CRA Office. It was decided to keep the monthly regular meeting on Bayshore, no matter the location of the office. It is easier for the community to attend. Arno's original plans included a space for the CRA office and meeting spaces. That will be revisited. Naples Botanical Gardens has also offered meeting space.

XII. Staff Communication:

A. <u>Sherriff Dept</u>: Corp. Mike Nelson mentioned some restricting in the department and introduced his new Immediate Director/Supervisory for Community



Policing, Sgt. David Plamondan. It is his first time in the area, but they are excited to have him on their team. A general discussion about proactive patrolling ensued including clarification on a point of contact in case of an issue. Corp. Nelson stated he is still the main contact, but he would leave the cards of the other officers covering the area in the CRA office as well. It was also mentioned that Corp. Nelson received recognition for efforts with Kid's Bicycle Safety. Ms. Garcia mentioned that many officers never receive recognition, but Corp. Nelson has accomplished 2 safety awards during his time as an Officer of the Law. The CRA is proud to have such an accomplished and dedicated leader in the community.

- B. Code Cases: Karen Beatty inquired on how Code Enforcement can become more proactive so that citizen do not need to call in issues that are obviously Code Violations. A list of all current code cases was distributed to the CRA. Eric Short reviewed the list, noting 15 were highlighted in yellow still pending their initial 45 days of investigation. Two of those would be closed out after the meeting with the CRA approval of the two murals. Several code violations were stated as well, including an unregistered vehicle being moved from spot to spot. Eric Short mentioned that proactive code citations are for Health and Safety concerns. It was suggested that during the redevelopment plan update, the Committee could make recommendations on the codes in Bayshore to reflect the community's vision. Otherwise Code must act within the parameters currently set. Shirley Garcia, Mike Nelson and Eric Short all gave examples of Code acting proactive for the betterment of the community. Karen Beatty made a motion that Code Enforcement be more proactive in their dealings so that citizens do not have to make reports. Second by Mike Sherman. Passed Unanimously.
- **C.** <u>Dan Burden:</u> Debrah mentioned that Dan Burden, from the Blue Zone Project, has drafted a report that he would like to present it to the CRA at the next meeting. The information may be useful as we review and update the Redevelopment Plan.

XIII. Advisory Board General Communication:

- **A.** <u>Thanks:</u> Maurice Gutierrez and Karen Beatty both wanted to thank the staff of the CRA and BCC for a productive day of meetings. Peter thanked the community for their productive, positive, progressive participation. It is greatly appreciated how much this community comes together.
- XII. Next Meeting Date: April 3, 2018 at 6:00 p.m.
- **XIII.** Adjournment The meeting adjourned at 8:30 p.m.

Chairman Maurice Gutierrez

EXECUTIVE SUMMARY

Recommendation that the Board (1) direct the Bayshore CRA Advisory Board not to process any applications regarding murals in the Bayshore Gateway Triangle Redevelopment Area; and (2) direct Code Enforcement to stay all current Code Enforcement proceedings related to murals in the Bayshore Gateway Triangle Redevelopment Area, to allow staff, working with the Bayshore CRA Advisory Board, to review the issue of murals in the Bayshore Gateway Triangle Redevelopment Area, and following such review, to bring back recommendations to the Board, including but not limited to a written application and review process for the approval of murals, and whether LDC Section 4.02.16H, which relates to murals within this district, should be amended.

OBJECTIVE: To review the entire process of murals within the Bayshore Gateway Triangle Redevelopment Area.

<u>CONSIDERATIONS</u>: On April 3, 2018, the Board of County Commissioners, acting as the Community Redevelopment Agency, conducted a joint workshop with the local CRA Advisory Boards. During the discussion concerning the Bayshore Gateway Triangle Community Redevelopment Area, the issue of murals in Bayshore was discussed. Underlying part of the discussions was an article in that day's Naples Daily News, which is included as back-up.

There are currently two existing Code Enforcement cases pending regarding existing murals within the Bayshore Gateway Triangle Redevelopment Area. Murals within this district is governed by LDC Sec. 4.02.16H, which provides as follows:

- H. Murals. Murals are allowed as public art within the Bayshore Gateway Triangle Redevelopment Area subject to the following conditions:
- 1. Murals are only allowed on commercial, civic or institutional buildings.
- 2.**Building** must be located within the proposed Cultural District boundary, Community Redevelopment Agency Resolution 08-60, and cannot be located along U.S. 41.
- 3.One mural is allowed per building.
- 4. Murals are permitted on sections of **buildings** where there are no windows or doors or where the mural will not interfere with the **building's** architectural details.
- 5. The mural cannot exceed 200 square feet unless specifically approved by the CRA Advisory Board.
- 6. The mural shall not contain text for the purpose of advertising any business or commercial activity.
- 7. The mural cannot be temporary in nature and the **building** owner must commit to maintaining the mural.
- 8.Review and approval from the CRA Advisory Board is required to ensure the mural complies with the conditions above and that the artwork complements the design of the **building** in color, shape, and location.

During the discussion it was evident that the Board, staff, and the Advisory Board felt that the entire issue ought to be looked at, including the application and review process, that the matter be brought back to the Board of County Commissioners for a public discussion, and that until such time, the ongoing code cases ought to be stayed.

FISCAL IMPACT: Unknown at this time, but not material.

GROWTH MANAGEMENT IMPACT: None at this time.

RECOMMENDATION: That the Board (1) direct the Bayshore CRA Advisory Board not to process any applications regarding murals in the Bayshore Gateway Triangle Redevelopment Area; and (2) direct Code Enforcement to stay all current Code Enforcement proceedings related to murals in the Bayshore Gateway Triangle Redevelopment Area, to allow staff, working with the Bayshore CRA Advisory Board, to review the issue of murals in the Bayshore Gateway Triangle Redevelopment Area, and following such review, to bring back recommendations to the Board, including but not limited to a written application and review process for the approval of murals, and whether LDC Section 4.02.16H, which relates to murals within this district, should be amended..

Prepared by: Jeffrey A. Klatzkow, County Attorney

ATTACHMENT(S)

1. Naples Daily News Article - 4-3-18 (PDF)



April 2, 2018

Ms. Debrah Forester Bayshore CRA 3570 Bayshore Drive, Unit 102 Naples, FL 34112

Dear Ms. Forester:

Thank you for submitting an application to our office for the FY2018-2019 Annual Application Cycle seeking federal funds from the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG), HOME Partnership Initiative (HOME) and Emergency Solutions Grant (ESG) programs.

The Review and Ranking Committee has carefully reviewed, scored and ranked all applications received and will make a recommendation to the Collier County Board of County Commissioners for use of annual HUD entitlement funds.

A total of thirteen (13) applications were reviewed totaling over \$4.4M in funding requests for CDBG, HOME and ESG. As always, this application cycle was very competitive. There was approximately \$1.5M in available CDBG funding for activities in this category for the FY2018-2019 cycle.

Like your organization's application, all the proposed projects represented much needed activities; however, based on a competitive review process, your application for Bayshore CRA - Fire Suppression did not receive a sufficient score to secure funding. The application will be retained in ranked order for any subsequent or supplemental funding should it become available.

Technical assistance is available should you wish to meet with staff for suggestions on preparing your application in the future.

If you have any questions or need additional information, please do not hesitate to contact me at 239-252-6287, or email at Kimberley.Grant@colliercountyfl.gov.

Sincerely,

Kimberley Grant, Director

Cc: Cormac Giblin, Housing and Grant Development Manager

Kristi Sonntag, Federal and State Grants Manager

Cynthia Kemner, Compliance Supervisor

Maggie Lopez, Accounting Supervisor



East Naples Discovery Report

The Built Environment –



January 2018

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Acknowledgements



Bayshore Gateway Triangle CRA
Laura DeJohn- Director of Planning and Landscape Architecture, Johnson Engineering, INC.
Mike Bosi- Collier County Zoning Division Director
Collier County Commissioner Donna Fiala, District 1
Collier County Commissioner Penny Taylor, District 4
Blue Zones Built Environment Committee

The Blue Zones Project® Approach



Where it All Began

Blue Zones Longevity Hot Spots

LOMA LINDA, CA

SARDINIA

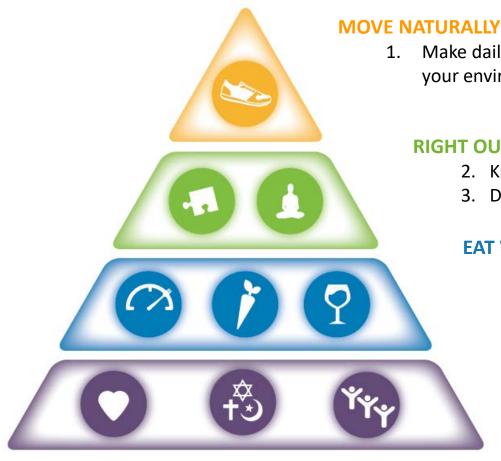
IKARIA

OKINAWA

NICOYA PENINSULA, COSTA RICA

Shared Traits of the Longest-Lived People





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Make daily physical activity an unavoidable part of your environment

RIGHT OUTLOOK

- 2. Know your purpose
- 3. Downshift: work less, slow down, take vacations

EAT WISELY

- 4. Eat until 80% full
- More veggies, less meat & processed food
- 6. Drink a glass of red wine each day

BELONG

- 7. Create a healthy social network
- 8. Connect/reconnect with religion
- Prioritize family



What Determines Our Health?

20% 50% 10%

GENETICS ENVIRONMENT HEALTHY BEHAVIORS

ACCESS TO CARE

BLUE ZONES PROJECT

Built Environment Principles



"Healthy places are those designed and built to improve the quality of life for all people who live, work, worship, learn and play within their borders – where every person is free to make choices amid a variety of healthy, available, accessible and affordable options."

- Centers for Disease Control and Prevention, Health and Healthy Places

Why Transform the Built Environment?

Place matters to our health.

- A person's zip code can be a more reliable determinant of health than their genetic code.
- The type of community a person lives in and the design of places where people work, worship, shop, learn and play have a tremendous impact on health.
- Decades of sprawl have resulted in auto-focused design and poorly planned growth.
- The consequences are congestion, inactivity, obesity, exposure to pollutants, traffic crashes and loss of economic vitality and community life.

We can do better.



Streets Impact Health & Wellbeing



Conventional street engineering widens roads for vehicular efficiency. People walking and bicycling become discouraged, so more people end up driving. Crashes increase, due to increased load and added conflict points. Roadway sections can double or triple in price. Walking is engineered out of the environment.



Rebuilding the intersection on the left to support walking and bicycling lowers speed and noise, shortens crossing times, moves more cars, reduces personal injury crashes by 90%, and eliminates delays for both people walking and driving. When the street honors development, development will honor the street.

Photo vision: Todd Clements

Streets Impact Our Children

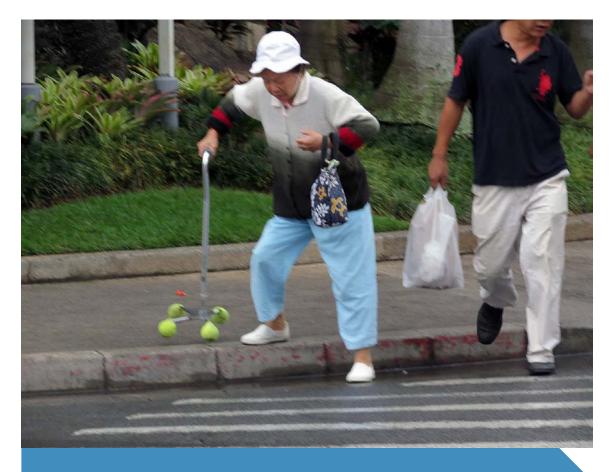


Crossing multiple lanes of traffic is a safety issue for many parents who then deny their child walking trips to school. Sections of roads that are wider than they need to be force people into cars, building more traffic and delay.



Collier County and East Naples have much at stake to build the social, physical and emotional health of children. Building and maintaining low speed environments, compact intersections and properly scaled streets are essential to raise the region's school walking rates.

Streets Impact Our Elders



Small features often make the most difference for livability. High curbs, poor drainage, dog fouling and broken sidewalks are cited as physical hazards that keep elders from venturing out.



In contrast, shade trees, benches, and sit-walls are highly valued micro features that enable elders to enjoy neighborhood walks and easily run errands on foot. Well-designed crossings, on this former 5-lane road, remove barriers, rather than create them.

Your Commute Improves Health or Reduces Health



UCLA & Cal State-Long Beach: Vehicle-miles traveled has a stronger correlation with obesity than any other lifestyle factor.

Source: http://www.slate.com/articles/business/moneybox/2011/05/your_commute_is_killing_you.html Source: https://www.psychologytoday.com/blog/urban-survival/201501/commuting-the-stress-doesnt-pay

The Benefits of Designing Streets for People



Benefits Include

- Increases physical activity rates
- Encourages social connectedness
- Catalyzes small business development
- Increases property values
- Improves access and safety for all
- Advances social equity
- Reduces pollution and run-off
- Provides safe routes to school
- Makes the healthy choice the easy choice

Source: Victoria Transport Policy Institute http://www.vtpi.org

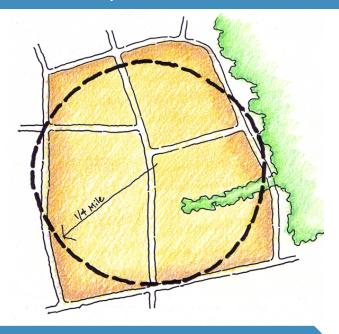
The Life Radius Approach to Community-Building



- Most Americans spend 80% of their lives within 20 miles of their homes; we call this area the life radius.
- Built environment policies and design features either encourage or discourage healthy behaviors.
- The Built Environment team assesses policies, plans, and existing conditions in a community and works with community partners to determine which interventions will make the healthy choice the easy choice.

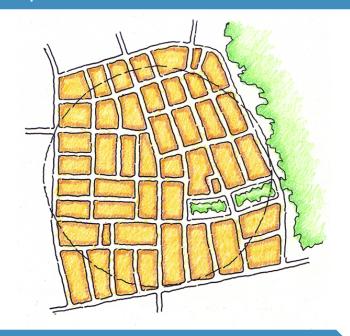
The Life Radius Approach to Community-Building

Poor connectivity results in car dependence



Weak pedestrian connections force people into cars and traffic onto a few streets which must carry heavier traffic volumes. This model of planning makes walking uncomfortable and impractical since destinations are at a distance.

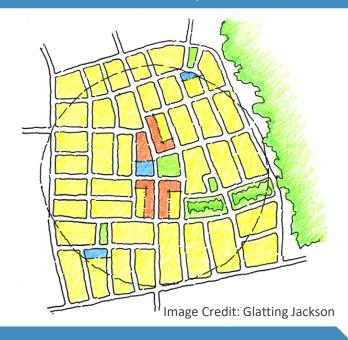
Well-connected streets encourage active transport but destinations are needed



High levels of connectivity offer people choices for transportation.

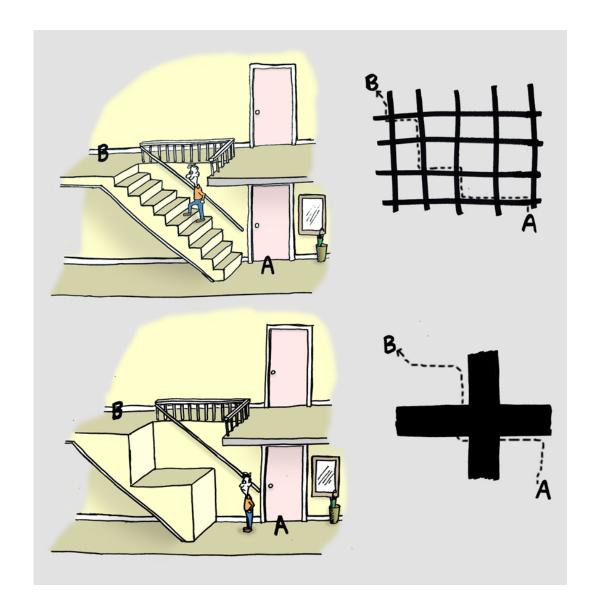
Speeds are typically lower as traffic is disbursed across a network, making walking and cycling safer and more comfortable.

Well-connected and destination-rich streets create healthy communities



With many nearby destinations, a life radius shrinks to one or two miles since all needs are met locally. Most trips are accomplished on foot or bicycle, reducing traffic and keeping money in the local community. This is the goal.

How Easy is Active Transportation in Our Community?



In many places – such as the walled communities in East Naples – which induce higher traffic volumes and higher speed roadways, people are deterred from walking or cycling.

Under such conditions, active transportation is not an easy or comfortable choice. Destinations are indirect and too hard to reach by foot – very much like climbing the staircase in the lower image.

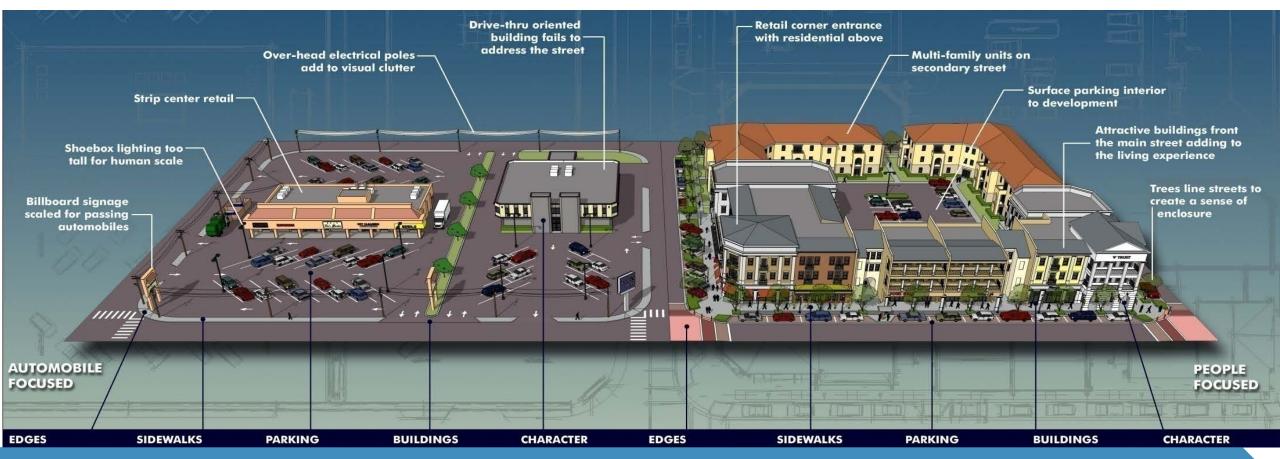
It is the town code – or the community DNA – that determines whether active transportation is even an option.

Cartoon Credit: Ian Lockwood

Designing for Cars

Vs.

Designing for People



Suburban land use forms (above left) are designed primarily for the car, while people are an afterthought. This form has many conflicts for all modes. No one watches over the street because buildings are set-back and hidden behind vast parking lots. A single commercial land use dampens the desire to walk since destinations and housing remain apart. Goods and services are not easily accessed.

On the other hand, the urban land use form (above right) illustrates a design for people first, while the car is accommodated. This design keeps speeds low, reduces the number of conflict points, establishes place, highlights the community's unique character and charm, encourages local commerce and inspires active transportation. Goods and services are easily accessed.

Image Credit: WALC Institute

Designing for Cars



Vs. Designing for People



- 79% of Americans want to live in a walkable neighborhood.
- **51%** of Millennials prefer living in houses where they can walk to shops and have a short commute.
- Yet, only **14%** of today's neighborhoods are walkable and demand is far outpacing supply.

honor its community. Driveways establish too many conflict points to encourage walking and the bleak street discourages people. The development on the right properly orients buildings to place 'eyes on the street' and limits the conflict points a pedestrian will encounter, encouraging activity for all ages.

Source: National Association of Realtors, 2015)





How Do We Complete a Place?

Would you allow a 10-year-old to walk to school through this space alone? Not likely.

What would you add to create a more walkable environment?

The lower image adds sidewalks and crossings – a good start.

Encouraging active transportation requires land use and transportation planning decisions to be aligned so that community members feel safe, comfortable and watched over.

Photo vision: Steve Price, Urban Advantage





Community-Building Opportunities

Once trees and benches are added, we begin to build a space that expects and welcomes guests. Are we finished designing for people? Not by a long shot.

The lower image orients buildings and front porches to place "eyes on the street." With the presence of people, the street becomes a safer shared space that encourages active transportation. Land use and transportation planning must support one another.

Homes either facing a park or open space will market for approximately 15% more than more distant properties.

Photo vision: Steve Price, Urban Advantage

Source: https://msu.edu/~sta/Anderson openspace MJE.pdf





Safe Routes to School

The number of children who walk or bike to school fell **75**% between 1960 and 2009. During this same period, childhood obesity rose **76**%.

Active transportation is a great way to achieve 150 minutes of physical activity per week.

To encourage active transportation, the street's design elements must bring down speeds and protect all users. Then, families feel safe walking and biking to school.

Photo vision: Steve Price, Urban Advantage

Sources:

http://www.saferoutesinfo.org/ https://stateofobesity.org/obesity-rates-trends-overview/ https://health.gov/paguidelines/





Understanding Boulevards

Boulevards must move traffic efficiently, however, they are not required to be ugly, intimidating and dangerous.

In this conversion, all through lanes are kept, improving traffic flow. Often suburban to urban street changes provide greater efficiency in traffic movement. Medians, for instance, can add 17-20% greater capacity.

The lower image demonstrates an environmentally- and business-friendly design option that carries the same amount of traffic, as it builds love for home.

Photo vision: Steve Price, Urban Advantage





Understanding Avenues

Streets that gather traffic from local roads are known as collectors and they should be places where people want to live, shop, work and play.

Well-designed streets allow people to take walks, use transit, bike and enjoy their unique neighborhood. When a street feels right, we behave well; when the street does not behave well, we do not.

Place is established through the urban design and land use decisions we make. Our street designs make a community feel welcoming or make it feel like a drivethru.

Photo vision: Steve Price, Urban Advantage





Understanding Intersections -Nodes-

The crossroads of two collectors or arterials is an ideal location for a village node.

Throughout history, important places to live, work, shop and play were often built at these junctions. Designed well, they become places of the heart, the community focal point, and a source of pride.

Engineers, designers, architects, planners, developers and members of the public must work together to advance designs that produce the social and retail exchange people seek for village nodes to emerge.

Photo vision: Steve Price, Urban Advantage







Understanding Intersections -Efficiency & Safety-

The intersection in the top image is inefficient and unsafe. It is dangerous to those wanting to cross and, therefore, it is hostile to businesses. Modified as a roundabout, the engineer has reduced the potential for personal injury crashes and, at the same time, has eliminated delays to motorists and pedestrians.

Once the community considers placemaking as central to urban design and transportation planning, an area will transform into a bustling environment for convenient services. Such a change brings back life to the downtown and this arterial strip street. When intersections become true nodes (gathering places) land values can increase from \$3-5/square foot to \$15-35/square foot.

Photo vision: Steve Price, Urban Advantage Source: Joe Minicozzi, AICP, Urban 3, http://www.urban-three.com





Understanding Intersections -Placemaking-

The intersection in the top image is inefficient and the crossing distance is unfriendly to pedestrians, exposing them to risk for an extended period of time.

Modified as a roundabout, the community gains a safer intersection for all users, while also further establishing place.

Intersection design offers tremendous opportunities to add beauty and charm to a community, and protect our most valuable resource: our people.

Photo vision: Steve Price, Urban Design





Placemaking

People seek places of the heart. While this may be a beach or other cherished natural or cultural place, the built environment can be enlivened by design decisions.

Place-based planning assesses all land use and transportation investments to ensure they align with the community's vision.

Streets occupy so much of our shared public space that they must be considered as a community-building opportunity.

The siting of parks and schools offers tremendous opportunities with significant impacts to health and well-being.





Invest in What You Want

Over the last 60 years, American cities and counties, both large and small, have focused policy on auto-centric street and land-use practices which have had many unintended negative effects on individual and community health, economic vitality, social connectedness, affordable lifestyles and overall well-being.

Blue Zones Projects work with community leaders to advocate for policies, principles and best practices that bring back natural movement and choice in how people access daily places within their community. Community infrastructures like trails, roads, sidewalks, bike lanes, parks and other public spaces affect our ability to move naturally, connect socially and support local economies.

The formula is simple, pump less money into things we don't want and more into things we do.



Creating Healthier Communities

Creating healthier built environments is not solely the business of planners and engineers. Elected officials, city planners, transportation decision makers, architects, landscape architects, builders, real estate developers, citizens, community organizations, healthcare professionals, the business community, school boards and members of the public all have a role to play in addressing community design challenges.











"Protect through action that which you most treasure - people and place."

Dan Burden

Discovery Phase

East Naples, Florida

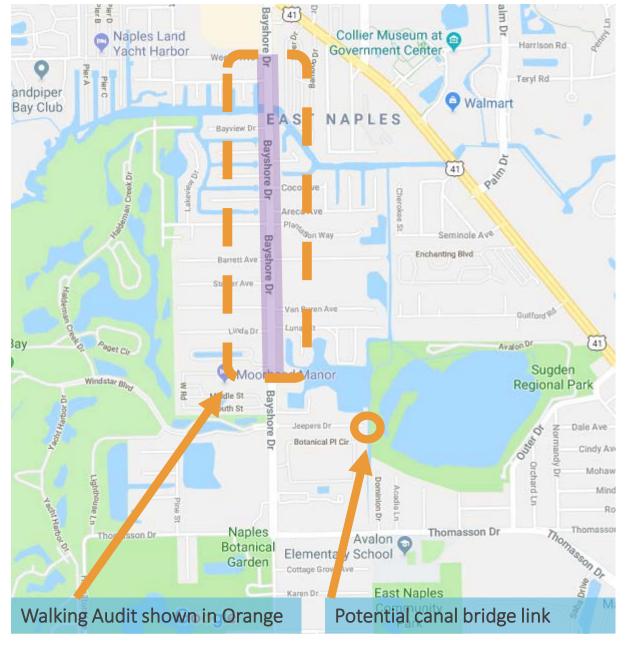
Discovery Phase - Objectives

- Share the on-the-ground realities of a community's built environment.
- Celebrate the unique history, culture, demographics and lifestyle of East Naples.
- Identify possible policies, plans, marquee projects and capacity-building opportunities for the community to discuss and prioritize at the Built Environment Summit.
- Serve as a catalyst for change by educating, empowering and equipping community leaders to take the steps to create healthier built environments.

The Study Area



Bayshore Drive, East Naples, Florida



The Study Area



East Naples (connector street)



Bayshore Drive



Tamiami Trail, U.S. 41



Thomasson Drive



East Naples (residential street)



Affordable housing, East Naples

The Walking Audit



More than 30 people took part in a walking audit along Bayshore Drive, adding ideas and gaining knowledge on how to make this street more supportive of walking, bicycling and retail life. Although Bayshore Drive is already one of the more green and welcoming streets in the region, much more can be done to make it a signature street.



On Bayshore Drive, East Naples, Florida, lanes have been narrowed and painted bike lanes have helped slow traffic. Meanwhile, there is much more that can be advanced to make this a destination street.

Discovery Phase Findings – East Naples

- 1. Proven leaders in Complete Streets are making progress across Florida
- 2. There are local best practices to learn from
- 3. Recent streetscape improvements in East Naples advance active transportation

Strengths

Strengths





WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

Putting the right street in the right place

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Safety: Safety for all users is FDOT's top priority. Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries. The Complete Streets approach considers the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a given roadway.

Quality of Life: A Complete Streets approach helps to align transportation decisions with land use, resulting in quality places where transportation investments support a community's quality of life.

Economic Development:

A Complete Streets approach connects communities and supports Florida's existing economic centers, employment centers, and visitor destinations by striving to provide the highest level of multimodal infrastructure in these core areas.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

Former District Director, Billy Hattaway not only set an important stage for the district, but for walking, bicycling and liveability for Florida, as well.

Proven leaders in Complete Streets are making progress across Florida

Strengths



Roundabouts Bradenton Beach, Florida



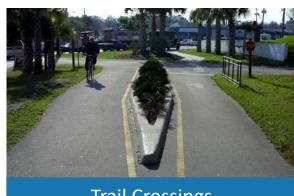
Safe Crossings Venice, Florida



Gateways Sarasota, Florida



Raised Intersections Sarasota, Florida



Trail Crossings Orlando, Florida



Clearwater, Florida



Venice, Florida



There are many local best practices to learn from

Strengths



Bayshore Drive uses innovative colorized bike lanes. This conversion of Bayshore, adding the median, tightening the lanes to 10 feet, creating the bike lanes, in 2012, has improved walking and bicycling conditions.

However, more consideration for walking and bicycling is important. How can we reduce the speed of traffic and the exiting speed onto side street entries, while providing higher level options for those bicycling?

The current design (as shown) supports about 6% of the public who desire to ride bikes. Other designs - such as protected bike lanes – will meet the needs of 60% of the US population.

Recent streetscape improvements in East Naples advance active transportation

Discovery Phase Findings – East Naples

1. Marquee Project Opportunities:

- Advance the Bayshore Drive Road Diet and Use Curb Extensions
- Create a Link Trail into Sugden Regional Park
- Trial a Home Street on Jeepers Drive, N Road or Short Road
- Plan an Urban Village for East Naples

2. Capacity-Building Opportunities:

- School Lead Work with Safe Routes to School Coordinator
- Develop a Complete Streets Outreach & Education Plan

3. Policy Opportunities:

- Reduce Speeds in School Zones to 20mph
- Choose a 'Roundabouts First' Intersection Policy
- Adopt a Vision Zero Policy

Opportunities

Bayshore Drive: Road Diet



Bayshore Drive, East Naples, Florida

Bayshore Drive was rebuilt in recent years. The painted bike lanes separate the threat of cars from pedestrians. Meanwhile, this boulevard style street remains overbuilt for both present and future traffic.

With a low in-season volume of 9,000 vehicles per day, this roadway can benefit from a lane reduction (road diet) allowing cars to flow more smoothly, better support walking and bicycling, reduce crashes, and set the stage for development to shift from strip style to village style. See the following pages for additional information.

Local Best Practice: Tropicana Boulevard



Tropicana Boulevard, Collier County:

This street was rebuilt in recent years to take out nonessential lanes. Two other streets in the same area (Golden Gate) are being considered for similar treatments. This view of the road illustrates how simple a lane conversion can be in its early stages. Buffered bike lanes are a low-cost paint solution that could be considered for the next phase of improvements for Bayshore Drive.

Bayshore Drive: Use Curb Extensions





On Bayshore Drive, many side street crossings are overly-wide (50 feet). This creates exposure, risk and discomfort to people on foot, and discourages walking. Curb extensions can be used to support walking and bicycling, while reducing conflict points for pedestrians.

This set of curb extensions drops the crossing distance and crossing times in half. The curb extension not only narrows the exposure to one-half, while opening sight lines and lowering turning speeds, it also makes the intersection safer and more comfortable for pedestrians, bicyclists and motorists.

Create a Link Trail into Sugden Regional Park





A short bridge across a canal can be designed as a simple flatbed railroad car sitting on two pylons, on up to an aesthetic treatment similar to the one shown here. The new structure can open up the park for significant new walking and activity. In some cases, a link can be sponsored by a local civic group or other benefactor.

Trial a 'Home Street' on Jeepers Drive, N Road or Short Road



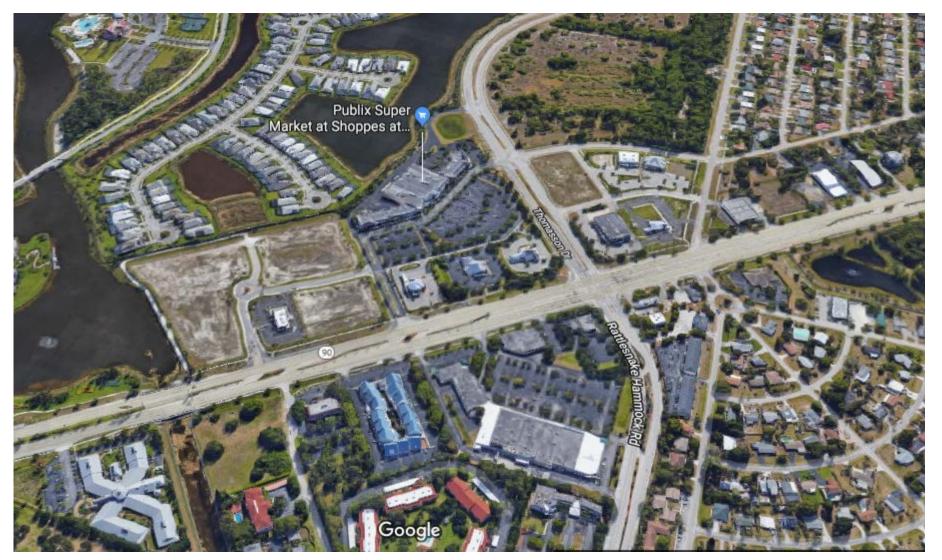


People on these streets "own" the street which advances social interaction, walking and bicycling, as well as play. This street, in Manhattan Beach, California, was designed for alley loading only. Although a full width street, which can permit moving vans or a emergency responder, it is only on a rare occassion that a car is permitted.

In this image above, in northwest Seattle, a regular width (28-foot wide) local street was narrowed to 10 feet, and allows two directional travel. Parking and rain gardens were added. Pedestrian, bicyclists and motorists share this street as speeds are kept to under 10 mph.

One lower priced concept, known as a Home Street, reallocates space by painting low-volume streets with a single 10-foot travel lane for bidirectional travel, then remakes the remaining space into walking and bicycling space. Here are two streets in America that have redesigned their speed for things they value the most: human activity.

Plan an Urban Village for East Naples



Government Center, or another location, such as Thomasson Lane and Rattlesnake Hammock Road could provide an ideal location for establishing the Village of East Naples.

Discovery Phase Findings – East Naples

Capacity-Building Opportunities

Schools Lead Work with Safe Routes to School Coordinator





The photograph in the upper image was taken at the East Naples Middle School shortly after a child lost his life here. Florida consistently leads the nation in fatalities to people attempting to walk or bicycle. The design of many streets encourages speeding and fails to protect children crossing the street. The lower street, which once looked like the street above, now accommodates those who drive, walk or bike to school.

Top Photo: East Naples Middle School, Florida

Bottom Photo: Safe Routes to School, Sacramento, California

Schools Lead Work with Safe Routes to School Coordinator









Children have much to offer in the community planning and design process, yet they remain mostly untapped throughout community transformation processes.

They can dream up the perfect community in which to live, play and go to school. Beyond the power of their imaginations, they also can bring very practical solutions to the table.

For example, children often are aware of shortcuts to the places they go that could be formalized into trails and added to the community's pedestrian network.

Develop a Complete Streets Outreach & Education Plan

To build support for Complete Streets projects, the list of stakeholders should be broadened to include members of the public, business and property owners, elected officials, community boards and neighborhood association leaders, school and health agency staff, main street and non-profit representatives and major employers. Churches, journalists, philanthropists and children should also be engaged to confirm their vision, build support for Complete Streets, and to capture concerns in a timely manner.

Residents in Farmington, New Mexico, utilized iPads to share individual's goals for their community. Schools often bring children on walking audits. What can East Naples do to encourage a community-wide discussion on how transportation systems should function?











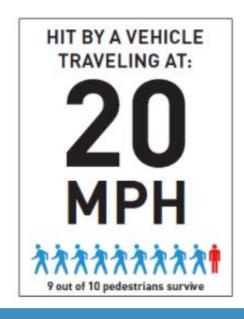


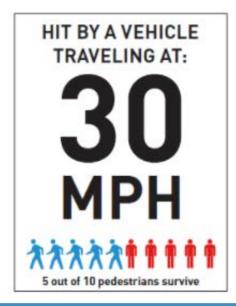
Discovery Phase Findings – East Naples

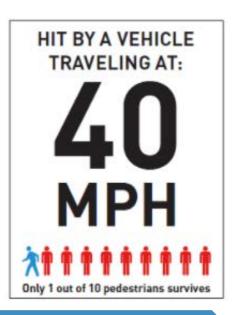
Policy Opportunities

Reduce Speeds in School Zones to 20mph



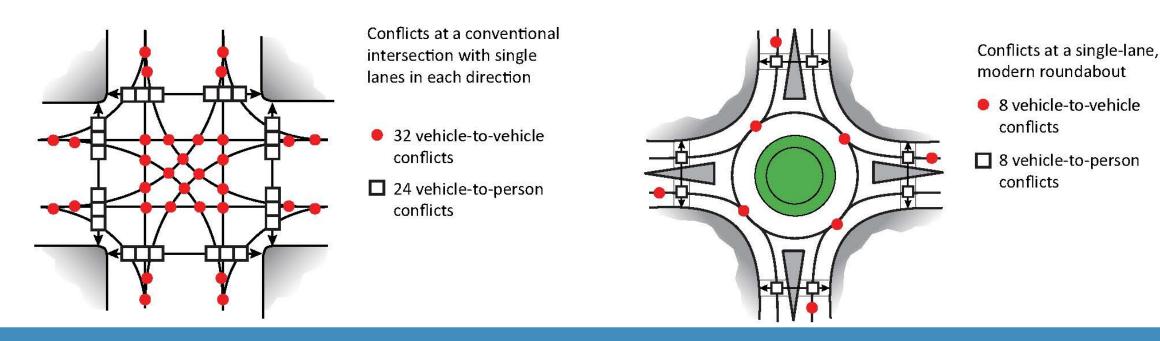






Higher speeds increase the likelihood and severity of crashes while lower speeds improve safety for everyone, especially people walking and cycling. Survival for a pedestrian is directly tied to vehicular speed. Engage the Collier County Council and the Collier County Metropolitan Planning Organization to craft and pass a resolution that reduces the default speed limit around schools to 20 mph from 25 mph.

Choose a 'Roundabouts First' Intersection Policy



- A roundabout has ¼ of the number of potential conflicts compared to signalized intersections.
- These conflicts are at low speed since vehicles enter the intersection at lower speeds and softer angles.
- Roundabouts reduce personal injury crashes by 90% and have been recognized as a proven safety
 countermeasure by the U.S. Department of Transportation Federal Highway Administration and the National
 Insurance Institute, with each encouraging communities to choose a 'roundabouts first' approach to intersection
 design.

Adopt a Vision Zero Policy



Traffic crashes are the leading cause of preventable death in the U.S. and globally. In 2015, 1.25 million people died around the world in traffic violence. In the U.S. last year, 35,092 people died in traffic crashes, an increase of 7.2% over the prior year. This was the greatest percentage increase in traffic violence in this nation since the 1960s. A Vision Zero Policy sets the goal of eliminating all traffic deaths and serious injuries that occur on our streets by a certain date. Join local and regional efforts underway in advocating for a *Vision Zero Policy*.

Source: https://visionzeronetwork.org/resources/speed-fatality-map

East Naples Toolbox

Ideas for Inspiration

Buffered Bike Lanes



Buffered Bike Lanes provide further benefits for all road users, including:

- Offering a better defined space for people on bikes which reduces sidewalk riding
- Increasing the buffer between bicyclists and motorists, and motorists and pedestrians
- Promoting an orderly flow of traffic and reducing conflict points
- Increasing the sight distance for motorists entering the roadway from driveways and side streets
- Improving the turning radius for larger vehicles
- Allocating space for motorists to pull out of the travel lane when emergency responders must pass

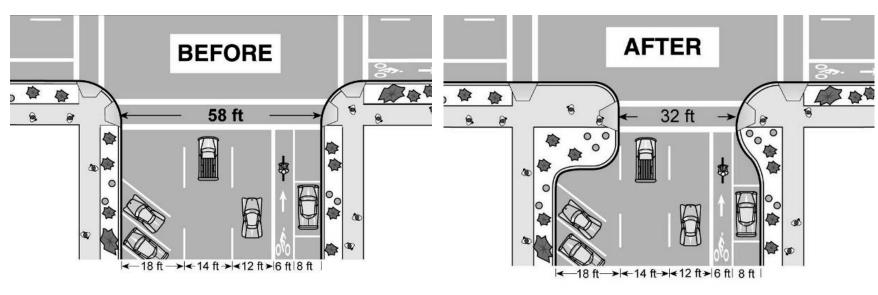
Protected Bike Lanes



Protected Bike Lanes provide benefits for 60% of the U.S. population, rather than 6% who will use bike lanes. Benefits include:

- Fully separating bicyclists from moving traffic
- Offering a defined space for people on bikes which reduces sidewalk riding
- Promoting an orderly flow of traffic and reducing conflict points
- Increasing the sight distance for motorists entering the roadway from driveways and side streets
- Improving the turning radius for larger vehicles

Curb Extensions





Curb extensions reduce the crossing distance for pedestrians by 44 feet at this intersection in Venice, FL

Curb extensions, or bulb-outs, place pedestrians out from behind parked cars, improving sightlines and reducing crossing distances. Curb extensions create compact intersections that promote walking and make the intersection operate more efficiently. Curb extensions reduce vehicle turning speeds by physically and visually narrowing the roadway. Curb extensions provide increased pedestrian waiting space.

Pop-Up Traffic Calming Demonstration Project





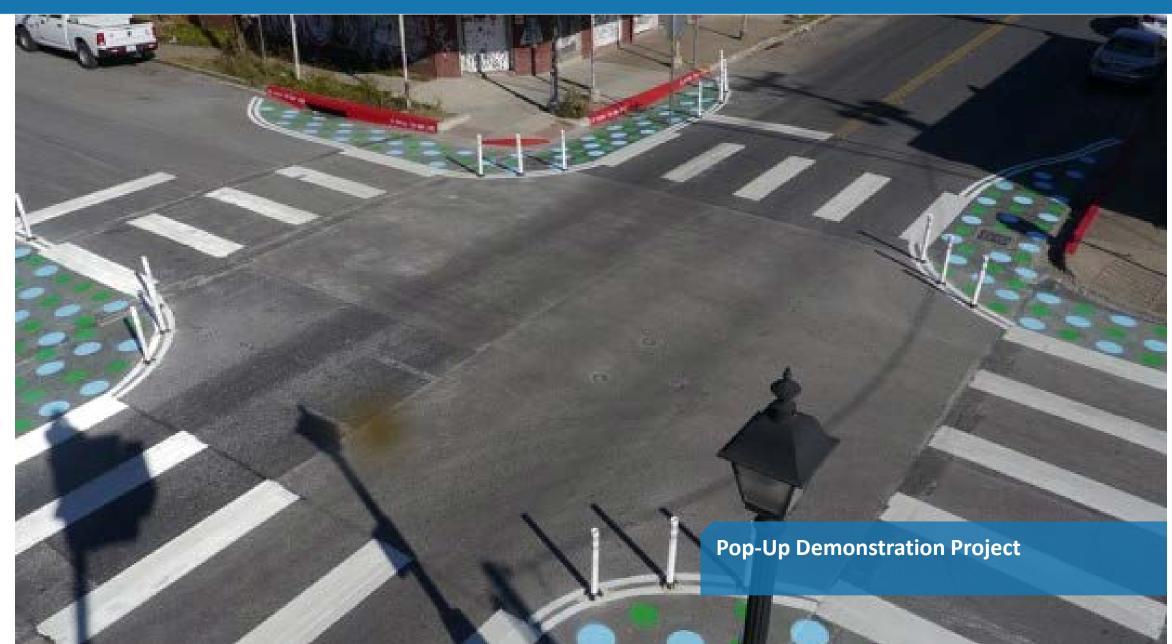
Neighbors in the Pogo Park area of the Iron Triangle in Richmond, California, came together to trial traffic calming tools, including mini circles and curb extensions, and to test safer, age-friendly and inclusive street treatments in their community. This project is also an example of transportation equity.



Low-Cost Wayfinding Implementation Project



Low-Cost Intersection Redesign Demonstration Project



Low-Cost Placemaking Demonstration Project



Pavement-to-Parks Project

Next Steps

Between the Discovery Phase activities and the Summit, the following activities should take place:

- Review the Built Environment Discovery Report.
- Discuss findings with the Blue Zones Project team, friends and neighbors, as well as elected officials.
- Identify your marquee project. This involves a charrette with all key players involved.
- Flag additional opportunities for consideration.
- Consider your priorities.
- Identify any foreseeable barriers or obstacles to implementation.
- Identify opportunities to cross-promote or leverage complementary efforts.











For More Information

Jessica Ayers-Crane Community Policy Lead – Blue Zones Project, SWFL

T: 239.404.4924

E: jessica.ayerscrane@sharecare.com

Advisory Board Application Form

Collier County Government 3299 Tamiami Trail East, Suite 800 Naples, FL 34112 (239) 252-8400

Application was received on: 4/20/2018 11:01:45 AM.

Name: Dwight Oakley Home Phone:

Home Address: 8080 Bayshore Dr.

City: Naples Zip Code: 34112

Phone Numbers

Business: 239-262-0073

E-Mail Address: dwight@dwightoakley.com

Board or Committee: Bayshore/Gateway Triangle Local Redevelopment Advisory Board

Category: Not indicated

Place of Employment: Self-employed/ Dwight Oakley Architect

How long have you lived in Collier County: more than 15

How many months out of the year do you reside in Collier County: I am a year-round resident

Have you been convicted or found guilty of a criminal offense (any level felony or first degree misdemeanor only)? No

Not Indicated

Do you or your employer do business with the County? No

Not Indicated

NOTE: All advisory board members must update their profile and notify the Board of County Commissioners in the event that their relationship changes relating to memberships of organizations that may benefit them in the outcome of advisory board recommendations or they enter into contracts with the County.

Would you and/or any organizations with which you are affiliated benefit from decisions or recommendations made by this advisory board? No

Not Indicated

Are you a registered voter in Collier County? Yes

Do you currently hold an elected office? No

Do you now serve, or have you ever served on a Collier County board or committee? No

Not Indicated

Please list your community activities and positions held:

Education:

Architecture (B.Arch.): Auburn University

Experience / Background

Practicing licensed Architect - State of Florida 1985 to current day.

Collier County Government Fiscal Year 2019 Requested Budget

Office of the County Manager

Bayshore Community Redevelopment Agency (CRA)

Department Budgetary Cost Summary	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Personal Services	251,734	491,600	426,700	490,800		490,800	(0.2%)
Operating Expense	437,506	1,007,400	719,800	1,356,900	-	1,356,900	34.7%
Indirect Cost Reimburs	60,100	57,500	57,500	62,100	-	62,100	8.0%
Capital Outlay	175,809	4,403,200	659,300	4,926,500	-	4,926,500	11.9%
Grants and Aid	-	75,000	-	175,000	-	175,000	133.3%
Net Operating Budget	925,149	6,034,700	1,863,300	7,011,300	-	7,011,300	16.2%
Trans to Property Appraiser	8,116	11,400	11,400	12,100	-	12,100	6.1%
Trans to Tax Collector	21,115	29,300	29,300	31,000	-	31,000	5.8%
Trans to 187 Bayshore Redev Fd	136,800	136,800	136,800	136,800	-	136,800	0.0%
Trans to 287 CRA Loan	85,500	631,000	631,000	625,100	-	625,100	(0.9%)
Trans to 506 IT Capital	-	3,700	3,700	-	-	-	(100.0%)
Reserves for Contingencies	-	131,000	-	122,900	-	122,900	(6.2%)
Reserves for Capital	-	2,137,000	-	3,221,800	-	3,221,800	50.8%
Total Budget	1,176,680	9,114,900	2,675,500	11,161,000	-	11,161,000	22.4%

Appropriations by Program	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Bayshore Beautification MSTU (163)	297,250	5,037,200	341,000	5,747,100	-	5,747,100	14.1%
Bayshore CRA Grant and Grant Match (717/718)	195,137	-	675,200	-	-	-	na
Bayshore/Gateway Triangle Redevelop (187)	414,227	951,900	786,600	1,258,400	-	1,258,400	32.2%
Haldeman Creek MSTU (164)	18,535	45,600	60,500	5,800	-	5,800	(87.3%)
Total Net Budget	925,149	6,034,700	1,863,300	7,011,300		7,011,300	16.2%
Total Transfers and Reserves	251,531	3,080,200	812,200	4,149,700	-	4,149,700	34.7%
Total Budget	1,176,680	9,114,900	2,675,500	11,161,000	-	11,161,000	22.4%

Department Funding Sources	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Ad Valorem Taxes	977,728	1,130,000	1,084,800	1,197,800	-	1,197,800	6.0%
Delinquent Ad Valorem Taxes	850	-	-	-	-	-	na
Charges For Services	-	-	7,000	-	-	-	na
Miscellaneous Revenues	84,641	15,000	67,000	-	-	-	(100.0%)
Interest/Misc	64,780	58,300	73,000	92,800	-	92,800	59.2%
Reimb From Other Depts	70,952	-	675,200	-	-	-	na
Trans frm Property Appraiser	1,094	-	-	-	-	-	na
Trans frm Tax Collector	6,933	-	-	-	-	-	na
Trans fm 001 Gen Fund	1,054,000	1,274,200	1,274,200	1,350,700	-	1,350,700	6.0%
Trans fm 111 MSTD Gen Fd	238,600	288,400	288,400	305,700	-	305,700	6.0%
Trans fm 163 Baysh/Av Beaut Fd	125,500	125,500	125,500	125,500	-	125,500	0.0%
Trans fm 164 Haldeman Creek	11,300	11,300	11,300	11,300	-	11,300	0.0%
Trans fm 186 Immok Redev Fd	-	78,000	78,000	74,100	-	74,100	(5.0%)
Carry Forward	5,474,700	6,194,500	7,058,600	8,067,500	-	8,067,500	30.2%
Less 5% Required By Law	-	(60,300)	-	(64,400)	-	(64,400)	6.8%
Total Funding _	8,111,078	9,114,900	10,743,000	11,161,000	_	11,161,000	22.4%

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Collier County Government Fiscal Year 2019 Requested Budget

Office of the County Manager

Bayshore Community Redevelopment Agency (CRA)

Department Position Summary	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Bayshore/Gateway Triangle Redevelop (187)	4.00	4.00	4.00	4.00	-	4.00	0.0%
Total FTE	4.00	4.00	4.00	4.00	-	4.00	0.0%

Collier County Government Fiscal Year 2019 Requested Budget

Office of the County Manager

Bayshore Community Redevelopment Agency (CRA) Bayshore/Gateway Triangle Redevelop (187)

Mission Statement

To support the efforts of the Board of County Commissioners which established itself as the Community Redevelopment Agency (CRA) and made a finding of necessity and of blight conditions in the Bayshore/Gateway Triangle Component Redevelopment Area by adopting Resolution 2000-82 on March 14, 2000, and to implement the Bayshore/Gateway Triangle Component Section of the Collier County Community Redevelopment Plan adopted by the CRA.

Program Summary	FY 2019 Total FTE	FY 2019 Budget	FY 2019 Revenues	FY 2019 Net Cost
CRA Implementation	2.85	1,137,277	1,137,277	-
Monitor, update and implement the Bayshore/Gateway Triangle component of the Collier County Community Redevelopment Plan.				
Project & MSTU Management	1.15	121,123	136,800	-15,677
Manage CRA & MSTU projects within the district including; streets, sidewalks, lighting, landscaping and other improvements. Land acquisition and rehabilitation projects include purchase of blighted properties and construction/re-development of commercial and residen buildings.	tial			
Transfers for Debt Service	-	625,100	625,100	-
Reserves	-	2,297,600	2,281,923	15,677
Current Level of Service Budget	4.00	4,181,100	4,181,100	

Program Budgetary Cost Summary	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Personal Services	251,734	491,600	426,700	490,800	-	490,800	(0.2%)
Operating Expense	111,693	333,600	308,600	512,500	-	512,500	53.6%
Indirect Cost Reimburs	50,800	48,500	48,500	53,600	-	53,600	10.5%
Capital Outlay	-	3,200	2,800	26,500	-	26,500	728.1%
Grants and Aid	-	75,000	-	175,000	-	175,000	133.3%
Net Operating Budget	414,227	951,900	786,600	1,258,400	_	1,258,400	32.2%
Trans to 287 CRA Loan	85,500	631,000	631,000	625,100	-	625,100	(0.9%)
Trans to 506 IT Capital	-	3,700	3,700	-	-	-	(100.0%)
Reserves for Contingencies	-	131,000	-	122,900	-	122,900	(6.2%)
Reserves for Capital	-	1,601,200	-	2,174,700	-	2,174,700	35.8%
Total Budget	499,727	3,318,800	1,421,300	4,181,100	-	4,181,100	26.0%
Total FTE	4.00	4.00	4.00	4.00	-	4.00	0.0%

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Bayshore Community Redevelopment Agency (CRA) Bayshore/Gateway Triangle Redevelop (187)

Program Funding Sources	FY 2017 Actual	FY 2018 Adopted	FY 2018 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Requested	FY 2019 Change
Charges For Services	-	-	7,000	-	-	-	na
Miscellaneous Revenues	78,613	15,000	67,000	-	-	-	(100.0%)
Interest/Misc	14,202	15,300	20,000	28,600	-	28,600	86.9%
Trans fm 001 Gen Fund	1,054,000	1,274,200	1,274,200	1,350,700	-	1,350,700	6.0%
Trans fm 111 MSTD Gen Fd	238,600	288,400	288,400	305,700	-	305,700	6.0%
Trans fm 163 Baysh/Av Beaut Fd	125,500	125,500	125,500	125,500	-	125,500	0.0%
Trans fm 164 Haldeman Creek	11,300	11,300	11,300	11,300	-	11,300	0.0%
Trans fm 186 Immok Redev Fd	-	78,000	78,000	74,100	-	74,100	(5.0%)
Carry Forward	814,200	1,512,700	1,836,700	2,286,800	-	2,286,800	51.2%
Less 5% Required By Law	-	(1,600)	-	(1,600)	-	(1,600)	0.0%
Total Funding =	2,336,415	3,318,800	3,708,100	4,181,100	-	4,181,100	26.0%

Notes:

A challenge facing the CRA is the decline in taxable value and the resulting impact on its Tax Increment Financing (TIF) revenue. The CRA's tax increment value peaked in 2008 at \$626,776,903. Today the taxable increment is \$376,271,932. While the tax increment has increased substantially, year over year, the tax increment revenue is \$699,200 off the peak of \$2,285,351 (2008).

On July 26, 2006, the CRA entered into a loan agreement with Wachovia Bank under which a line of credit was secured for \$7,000,000. Of this amount, \$5,901,000 was drawn to purchase and assemble commercial property within the Gateway Triangle catalyst project area as an incentive to attract private development interest. On July 28, 2009, a \$13,500,000 term loan was secured through Fifth/Third Bank which paid off the earlier Wachovia line of credit and provided additional dollars for strategic property acquisition. The term of this note was five (5) years with a final maturity date of September 1, 2014. The note was restructured in May 2013 into the Fifth Third Bank Note Series 2013. On March 2, 2017, the debt was again restructured. The restructured note, TD Bank, N.A. Series 2017, provided proceeds of \$5,293,293 which were used to pay off the Fifth Third Bank Note. The term of the TD Bank Note is ten (10) years with a final maturity of March 1, 2027. As of September 30, 2017 the TD Bank, N.A. Series 2017 Note has an outstanding principal balance of \$5,072,089.

Forecast FY 2018:

The personal services forecast reflects savings from position vacancies. Operating expenses are in line with the adopted budget and include the CRA Redevelopment Plan update.

The primary revenue source for the Bayshore CRA is Tax Increment Financing revenue (TIF). TIF revenue is budgeted as transfers from the General Fund (001) and the Unincorporated Area General Fund (111). The Bayshore CRA taxable increment value generated a combined TIF revenue of \$1,562,600.

Current FY 2019:

The budget is based on three (4) FTEs and a full time job bank Planning Technician position. The operating expense budget provides flexibility for as needed professional and contract services. In the grants and aid category the proposed pool of grant dollars for the Community Improvement Grant Program provides for an incremental \$100,000 and the carryforward of program funding provided FY 18. The capital outlay budget provides for a vehicle for the CRA Director. This mechanism will allow the FY 19 budget to accommodate the pay out of FY 18 contracts. A transfer to debt service fund (287) provides for annual debt service requirements. A substantial capital reserve is provided.

Revenues:

The primary sources of funding are Tax Increment Financing (TIF) derived from the CRA's property tax increment and fund carryforward. The Initial estimated FY 19 tax increment value is \$398,848,247 a 6% increase over last year. Applying the respective General Fund and Unincorporated Area General Fund tax rate, CRA TIF revenue is estimated to be \$1,656,400. This revenue is recorded as transfers from the General Fund (001) and the Unincorporated Area MSTD General Fund (111). Carry forward into FY 19 is anticipated to be \$2,286,800. A transfer in of \$74,100 from the Immokalee CRA Fund is programmed to support a portion of the CRA Director's cost.

The reduction in charges for services and miscellaneous revenues reflects the anticipated closing on the sale of the Triangle properties and the resultant termination of revenues generated from those properties.

FY 2018

FY 2019

FY 2019

FY 2019

FY 2018

FY 2017

Fiscal Year 2019

FY 2019

Adopted

		Actual	Adopted	Amended	Forecast	Current	Expanded	Budget	% Change
	1(63 Baysh	ore/Aval	lon Beau	tification	MSTU			
60 Operat	ting Expense Expendi								
	631400 Engineering Fees	63,281	150,000	177,212	30,000	470.000	0	470.000	213.33
	631650 Abstract Fees	800	0	0	100	470,000	0	470,000	0.00
	634211 IT Billing Hours	100	100	100	100	0	0	0	100.00
	634970 Indirect Cost	8,700	8,500	8,500	8,500	7,800	0	7,800	-8.24
	634980 Interdept Payment	8,389	5,000	5,000	0	0	0	0	100.00
162525-163	634990 Landscape	88,770	100,000	103,610	100,000	90,000	0	90,000	-10.00
162525-163	634999 Other Contractual	71,072	250,000	356,317	150,000	200,000	0	200,000	-20.00
	641950 Postage Freight	1,037	0	0	0	0	0	0	0.00
	643100 Electricity	18,115	21,000	21,000	21,000	25,000	0	25,000	19.05
	645100 Insurance General	0	2,100	2,100	2,100	1,700	0	1,700	-19.05
	645260 Auto Insurance	0	900	900	900	600		600	-33.33
	646311 Sprinkler System	5,868	40,000	40,000	12,000	6,500	0	6,500	-83.75
	646318 Mulch	3,000	15,000	15,000	7,500	15,000	0	15,000	0.00
	646430 Fleet Maint Isf	600	1,800	1,800	1,800	800	0	800	-55.56
	646440 Fleet Maint ISF	100	1,600	1,600	1,600	100		100	-93.75
	646445 Fleet Non Maint	191	0	0	0	200		200	0.00
	646451 Lighting	17,264	21,000	21,000	0	21,000	0	21,000	0.00
	648170 Marketing And	9,084	10,000	10,000	0	0	0	0	100.00
	649030 Clerks Recording	0	0	0	100	300	0	300	0.00
	649100 Legal Advertising	0	0	0	0	700	0	700	0.00
	652310 Fertilizer Herbicides		10,000	10,000	5,000	7,000		7,000	-30.00
162525-163	652490 Fuel and Lubricants Expenditures	202 297,250	200 637,200	200 774,339	300 341,000	400 847,100	0	400 847,100	100.00 32.94
70 Capita	l Outlay Expenditures		00.,200	,000	0,000	0 , . 0 0	· ·	0,.00	02.0
	763100 Improvements	0	4,400,000	4,400,000	0	4,900,000	0	4,900,000	11.36
	Expenditures	0	4,400,000	4,400,000	0	4,900,000	0	4,900,000	11.36
91 Transf	ers Out Expenditures								
	911870 Transfer To 187	125,500	125,500	125,500	125,500	125,500	0	125,500	0.00
	Expenditures	125,500	125,500	125,500	125,500	125,500	0	125,500	0.00
93 Transf	ers to Constitutional (Officers Ex	penditure	s					
	930600 Budget Transfers	7,618	10,600	10,600	10,600	11,200	0	11,200	5.66
	930700 Budget Transfers	19,525	27,300	27,300	27,300	28,900		28,900	5.86
	Expenditures	27,144	37,900	37,900	37,900	40,100	0	40,100	5.80
99 Reserv	ves Expenditures								
919010-163	993000 Reserve For Capita	I 0	186,300	186,300	0	640,900	0	640,900	244.02
	Expenditures	0	186,300	186,300	0	640,900	0	640,900	244.02
29 Ad Val	orem Taxes Revenues	<u>s</u>							
162525-163	311100 Current Ad Valorem	,	1,051,100	1,051,100	1,009,100	1,114,200		1,114,200	6.00
	Revenues	916,679	1,051,100	1,051,100	1,009,100	1,114,200	0	1,114,200	6.00
	<u>laneous Revenues Re</u>								
	311200 Delinquent Ad	787	0	0	0	0	0	0	0.00
	361320 Interest Tax	65	0	0	0	0	0	0	0.00
	369130 Ins Co Refunds	6,028	0	0	0	0	0	0	0.00
	361170 Interest Sba	8,712	0	0	0	0	0	0	0.00
989010-163	361180 Investment Interest		40,000	40,000	50,000	60,000	0	60,000	50.00
	Revenues	54,072	40,000	40,000	50,000	60,000	0	60,000	50.00
	er In and Other Sourc					_	-	-	
919010-163	489201 Carry Forward Of	0	0	137,139	0	0	0	0	0.00
	489900 Less 5% Required	0	-54,600	-54,600	0	-58,600	0	-58,600	7.33
	486600 Transfer From	1,027	0	0	0	0	0	0	0.00
959010-163	486700 Transfer From Tax	6,411	0 54 600	02.520	0	59,600	0	<u>0</u>	0.00
10 Corne	Revenues	7,438	-54,600	82,539	0	-58,600	0	-58,600	7.33
	orward Revenues	4 355 000	4 3EO 400	4 3EO 400	4 885 5UU	E 420 000	^	E 120 000	25.00
3 130 10-103	489200 Carryforward Revenues	4,355,000 4,355,000	4,350,400 4,350,400	4,350,400 4,350,400	4,883,300 4,883,300	5,438,000 5,438,000	0	5,438,000 5,438,000	25.00 25.00
	_								-
	Fund Total Expenditure:	449,894	5,386,900	5,524,039	504,400	6,553,600	0	6,553,600	21.66

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		FY 2017 Actual	FY 2018 Adopted	FY 2018 Amended	FY 2019 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Budget	Adopted % Change
	Fund Total Revenue:	5,333,189	5,386,900	5,524,039	5,942,400	6,553,600	0	6,553,600	21.66
	Fund Balance:	4,883,296	0	0	5,438,000	0	0	0	0.00
		- 10	4 1 1 1 1						
		16	4 Halden	nan Cree	KMSIU				
	ting Expense Expendit								
	649990 Other	0	0	100,000	60,000	0		0	0.00
	631400 Engineering Fees 634970 Indirect Cost	0 600	20,000 500	20,000 500	0 500	0 700		0 700	100.00 40.00
	634999 Other Contractual	17,935	20,000	20,000	0	5,000		5,000	-75.00
	641950 Postage Freight	0	1,000	1,000	0	0,000		0,000	100.00
	645100 Insurance General	0	0	0	0	100		100	0.00
	647110 Printing Binding	0	1,500	1,500	0	0		0	100.00
	649990 Other	0	2,500	2,500	0	0		0	100.00
162547-164	651210 Copying Charges	0	100	100	0	0		0	100.00
	Expenditures	18,535	45,600	145,600	60,500	5,800	0	5,800	-87.28
	ers Out Expenditures								
929010-164	911870 Transfer To 187	11,300	11,300	11,300	11,300	11,300		11,300	0.00
	Expenditures	11,300	11,300	11,300	11,300	11,300	0	11,300	0.00
	ers to Constitutional C			_					
959010-164	930600 Budget Transfers	498	800	800	800	900		900	12.50
959010-164	930700 Budget Transfers	1,590	2,000	2,000	2,000	2,100		2,100	5.00
	Expenditures	2,087	2,800	2,800	2,800	3,000	0	3,000	7.14
99 Reserv	<u>/es Expenditures</u>								
919010-164	993000 Reserve For Capital	0	349,500	349,500	0	406,200	0	406,200	16.22
	Expenditures	0	349,500	349,500	0	406,200	0	406,200	16.22
	orem Taxes Revenues								
162547-164	311100 Current Ad Valorem	61,049	78,900	78,900	75,700	83,600	0	83,600	5.96
	Revenues	61,049	78,900	78,900	75,700	83,600	0	83,600	5.96
33 Intergo	overnmental Revenues	Revenue	s						
	331220 Fed Em Mgt	0	0	100,000	0	0	0	0	0.00
	Revenues	0	0	100,000	0	0	0	0	0.00
36 Miscel	laneous Revenues Re	venues							
	311200 Delinquent Ad	63	0	0	0	0	0	0	0.00
	361320 Interest Tax	4	0	0	Ö	Ö		Ö	0.00
989010-164	361170 Interest Sba	614	0	0	0	0	_	0	0.00
989010-164	361180 Investment Interest	2,703	3,000	3,000	3,000	4,200	0	4,200	40.00
	Revenues	3,384	3,000	3,000	3,000	4,200	0	4,200	40.00
40 Transf	er In and Other Source	es Revenu	<u>ies</u>						
	489900 Less 5% Required	0	-4,100	-4,100	0	-4,200		-4,200	2.44
	486600 Transfer From	67	0	0	0	0		0	0.00
959010-164	486700 Transfer From Tax_	522	0	0	0	0		0	0.00
	Revenues	589	-4,100	-4,100	0	-4,200	0	-4,200	2.44
	orward Revenues								
919010-164	489200 Carryforward	305,500	331,400	331,400	338,600	342,700		342,700	3.41
	Revenues _	305,500	331,400	331,400	338,600	342,700	0	342,700	3.41
	Fund Total Expenditure:	31,922	409,200	509,200	74,600	426,300	0	426,300	4.18
	Fund Total Revenue:	370,522	409,200	509,200	417,300	426,300	0	426,300	4.18
	= Fund Balance:	338,600	0	0	342,700	0	0	0	0.00

		FY 2017 Actual	FY 2018 Adopted	FY 2018 Amended	FY 2019 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Budget	Adopted % Change
		18	37 Baysh	ore/Gate	way Tri				$\overline{\ \ }$
50 Person	nal Services Expenditu	ıres							
	512100 Regular Salaries	146,142	328,387	328,387	296,078	307,245	0	307,245	-6.44
138325-187	512600 Er 457 Deferred	200	2,500	2,500	2,500	2,000		2,000	-20.00
	513100 Other Salaries And 514100 Overtime	10,776 1,044	10,000 0	10,000 0	10,000 0	45,000 0		45,000 0	350.00 0.00
	515000 Vacation Sell Back	1,044	1,280	1,280	600	1,231	0	1,231	-3.83
138325-187	518100 Termination Pay	18,093	0	0	0	0	0	0	0.00
	519100 Reserve For Salary	0	9,521	9,521	0	6,144		6,144	-35.47
	521100 Social Security 522100 Retirement Regular	13,112 16,166	31,239 38,851	31,239 38,851	23,000 24,700	27,715 31,554		27,715 31,554	-11.28 -18.78
	523149 Health Ins - Job	3,821	13,100	13,100	13,100	13,000		13,000	-0.76
	523150 Health Insurance	39,300	52,400	52,400	52,400	52,400		52,400	0.00
	523152 Dental Insurance 523153 Short Term	1,471 271	1,961 361	1,961 361	1,961 361	1,961 400		1,961 400	0.00 10.80
	523154 Long Term	571	761	761	761	800		800	5.12
	523160 Life Insurance	567	950	950	950	881		881	-7.26
138325-187	524100 Workers	200	289	289	289	469		469	62.28
	Expenditures	251,734	491,600	491,600	426,700	490,800	0	490,800	-0.16
	ting Expense Expendit								
	631400 Engineering Fees	0	0 2,000	5,500	5,500 2,000	150,000		150,000	0.00 150.00
	631600 Appraisal Fees 634207 IT Capital	2,100	1,800	2,000 1,800	1,800	5,000 3,000		5,000 3,000	66.67
	634210 Info Tech	10,900	11,800	11,800	11,800	18,200		18,200	54.24
	634212 IT Microsoft Office	0	0	0	0	300		300	0.00
	634970 Indirect Cost	50,800	48,500	48,500	48,500	53,600		53,600	10.52
	634980 Interdept Payment 634999 Other Contractual	2,501 49,991	5,000 234,000	5,000 234,000	3,000 190,000	6,000 234,000		6,000 234,000	20.00 0.00
	640300 Out Of County	648	2,500	2,500	700	6,000		6,000	140.00
	641230 Telephone Access	0	400	400	400	800		800	100.00
	641700 Cellular Telephone	0	2,500	2,500	0	1,300		1,300	-48.00
	641900 Telephone Sys 641950 Postage Freight	2,904 10	0 600	0 600	0	0 600		0 600	0.00 0.00
	643100 Electricity	954	2,000	2,000	1,500	3,000		3,000	50.00
	643400 Water And Sewer	0	0	0	2,500	1,500		1,500	0.00
	644100 Rent Buildings	19,817	20,700	20,700	21,600	30,000		30,000	44.93
	645100 Insurance General	1,800	1,800	1,800	1,800	2,800 0		2,800	55.56
	646180 Building R And M 646360 Maintenance Of	140 5,241	0 8,000	0 8,000	0	10,000		0 10,000	0.00 25.00
	647110 Printing Binding	0,241	2,000	2,000	0	5,500		5,500	175.00
	648170 Marketing And	4,582	3,000	3,000	0	6,000	0	6,000	100.00
	649050 Property	0	20,000	20,000	0	0		0	100.00
	649100 Legal Advertising 649990 Other	3,969 181	2,000 0	2,000 0	3,000 0	4,000 0		4,000 0	100.00
	651110 Office Supplies	946	1,500	1,500	1,000	3,000		3,000	100.00
138325-187	651210 Copying Charges	3,938	6,000	6,000	0	7,000		7,000	16.67
	652920 Computer Software	0	1,000	1,000	0	3,000		3,000	200.00
	652990 Other Operating 654210 Dues And	97 1 046	1,500 1,500	1,500 1,500	0	3,500 4,000		3,500 4,000	133.33 166.67
	654360 Other Training Ed	1,046 -71	2,000	2,000	0	4,000		4,000	100.07
	646360 Maintenance Of	0	0	0	62,000	0		0	0.00
144259-187	649990 Other	0	0	500,000	0	0		0	0.00
	Expenditures	162,493	382,100	887,600	357,100	566,100	0	566,100	48.15
	I Outlay Expenditures								
	764110 Autos And Trucks	0	3 200	2 200	0	26,500		26,500	0.00
138325-187	764900 Data Processing	0	3,200	3,200	2,800	26 500	0	26 500	100.00 728.13
90 Grants	Expenditures	-	3,200	3,200	2,800	26,500	U	26,500	120.13
	s and Aids Expenditure 884200 Residential Rehab	<u>es</u> 0	75,000	75,000	0	175,000	0	175,000	133.33
100323-107	Expenditures	0	75,000	75,000	0	175,000		175,000	133.33
04 Transf	·	U	75,000	75,000	U	175,000	U	175,000	100.00
	ers Out Expenditures 912870 Transfer To 287	85,500	624 000	631,000	631,000	60F 400	0	625 400	0.04
	915060 Transfer To 506 It	85,500	631,000 3,700	3,700	3,700	625,100 0		625,100 0	-0.94 100.00
			-,	- , 0	-,				

Fiscal Year 2019

		FY 2017 Actual	FY 2018 Adopted	FY 2018 Amended	FY 2019 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Budget	Adopted % Change
		18	7 Baysh	ore/Gate	way Tri				
	Expenditures	85,500	634,700	634,700	634,700	625,100	0	625,100	-1.51
99 Reserv	ves Expenditures								
919010-187	991000 Reserve For	0	131,000	131,000	0	122,900	0	122,900	-6.18
919010-187	993000 Reserve For Capital	<u> </u>	1,601,200	1,601,200	0	2,174,700	0	2,174,700	35.82
	Expenditures	0	1,732,200	1,732,200	0	2,297,600	0	2,297,600	32.64
33 Interge	overnmental Revenues	s Revenue	<u>s</u>						
144259-187	331220 Fed Em Mgt	0	0	500,000	0	0	0	0	0.00
	Revenues	0	0	500,000	0	0	0	0	0.00
34 Charg	es for Services Reven	ues							
	347907 Parking Fees	0	0	0	7,000	0	0	0	0.00
	Revenues	0	0	0	7,000	0	0	0	0.00
36 Miscel	Ianeous Revenues Re	venues							
	362190 Lease Facilities	78,613	15,000	15,000	67,000	0	0	0	100.00
	361170 Interest Sba	2,948	0	0	0	0	0	0	0.00
989010-187	361180 Investment Interest	11,255	15,300	15,300	20,000	28,600	0	28,600	86.93
	Revenues	92,815	30,300	30,300	87,000	28,600	0	28,600	-5.61
40 Transf	er In and Other Source	es Revenu	es						
	489201 Carry Forward Of	0	0	5,500	0	0	0	0	0.00
	489900 Less 5% Required	0	-1,600	-1,600	0	-1,600		-1,600	0.00
	481001 Transfer From 001	1,054,000	1,274,200	1,274,200	1,274,200	1,350,700		1,350,700	6.00
	481111 Transfer From 111	238,600	288,400	288,400	288,400	305,700		305,700	6.00
	481163 Transfer From 163 481164 Transfer From 164	125,500 11,300	125,500	125,500	125,500	125,500		125,500	0.00 0.00
	481186 Transfer From 186	11,300	11,300 78,000	11,300 78,000	11,300 78,000	11,300 74,100		11,300 74,100	-5.00
22010-107	Revenues	1,429,400	1,775,800	1,781,300	1,777,400	1,865,700	0	1,865,700	5.06
10 Carryf	orward Revenues	1,420,400	1,770,000	1,701,000	1,777,400	1,000,700	Ü	1,000,700	0.00
	489200 Carryforward	814,200	1,512,700	1,512,700	1,836,700	2,286,800	0	2,286,800	51.17
919010-107	Revenues	814,200	1,512,700	1,512,700	1,836,700	2,286,800	0	2,286,800	51.17
	_	•			, ,				
	Fund Total Expenditure:	499,727	3,318,800	3,824,300	1,421,300	4,181,100	0	4,181,100	25.98
	Fund Total Revenue:	2,336,415	3,318,800	3,824,300	3,708,100	4,181,100	0	4,181,100	25.98
	= Fund Balance:	1,836,688	0	0	2,286,800	0	0	0	0.00

Fiscal Year 2019

Oomer oo	dinty Coverninent							1 10001	1001 2013
		FY 2017 Actual	FY 2018 Adopted	FY 2018 Amended	FY 2019 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Budget	Adopted % Change
	287	' CRA Ta	xable No	te (TD B	ank), Ser	ies 2017			$\overline{}$
80 Grants	s and Aids Expenditure	06							
	871200 Principal Other	473,132	456,900	456,900	456,900	473,500	0	473,500	3.63
939010-287	872200 Interest Other Debt	210,955	173,100	173,100	173,100	156,700	0	156,700	-9.47
	873100 Fiscal Agent'S 873850 Cost Of Issuance	152	1,000	1,000	1,000	1,000	0	1,000	
	874200 Payment To	35,708 5,253,793	0	0	0	0	0	0	
000010 201	Expenditures	5,973,740	631,000	631,000	631,000	631,200	0	631,200	
99 Reserv	ves Expenditures								
	991000 Reserve For	0	20,000	20,000	0	20,000	0	20,000	
919010-287	992000 Reserve For Debt	0	330,000	330,000	0	330,000	0	330,000	
	Expenditures	0	350,000	350,000	0	350,000	0	350,000	0.00
	laneous Revenues Re	_	0	0	0	0	0	0	0.00
	361170 Interest Sba 361180 Investment Interest	242 737	0	0	0 500	0	0	0	
	361190 Interest Other	1,624	0	Ő	0	0	Ő	0	
	Revenues	2,603	0	0	500	0	0	0	0.00
37 Debt P	Proceeds Revenues								
939010-287	484100 Loan Proceeds	5,293,293	0	0	0	0		0	
	Revenues	5,293,293	0	0	0	0	0	0	0.00
	<u>fer In and Other Sourc</u>								
929010-287	481187 Transfer From 187_	85,500	631,000	631,000	631,000	625,100	0	625,100	
40.0	Revenues	85,500	631,000	631,000	631,000	625,100	0	625,100	-0.94
	orward Revenues 489200 Carryforward	947,900	350,000	350,000	355,600	356,100	0	356,100	17/
919010-201	Revenues	947,900	350,000	350,000	355,600	356,100	0	356,100	
	_	•							
	Fund Total Expenditure: Fund Total Revenue:	5,973,740	981,000	981,000	631,000	981,200	0	981,200	
	runa rotal Revenue:	6,329,296	981,000	981,000	987,100	981,200	0	981,200	0.02
	Fund Balance: =	355,555	0	0	356,100	0	0	0	0.00
		7	17 Baysh	nore CRA	Grant				
60 Operat	ting Expense Expendi	tures							
138341-717	634999 Other Contractual	19,328	0	18,672	18,700	0	0	0	0.00
	Expenditures	19,328	0	18,672	18,700	0	0	0	0.00
70 Capita	l Outlay Expenditures								
138341-717	763100 Improvements	175,809	0	466,191	466,200	0	0	0	0.00
	Expenditures	175,809	0	466,191	466,200	0	0	0	0.00
	<u>fer In and Other Sourc</u>								
138341-717	487999 Reimbursement	70,952	0	484,863	484,900	0		0	
	Revenues _	70,952	0	484,863	484,900	0	0	0	0.00
	Fund Total Expenditure:	195,137	0	484,863	484,900	0	0	0	0.00
		=	0	484,863	484,900	0	0	0	0.00
	Fund Total Revenue:	70,952 		404,003					

Account Major Fund Line Item Detail Proforma

Collier County Government							Fiscal	Year 2019
	FY 2017 Actual	FY 2018 Adopted	FY 2018 Amended	FY 2019 Forecast	FY 2019 Current	FY 2019 Expanded	FY 2019 Budget	Adopted % Change
	718	Bayshor	e CRA G	rant Matc	h			
70 Capital Outlay Expenditures	<u>s</u>							
138342-718 763100 Improvements	C) (190,282	190,300		0 0	0	0.00
Expenditures	C) (190,282	190,300		0 0	0	0.00
40 Transfer In and Other Source	es Reven	ues						
138342-718 487999 Reimbursement	C	 (190,282	190,300		0 0	0	0.00
Revenues	() (0 190,282	190,300	(0 0	0	0.00
Fund Total Expenditure:	() (0 190,282	190,300		0 0	0	0.00
Fund Total Revenue:	C) (190,282	190,300	(0 0	0	0.00

0.00

Fund Balance: