

**MINUTES OF MEETING
RIVER RIDGE
COMMUNITY DEVELOPMENT DISTRICT**

A Regular Meeting of the River Ridge Community Development District's Board of Supervisors was held on **Tuesday, December 16, 2014 at 1:00 p.m., at the Pelican Sound PSGRC at 4561 Pelican Sound Boulevard, Estero, Florida 33928.**

Present at the meeting were:

Terry Mountford	Chair
Bob Schultz	Vice Chair
George (Tom) Schoenheider	Assistant Secretary
Judy Haase	Assistant Secretary
James Gilman	Assistant Secretary

Also present were:

Chuck Adams	District Manager
Cleo Crismond	Assistant Regional Manager
Tony Pires	District Counsel
Charlie Krebs	District Engineer
Jim Whitmore	PSGRC General Manager
Joyce Lenart	Resident
Ed Nowak	Resident
Wes Hrynchuk	Resident
Mike Dugan	Resident
Linda Damlich	Resident
Larry Williams	Resident
Rob Jensen	Resident

FIRST ORDER OF BUSINESS

Call to Order/Roll Call

Ms. Crismond called the meeting to order at 1:00 p.m., and noted, for the record, that all Supervisors were present, in person.

SECOND ORDER OF BUSINESS

Public Comments: Agenda Items (5 minutes per speaker)

Mr. Adams reported that a number of residents were in attendance regarding roadways and traffic calming; however, the District Engineer had not yet arrived.

Mr. Ed Nowak, a resident, asked about the storm drain system cleaning schedule for Pinehurst Green, as some neighbors noted a backup of water due to fallen leaves. Mr. Adams indicated that the District recently cleaned all District owned and operated interconnecting pipes. Mr. Nowak asked how often the storm drains are cleaned. Mr. Adams replied, once every three to five years, on average.

Mr. Nowak asked if Staff encountered any major blockages or if this was a typical cleanout. Mr. Adams indicated that, even with the large amount of oak trees, there was nothing significant; some areas exceeded 50% and others contained construction debris but were clean, as of last summer. Mr. Adams advised that the street sweeping program is once per week, January or early February and twice per month, when the trees stop shedding.

Mr. Nowak asked the total cost for removal of the speed hump installed in the Pinehurst round-about. Mr. Adams estimated \$5,000 or \$6,000 but will provide a more definitive number. Mr. Nowak believed that this was a “total waste of money”, as the speed hump was poorly designed and poorly implemented.

Mr. Mountford questioned whether it was a waste of money if someone gets killed but thanked Mr. Nowak for his opinion. Mr. Nowak acknowledged that there is a problem because the speed bump was modified after the initial installation.

Mr. Adams explained that the initial profile was far more severe than anyone anticipated or ever encountered but, according to the District Engineer, it was a specified profile. He explained that a rise of $\frac{3}{8}$ ” to $\frac{1}{2}$ ” maximum was anticipated and the 1” profile that was constructed was significant so it was immediately reduced. Mr. Adams recalled that the Board wanted something permanent and decorative, rather than the typical thermo plastic stop bars used in other CDDs. He noted that it is common to see these strips on the sides of roadways to prevent cars from leaving the travel lane.

Mr. Wes Hrynychuk, a resident, asked why residents must wait until May for the next set of rumble strips to be installed. Mr. Adams indicated that the Board decided to wait until a large amount of traffic left for the season. Mr. Nowak expressed concern about someone getting killed in the meantime. Mr. Adams stated that this issue has been ongoing for 15 to 16 years and the Board is actively working on a solution.

Mr. Mountford pointed out that Mr. Nowak said the speed hump is not necessary. Mr. Nowak clarified that he said the speed hump was poorly designed. Mr. Mountford recalled Mr.

Nowak also stating “We will wait until someone gets killed and then we will do something about it”.

Mr. Mountford acknowledged that the Board wanted to move earlier but, when the contractor tried to install the other strip, there was so much traffic and the contractor’s arrival time was poorly communicated to the Board and Staff; there was no preparation. It was right before Thanksgiving, when Mr. Adams was on vacation; it was not a good situation, which the Board acknowledged and will not allow to happen again. The design could have been better but the intent was to calm or slow traffic.

Mr. Mountford suggested using the speed bump in Pinehurst as an example. He voiced agreement that the CDD should not have had to spend money to modify the speed bump; it should have been addressed by the District Engineer, knowing that it would not work.

Mr. Mountford asked Mr. Whitmore to comment on when the other rumble strip should be installed. Mr. Whitmore indicated that, if the contractor provides advance notice, Staff can reroute traffic on Pelican Sound Boulevard.

Mr. Adams requested that further discussion on this matter be tabled until the District Engineer arrived.

THIRD ORDER OF BUSINESS

Discussion: Revised Objectives for 2015

Mr. Adams presented revised objectives for 2015, based on comments at the last meeting, and asked for additions or changes.

The following addition was suggested by Ms. Haase:

Insert Item 9: Have a joint meeting with the Pelican Sound Board of Directors regarding the Maintenance Agreement and capital items.

Mr. Schultz recommended asking the PSGRC for items they would like to discuss at the meeting.

Ms. Haase asked if the meeting would be with the new Board. Mr. Schultz felt that it made more sense to wait until the March meeting, when the PSGRC Board was seated and new officers were appointed. Mr. Adams agreed and suggested inviting the PSGRC Board to the March CDD meeting and placing this item first on the agenda, for discussion.

On MOTION by Ms. Haase and seconded by Mr. Schoenheider, with all in favor, the revised objectives for 2015, as amended, were approved.

****Mr. Krebs arrived at the meeting, in person, at approximately 1:11 p.m.****

FOURTH ORDER OF BUSINESS

Continued Discussion: Traffic Calming

Mr. Adams reported that there were initial discussions on this item and that a number of residents were in the audience to discuss the rumble strips at the Pinehurst round-about.

Ms. Joyce Lenart, a resident, reported that, several years ago, residents requested speed control on Pelican Sound Boulevard when the stop sign was removed, as eastbound drivers failed to yield. She indicated that no speed control was requested for Pinehurst. Residents must slow down to look left for cars coming from the gate and to the right, for speeders. Ms. Lenart noted that the plans showed a speed bump in both areas, which Staff indicated were paver speed bumps. She and other residents assumed the speed bumps would be like the large ones in Southern Hills, which are rounded and bicycles can go over and they slow people down; instead, cars can barely go 5 mph over them and it was impossible for bicycles and golf carts to traverse them.

Ms. Lenart contended that no residents had seen a rumble strip like this before and believed that they were going to get a speed bump. She noted that, thankfully, the subcontractor lowered the rumble strips to flush, which is manageable. Ms. Lenart acknowledged that Pinehurst residents feel they are being punished because they requested a safety measure. There was no reason to install a speed bump in Pinehurst and one will not be installed on Pelican Sound Boulevard until after construction, which she believed was basically completed and only a half-day was necessary for the speed bump installation. Ms. Lenart proposed placing cones and using a flagman for the time it would take to install a speed bump or rumble strip on Pelican Sound Boulevard, immediately before the round-about, as soon as possible. She felt that a yield sign was not necessary because of an existing yield sign approaching the Pinehurst round-about. Ms. Lenart expressed her opinion that yellow lines are a bad idea.

Mr. Adams asked Mr. Krebs to address the design layout and specifications and the history of the initial rumble strip.

Mr. Krebs explained that Staff initially planned for speed bumps, which were requested by residents and were more aggressive; however, the Board discussed pavers and rumble strips. He advised that installation was based on the manufacturer's website; for the type of material and elevations, the rumble strips were placed back far enough to give drivers sufficient warning as they approached the yield sign but drivers went around them. Mr. Krebs indicated that rumble strips can extend all the way across but it would punish other drivers; the idea was to place them back far enough so drivers would see them.

Regarding Pinehurst, Mr. Krebs recalled discussions about drivers on both sides driving through the round-about and observed residents coming from Pinehurst, driving through the yield sign without stopping in either direction. He believed that it made sense to place rumble strips on both sides. Mr. Krebs recalled the meeting where the Board discussed installing rumble strips at the yield signs and then approved installing both sets of rumble strips at the same time. He reported that the contractor was able to install the Pinehurst rumble strips because there were fewer cars but, when the contractor tried to install rumble strips on Pelican Sound Boulevard, drivers ignored the cones and flagmen directing traffic. Residents drove through the in lane at the Corkscrew Road gate instead of going out to US 4, after 15 to 20 minutes, the contractor decided to stop work because the installation was causing a hazard.

Mr. Krebs acknowledged that Staff was trying to address drivers' habits and the purpose of the initial yield signs was to remind drivers to yield. He suggested re-installing stop signs but the Board preferred yield signs, as drivers were treating the stop signs as yield signs. Mr. Krebs believed that there could be issues no matter what speed control device is used.

Ms. Lenart reported that residents assumed a paver rumble strip would have bumps and were surprised by the final product. Mr. Krebs understood and indicated that he drove over the rumble strips, in a truck, at different speeds, and felt that 15 mph was not bad but, over 15 mph, was noticeable. Staff lowered the rumble strips to soften the impact but still alert drivers to the yield sign. Mr. Krebs advised that the alternative is to install a speed hump all the way across the road but suspected that residents would find ways to drive around it. Ms. Lenart observed golf carts and bicycles driving around the rumble strips. Mr. Krebs acknowledged that, in other communities, with speed bumps, bicycles and golf carts traverse the speed bumps but the speed bumps are actually meant for vehicles. Mr. Krebs noted that notches can be cut to accommodate bicycles and golf carts but drivers will line their wheels up to go through the notches.

Ms. Lenart recalled asking Mr. Mountford for flat pavers but the subcontractor did not have the pavers and a compromise was made to place them flush. She indicated that flat pavers are still an option but she is waiting for consensus. Mr. Krebs acknowledged that, if the Board proceeds, the decision to proceed or make adjustments will be based on feedback.

Regarding Ms. Lenart's statement about Pinehurst residents feeling punished, Mr. Mountford believed that the majority, if not all of the residents, understand the need to slow down and yield to heavy traffic in the circle but vendors and guests must be made aware of the approaching yield sign.

Mr. Schoenheider suggested drawing a single or double line across the road and expressed concern about bicyclists riding close to traffic. Ms. Lenart commented that she rides her bicycle and felt that there is plenty of room.

A resident asked if this is the final design and configuration for the speed bump. Mr. Krebs suggested further discussion, if residents are driving around the speed bump, as residents put themselves at risk by going directly into opposing traffic.

Mr. Mike Dugan, a resident, believed that complaints would be received no matter what the Board does because no one wants to be inconvenienced. He suggested installing a stop sign and noted that he lives 50 yards from the rumble strip and observes residents driving around it.

Mr. Dugan requested relocation of the sign, "Pelican Sound Uses Reclaimed Water", as it distracted guests entering from Corkscrew Road.

Mr. Hrynychuk believed that stop signs do not work, as he observed drivers coming down Pelican Sound Boulevard to the gate and continuing. He supported installation of a speed bump to force drivers to slow down but expressed concern about residents driving around it. Mr. Hrynychuk asked whether the District Engineer advised against placing traffic controls there because people will not slow down. Mr. Mountford indicated that the Board was not close to a solution. Mr. Krebs clarified that the speed bump was not his final design. Mr. Crenshaw felt that it should not be considered.

Mr. Nowak suggested installing breakaway PVC poles around the speed bump. Mr. Krebs advised that Flex stakes could be used for traffic but residents might complain that the stakes are not aesthetically pleasing.

Ms. Linda Damlich, a resident, asked whether placing flashing lights around the yield sign was considered. Mr. Krebs indicated that he did not recall whether flashing lights were addressed but increasing the visibility of the signs was discussed, as reflectivity wears, over time.

He noted that, even though residents know that there is a yield sign, it is the way that residents choose to treat that sign. Ms. Damlich felt that it would be “disastrous”.

Mr. Hrynychuk suggested that the Board seriously consider installing a speed bump or a mechanism for keeping traffic in the lane. He believed that speed bumps are effective in slowing traffic and bicycles and golf carts can still drive over them.

Mr. Mountford acknowledged that the Board must resolve the traffic issues in Pinehurst and on Pelican Sound Drive and noted that the traffic on Pelican Sound Drive is much worse.

Mr. Adams suggested placing yellow reflectors at an angle, in an aesthetically pleasing manner, to try to “keep people in the chute”. A resident recommended extending the round-about.

Mr. Krebs suggested yellow RPMs. Mr. Adams explained that the yellow RPM would come off the end of the island towards the rumble strip, as if it was coming to a center line and ending at the rumble strip.

Mr. Mountford suggested placing a plastic triangle marker in the road. Mr. Adams indicated that a series of markers will start out double and come to a point, similar to the blue markers marking the hydrants.

Mr. Pires reported that, on US 41, in Naples, there were three northbound lanes; one stopped at the traffic light and two went through the light. Half domes on the road prevent cars from shifting to the other lane. Mr. Adams will review this. Ms. Crismond agreed that it was a good idea. Mr. Krebs felt that this solution would work for most vehicles but not semi-trucks, which need wide lanes. Mr. Adams noted that the half domes are inexpensive to install and would have the desired effect.

Mr. Nowak asked if Mr. Krebs had an aversion to a speed hump. Mr. Krebs believed that a speed hump would cause the same problem as the speed bump, where someone will drive around it, unless it is placed across the entire road. Mr. Mountford preferred to use a speed hump for Pinehurst, which has a modest amount of traffic, versus Pelican Sound Drive, which needs a more aggressive solution due to the amount of speeding; he suggested placing dome lights all the way across. Mr. Krebs will research this option.

Mr. Adams suggested finding solutions to “keep people in the chute”, such as placing a series of rumble strips along Pelican Sound Boulevard.

Mr. Krebs indicated that, based on what is planned, especially on Pelican Sound Boulevard, residents should be told that they will not be able to exit through Corkscrew Road

during the rumble strip installation, as someone may get hurt. Mr. Adams advised that the contractor needs better coordination the next time because Staff did not have the ability to plan because the contractor arrived unannounced. Mr. Adams felt that there should have been better communication between Mr. Whitmore and Mr. Krebs so Staff knew when the contractor was arriving. Mr. Mountford hoped this would never happen again and requested that the Board be informed when something like this occurs. Mr. Krebs advised that he asked the contractor, numerous times, when they were going to be on site. Mr. Mountford requested that Mr. Krebs work with Mr. Whitmore and his staff to make arrangements and communicate with residents. Mr. Krebs presumed that resident would comply better to the cones set up by the contractor.

Mr. Schultz requested that Mr. Krebs take this discussion into consideration when revising the design and, at the next meeting, present a traffic control plan to provide to Staff and work with Mr. Whitmore. Mr. Schoenheider requested that Mr. Krebs provide the plan to the Board prior to the next meeting. Mr. Mountford reminded the Board that Board Members cannot talk to each other outside of a meeting.

Mr. Gilman requested that Mr. Krebs provide the location of a particular design. Mr. Krebs offered to find an existing location, on Pelican Sound Boulevard, where the traffic is slowed down and provide a solution on what will help slow traffic on Pinehurst.

Mr. Dugan felt that placing a solid yellow line down the narrow winding streets contradicts the decorating style of Pelican Sound, as he anticipated complaints from residents, he suggested listing alternatives on the questionnaire.

Mr. Schultz reported that an email was sent to every resident regarding the rationale for solid yellow lines. Mr. Krebs pointed out that the yellow line discussion was based on resident complaints about passing and speeding.

Mr. Adams explained that the purpose of the solid yellow line was to identify the center of the road and the travel lane and to encourage motorists to remain in their travel lane, particularly through meandering roads. He noted that residents living on or at the end of the meandering roads will often see a car traveling into their lane at a high rate of speed; identifying the travel lane, especially around a curve, will cause the driver to slow down, which is the goal. Mr. Adams advised that a solid yellow line is a less expensive alternative to speed tables, which are costly, especially with the number of decorative signs that would be required. He confirmed that there was Board consensus to install solid yellow lines, to determine if motorists will slow down in the most dangerous locations, which are the curves. Mr. Adams believed that \$6,000 for

painting solid yellow lines on 13,000 linear feet of roadway, in addition to seven crosswalks, was a good first approach.

Regarding rental of a speed trailer and radar unit, in February, Mr. Adams reported that both will have wireless and Bluetooth capabilities to obtain statistical information that can be utilized to determine compliance. A suggestion was made to obtain a unit with a camera. Mr. Adams indicated that the unit will be moved weekly, to various locations and, if there is compliance, a more permanent radar sign, such as the free standing flashing speed signs, which also have a camera, can be considered. He advised that Staff is researching several solutions, some of which were tried in the past, to get residents to change their driving habits and make the community safer.

Mr. Nowak asked whether there will be striping like on Master's Circle. Mr. Adams replied no, because these are major thoroughfares. Mr. Adams indicated that the seven crosswalks, on Edgewater, at or near the maintenance facility lead to the mailboxes. Mr. Schultz recalled that the crosswalks were requested by the Seaside NVR.

Mr. Hrynychuk noted that this is the first time he heard about the solid yellow line email and agreed with Mr. Nowak that it will change the character of Pelican Sound in a negative way and make the roads appear "commercial".

Mr. Mountford indicated that the Board is being forced to penalize everybody to control 1% to 2% of the residents who speed. Mr. Nowak understood but asked whether the Board had any idea of the amount of feedback forthcoming from the residents. Mr. Adams advised that the solid yellow lines were approved by the Board and the contractor will be on-site this week. Mr. Schultz recalled that the original request was for a double yellow line.

Mr. Hrynychuk suggested taking pictures of license plates and placing speed indicators everywhere. Mr. Schultz advised that the CDD cannot address traffic enforcement issues but has an agreement with an off-duty Sheriff to arrest speeders and issue tickets.

Mr. Gilman suggested using the yellow reflectors that are on the interstate, which are more aesthetically pleasing. Mr. Krebs indicated that the reflectors do not work during the day but have a large effect at night. He noted that driving over them sounds like a rumble strip, depending on how the reflectors are spaced; typically, they are spaced every 40', based on the speed of the road. Mr. Krebs believed that, to get a true effect, the reflectors must be spaced close together, which could be costly; however, there are options, depending on how much the Board wants to spend and whether the public could be convinced to stay within the travel lanes

and obey the signage. Mr. Krebs believed that some residents will not comply, due to their years of driving habits. Mr. Adams pointed out that this is the root of the stop sign issue at the round-about and the alternative is to install a yield sign.

Mr. Larry Williams, a resident, recalled that hiring the off-duty Sheriff, on a regular basis, and installing speed bumps and stop signs was addressed several times and there was no popular solution.

FIFTH ORDER OF BUSINESS

Discussion: Gleneagles Localized Irrigation Water Quality Issues

Mr. Schultz reported that the continuing problem of individual home irrigation systems failing is primarily due to contamination by snail shells. He recalled that, several years ago, River Ridge paid a significant amount of money to install flush out valves at the ends of major irrigation lines throughout the community and the PSGRC, under a Maintenance Agreement. Every Friday, the PSGRC typically performs five flush-outs of the 11 or 12 flush-outs required; yesterday, a flush-out was performed in Gleneagles and a strip of 4” to 5” of 10’ to 12’ of snails were flushed out.

Mr. Schultz indicated that Staff is working on solutions to control the snail shells, such as a chlorination system where chlorine is placed into the irrigation water, killing the live snails but the shells of the dead snails still collect in the irrigation water. He noted that Staff is reviewing the as-builts of the irrigation lines, to recommend solutions for flushing out the lines, such as filters and distribution systems.

Mr. Adams suggested that Mr. Krebs research automatic blow-off dumps, which are typically on potable water systems, on timers that turn on automatically and flush on a periodic schedule. He noted that the dumps can be completed in sequence, on a controller, versus utilizing manpower to watch the system for ten to 15 minutes. Ms. Crismond agreed with Mr. Adams. Mr. Adams noted that, if the option makes sense, Staff will obtain a proposal to outfit each flush-out point.

Mr. Krebs recalled discussing Gleneagles Court with Mr. Schultz. Mr. Schultz reported that there is a box in the ground with a dead end pipe but no valve. Mr. Krebs indicated that there is supposed to be a 2” blow-off on the end. Mr. Schoenheider questioned whether there was something unique about Gleneagles. Mr. Krebs surmised that it could be the higher elevation or that it is the first flush-out point on the community irrigation system. Mr. Krebs

noted that even dead snails can sink, due to their weight. Mr. Adams advised that the purpose of the automatic blow-outs was to increase the volume down mainlines. Mr. Adams believed that a great deal can be accomplished with this technology and suggested determining the cost.

Mr. Krebs indicated that the chlorination system resolved the algae issue and the remaining issue is the snail shells.

Mr. Williams recalled that one alternative was to install a screen by the pump in a smaller neighborhood but it was determined that it was not a viable solution. Mr. Krebs indicated that the concern was, if the filter clogged, no one in the neighborhood will receive pressure. Mr. Schultz reported that Mr. Rich Thomas received an estimate from Greenscapes for \$20,000 for a filter covering all of Gleneagles but it was for a larger pipe and the filter must be placed above ground and covered. Mr. Schultz believed that the filter was an alternative, if the other options did not work. Mr. Mountford directed Mr. Adams to obtain an estimate for the automatic blow-off dumps.

Mr. Rob Jensen, a resident, questioned what happens if the water is shut off at night and turned on the next day. Mr. Whitmore believed that re-energizing the system could suck more shells into the irrigation lines. Mr. Jensen asked whether the automatic blow-off dump will work if the pump is off and the other lines are empty. Mr. Whitmore indicated that the lines must be pressurized for the automatic blow-offs; it will still open the valve but nothing will come out. Mr. Krebs noted that this should be looked at, as the higher risk is trying to keep the lines clean and pressurized. Mr. Whitmore indicated that the automatic blow-off dumps look like green telephone poles, with aboveground 4x4 posts with a dome top; when the valve on the side is open, water shoots up and hits the dome. Mr. Adams noted that there is a splash pad underneath so water can run into the street; he believed that the automatic blow-off dumps will work perfectly.

SIXTH ORDER OF BUSINESS**Continued Discussion: Irrigation
Pumphouse Pumps/Controls Renovation**

Mr. Pires provided an Amended and Restated CDD Systems and Facilities Operation and Maintenance Agreement, and indicated that, highlighted in yellow, are portions pertaining to discussions with Mr. Adams and based on numbers Mr. Whitmore had and the estimate from Metro PSI (PSI), the numbers exceed the capital repairs, major repairs exceeding \$50,000, in the annual aggregate, which is an obligation or expense the District can bear, under this agreement.

Mr. Pires asked Mr. Adams if he addressed with Mr. Whitmore, whether the PSI contract included sales tax, as sales tax will not apply if the District, as a governmental entity, undertakes the contract. Mr. Adams indicated that he emailed Mr. Whitmore requesting clarification of what portion of the \$168,000 was sales tax. Mr. Whitmore asked whether Mr. Adams needed an itemized breakdown. Mr. Adams replied affirmatively, as a major portion of the contract was equipment, which the District may be able to receive a sales tax exemption for, if the District purchases the material directly. Mr. Pires clarified that the District will be required to enter into a contract for the work, which is part of the discussion with the PSGRC about advance funding, as there could be sales tax savings. Mr. Whitmore summarized that he must provide a breakdown of the equipment and separate the labor and sales tax.

Mr. Adams recalled Mr. Whitmore's statement that, regardless of the District's decision, the PSGRC intends to proceed with the repair and/or replacement, which implied it has funding available. Mr. Adams suggested entering into an agreement with the PSGRC to advance funds to the District, to benefit from the sales tax savings, with a three or four-year payback to the PSGRC, at an extremely low interest rate. Mr. Whitmore clarified that the PSGRC was not anticipating making any interest.

Mr. Pires advised that this item falls under the category of maintenance expense, as, under the State statute, the \$168,000 is below the bidding threshold, whereby the District can enter into the contract with one vendor without going through the competitive solicitation bid process. Mr. Adams noted that, if the District purchases the equipment directly from the supplier, it further reduces the contract price, well below the \$195,000 sealed bidding threshold.

Mr. Whitmore reported that PSI services both pumps. Mr. Adams noted his familiarity with PSI and that that they do a great job. Ms. Crismond agreed.

Mr. Adams indicated that, for the January meeting, Mr. Whitmore will provide a breakdown, Staff will provide some deal points and, upon approval by the Board, District Counsel will draft the advanced funding agreement.

Mr. Mountford surmised that, if the repairs are over \$50,000, the District is responsible for the expense. Mr. Adams explained that, for an expense over \$50,000, the agreement triggers a discussion between the CDD and the PSGRC to determine who is best suited to fund the necessary improvement at the time; up to the \$50,000 is assumed as routine maintenance. Mr. Adams preferred to avoid borrowing money, if the PSGRC is in a financial position to perform

the work, which is what Mr. Whitmore alluded to at the last meeting, regardless of whether the District agreed or have the PSGRC advance fund the project, through an agreement.

Mr. Whitmore stated that, with agreement that the funds are coming, work can commence.

Mr. Williams questioned, from a planning standpoint, why it does not make economic sense to issue securities. Mr. Adams explained that this is private placement financing, which is typically done through a bank but many banks do not handle small financings with a governmental entity. Mr. Adams noted that the other alternative is a municipal lease purchase but not many entities are offering lease purchases following the recession, which is why it makes sense to have a funding agreement to avoid the cost of borrowing. Mr. Pires indicated that Mr. Adams works with other Districts that established a line of credit with local institutions. Mr. Whitmore confirmed that the PSGRC has a line of credit with Wells Fargo, for \$500,000, to cover the pump repairs but the PSGRC wants to enter into a funding agreement with the District, to generate fund balance.

Mr. Pires advised that, under Florida Law, the District does not pledge its real estate and cannot mortgage its property; the only pledge is for revenues generated through special assessments. Mr. Whitmore indicated that the PSGRC has their line of credit through revenues. Mr. Mountford noted that the District reduced its surplus, which the Board may want to revisit in the next fiscal year, due to increased budget constraints. Mr. Adams acknowledged that the advance funding will result in an increase in assessments for Fiscal Year 2016 and suggested that the assessments for the next three years go toward repayment of the advance funding from the PSGRC and, thereafter, to build an unassigned reserve for unexpected projects, such as this.

Mr. Whitmore agreed that the agreements make sense because the community is 17 to 18 years old and, due to the age of the equipment, these surprises will become the norm. He noted that the PSGRC spent \$20,000 for three different mainline breaks and, at some point, there may be a major catastrophe where one line cuts underneath the road in the middle of the night.

Mr. Mountford indicated that, at one time, it was easy to obtain financing, as a CDD, and questioned whether this was still the case. Mr. Adams confirmed that it is improving but lines of credit are still not easy to obtain. He advised that Fifth-Third Bank opened lines of credit for several CDDs; the District had a line of credit with this bank ten years ago but it cost \$7,500 per year to keep the line of credit open. Mr. Adams noted that, once the District pays the obligation for the advance refunding and starts to build reserves, it can re-open the line of credit. Mr.

Mountford supported having a line of credit for aging roads and infrastructure. Mr. Adams will speak to Fifth-Third Bank to determine their interest.

Mr. Schultz asked if the payback for the project will come from Pelican Sound, only. Mr. Adams replied affirmatively and noted that it will have a repayment, over a three-year period, each January for 2016, 2017 and 2018, after the collections for November and December start accumulating. Mr. Whitmore confirmed that this is in line with the budget process. Mr. Schultz asked if it will be a loan on the District’s books. Mr. Adams indicated that it will be an obligation, which will have a liability.

SEVENTH ORDER OF BUSINESS

Consideration of Resolution 2015-3, Relating to the Amendment of the Annual Budget for the Fiscal Year Beginning October 1, 2013 and Ending September 30, 2014

Mr. Adams indicated that Ms. Haase noticed errors in the Fiscal Year 2014 budget; the date of the budget was August 27, 2013, not September 2, 2013 and the Resolution number was 2013-7.

Mr. Adams reported that the budget amendment was triggered by the District exceeding budgeted expenditures in the General Fund; this step is a year-end “clean-up” to avoid receiving a finding in the District’s Fiscal Year 2014 audit.

Mr. Adams presented Resolution 2015-3 for the Board’s consideration. He explained that this resolutions recognizes the expenditures over budget and authorizes use of Fund Balance to offset those expenditures. Mr. Adams indicated that the \$46,000 up lighting project on the main entry road caused an overage in “Other contractual” and “Roadway repairs” exceeded budget by \$10,000, due to the work in Island Sound and at the main entry. He noted a total deficiency of approximately \$36,000; however, an additional \$10,000 was added to “Contingencies” to ensure sufficient funds to cover any increase in appropriations.

On MOTION by Mr. Schultz and seconded by Mr. Schoenheider, with all in favor, Resolution 2015-3, Relating to the Amendment of the Annual Budget for the Fiscal Year Beginning October 1, 2013 and Ending September 30, 2014, as presented, was adopted.

Mr. Adams anticipated providing the audit for the Board’s consideration, at the March meeting.

Mr. Mountford asked if the Fiscal Year 2015 budget will be amended to include the pump house work. Mr. Adams noted a provision in the funding agreement for the first installment of repaying the advanced funding in January, 2016. He noted that the Board will include the appropriation into the Fiscal Year 2016 budget, as the District receives 80% of collections in November and December and there should be sufficient funds to make the January payment. Mr. Mountford questioned whether anything would prevent amending the Fiscal Year 2015 budget to include this expenditure. Mr. Adams replied yes, a very small fund balance. He pointed out that \$55,000 to \$60,000 is a big hit on the budget and preferred to appropriate this expenditure into the Fiscal Year 2016 budget, which Mr. Whitmore was agreeable with.

EIGHTH ORDER OF BUSINESS

Approval of November 18, 2014 Regular Meeting Minutes

Mr. Adams presented the November 18, 2014 Regular Meeting Minutes and asked for any additions, deletions or corrections.

Mr. Pires and Mr. Schultz provided changes to Mr. Adams, which will be incorporated.

The following changes were made:

Line 24: Insert “Neil Severance, Pelican Sound Street Tree Committee and Board member”

Line 257: Change “he DO” to “the DO”

Line 282: Change "sing" to “sign”

On MOTION by Ms. Haase and seconded by Mr. Schoenheider, with all in favor, the November 18, 2014 Regular Meeting Minutes, as amended, were approved.

• **Action/Agenda Items**

Ms. Crismond presented the Action/Agenda Items.

Items 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 were continued.

Mr. Schoenheider asked whether the District owns the sidewalks. Mr. Pires replied affirmatively, if they are in the right-of-way (ROW). Mr. Whitmore noted that most sidewalks

are in a ROW. Mr. Adams indicated that Staff will identify the sidewalk locations and mark them on a map to confirm that they are a CDD obligation. Mr. Mountford stated that many people are asking about the sidewalks and are worried about trip hazards. Ms. Crismond suggested spray painting the problem sidewalks.

With regard to Item 9, Mr. Krebs reported that he was told that Lykins-Signtek (Lykins) installed the 15 mph speed limit sign but he has not confirmed it.

Mr. Whitmore indicated that both cart crossing inserts on Island Sound Boulevard disappeared. Ms. Crismond confirmed that nothing has been done.

Mr. Krebs reported that the Palmetto Dunes sign was removed. Mr. Whitmore advised that someone backed into the sign and Lykins is building a new one. Ms. Crismond noted that Lykins is six months behind on signs. Mr. Krebs stated that the sign by the pavers was installed.

With regard to Item 10, Mr. Mountford asked when the yellow divider lines would be installed. Mr. Adams replied this week; tentatively for today. Mr. Mountford asked whether traffic will be affected. Mr. Adams replied no; cars will be able to go around the striping trucks. The work is anticipated to take three days to complete 13,000 linear feet or two miles. Mr. Mountford requested that another notice be sent to the community regarding the yellow divider lines. Mr. Adams believed that the yellow line work was announced to residents last Friday and everyone has adequate information. Mr. Whitmore indicated that he will send another notice.

Mr. Adams advised that it was premature to discuss the second rumble strip, while Mr. Krebs reviews the design and further discussion was planned for the January meeting.

With regard to Item 12, Mr. Krebs obtained the price but must discuss the location, as there is an existing 15 mph speed limit sign 200' past the stop sign. He suggested installing the 15 mph speed limit sign between Gleneagles and the next intersection. Mr. Mountford asked whether the speed limit sign will be between Gleneagles and Torrey Pines. Mr. Krebs replied yes, in the four-way intersection. Mr. Krebs agreed but felt that, if residents do not obey the speed limit sign around the corner, they would not obey the sign at the intersection. Mr. Krebs believed the issue was not related to visibility, rather, a driving habit; numerous signs could be installed but, if drivers do not obey them, the District cannot enforce it. Mr. Schultz supported Mr. Krebs' recommendation.

In response to Mr. Schultz's question, Mr. Krebs estimated \$600 to \$700 to relocate a sign. Discussion ensued regarding the pros and cons of relocating the speed limit sign. Mr. Schoenheider agreed with relocating the speed limit sign, as it is around a curve and cannot be

seen until the vehicle rounds the curve. Mr. Krebs felt that, if all roads in the community are 25 mph, a 15 mph sign will not change the drivers' habits. Mr. Krebs suggested placing the radar sign in this location to determine whether there is a change in the driver's habit.

Mr. Schultz asked if Staff needs a layout of the irrigation piping system, throughout the community, to assess the sequencing of Island Sound. Mr. Krebs indicated that he has a plan of the road that was provided by the developer as portions were brought online but advised that he can incorporate the exhibit of the irrigation lines into the plan.

Mr. Schultz asked Mr. Adams whether Mr. Larry Fiesel emailed him about the height to trim trees. Mr. Adams indicated that Mr. Fiesel's issue was addressed within two days, following the prior meeting.

NINTH ORDER OF BUSINESS

Other Business

Mr. Schultz reported that the Pelican Sound Board passed a motion, last Thursday, putting a moratorium on tree removal. He noted that the ARC is about to meet regarding a request to remove a tree in the District's ROW, and requested that the CDD Board support Pelican Sound's moratorium until March 1, when the Pelican Sound Board will implement a policy.

Mr. Schultz moved to support the Pelican Sound tree removal moratorium, as reflected in the Pelican Sound Board of Directors approved motion on November 14, 2014 for removal of trees within River Ridge's ROW and easements. Ms. Haase seconded the motion.

Mr. Pires requested an exception for health, safety and welfare, which is not reflected in the motion, to cover liability issues. Mr. Whitmore stated that the PSGRC Board adopted a similar motion delegating authority to remove a tree in an emergency situation. Mr. Pires recommended an exception, where an existing tree poses a public safety or health and welfare issue, the District would not support a moratorium in those situations.

On MOTION by Mr. Schultz and seconded by Ms. Haase, with all in favor, the CDD Board of Supervisors support until March 1, 2015, of the Pelican Sound tree removal moratorium, which was approved by the Pelican Sound Board of Directors on November 14, 2014 for the removal of trees within the District's ROW and easements, except where an existing tree poses a public health, safety and welfare issue, was approved.

TENTH ORDER OF BUSINESS

Staff Reports

A. Attorney

There being nothing additional to report, the next item followed.

B. Engineer

There being nothing additional to report, the next item followed.

C. Manager

i. Approval of Unaudited Financial Statements as of November 30, 2014

Mr. Adams presented the Unaudited Financial Statements as of November 30, 2014. He reported that activity was limited and all expenditures were in line.

▪ Continued Discussion: Traffic Calming - Continued

Discussion of traffic calming options resumed. Mr. Mountford asked Mr. Krebs for his thoughts regarding the traffic calming solutions.

Mr. Krebs indicated that, for Pinehurst, he preferred something to keep drivers in their travel lanes without creating a situation where someone backing out of their driveway has to deal with oncoming traffic. He noted that Staff will review the spacing and location and a non-obtrusive option. Mr. Krebs suggested paving the existing strip to the island separator. Regarding Pelican Sound Boulevard, Mr. Krebs agreed with adding another rumble strip and considering a speed hump extending entirely across the road or for a certain distance, to prevent a driver from going around it. If the consensus is for rumble strips, the strip should be lowered. Mr. Mountford supported speed tables. Mr. Krebs noted that some will accept them and others will complain.

Mr. Schoenheider expressed concern about installing a rumble strip or speed bump completely across the road, coming out of the roundabout, due to emergency vehicles. Mr. Krebs understood and will take this into consideration; he believed that it will come down to doing nothing or putting something all the way across the road. Mr. Mountford disagreed that emergency vehicles will have trouble navigating around a speed bump and supported having a speed bump or rumble strip completely across the road. Mr. Krebs believed that there is a design to allow drivers to go over the speed bump at 25 mph and reported that the City of Fort Myers routinely installs speed bumps to control traffic in local neighborhoods and EMS traverses them without difficulty. He did not believe there will be an adverse effect installing one speed bump at the cul-de-sac but offered to look into this further.

Mr. Schultz reported that golf carts and bicycles also use the cul-de-sac. Mr. Mountford suggested leaving 1', on each side, for bikers but did not believe that golf carts would have trouble driving over the speed bump.

ii. NEXT MEETING DATE: January 27, 2015 at 1:00 P.M.

Mr. Adams announced that the next meeting will be held on January 27, 2015 at 1:00 p.m. at this location.

ELEVENTH ORDER OF BUSINESS

**Supervisors' Requests and Public
Comments (5 minutes per speaker)**

Mr. Schultz requested an agenda item on lessons learned from rumble strips and requested that Board Members and Staff think about a better way to handle, this in the future.

Ms. Haase reported that a speed limit sign in Southern Hills, after the entrance, is completely blocked by a large hedge and tilted. Mr. Krebs indicated that the hedge is owned by the CDD or Southern Hills.

Ms. Haase reported that an owner in Building 1 is having difficulty exiting their driveway, it is just before the stop sign on Pelican Sound Drive, and requested a hidden driveway sign. Mr. Krebs will review the situation.

TWELFTH ORDER OF BUSINESS

Adjournment

There being nothing further to discuss, the meeting adjourned.

On MOTION by Mr. Schoenheider and seconded by Mr. Schultz, with all in favor, the meeting adjourned at 3:10 p.m.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]


Secretary/Assistant Secretary


Chair/Vice Chair