

MINUTES OF MEETING  
REUNION EAST  
COMMUNITY DEVELOPMENT DISTRICT

The Regular Meeting of the Board of Supervisors of the Reunion East Community Development District was held on Thursday, September 10, 2020 at 1:00 p.m. via Zoom video conferencing, pursuant to Executive Orders 20-52, 20-69 and 20-91 (as extended by Executive Order 20-112) issued by Governor DeSantis on March 9, 2020, March 20, 2020, April 1, 2020 and April 29, 2020 respectively, and pursuant to Section 120.54(5)(b)2., *Florida Statutes*.

Present and constituting a quorum were:

Mark Greenstein	Chairman
Don Harding	Vice Chairman
Trudy Hobbs	Assistant Secretary
Steven Goldstein	Assistant Secretary
John Dryburgh	Assistant Secretary

Also present were:

George Flint	District Manager
Jan Carpenter	District Counsel
Steve Boyd	District Engineer
Alan Scheerer	Field Manager
Tricia Adams	GMS
Victor Vargas	CWS Security
John Cruz	CWS Security
Zac Johnson	Encore
Residents	

**FIRST ORDER OF BUSINESS**

**Roll Call**

Mr. Flint called the meeting to order and called the roll. All Supervisors were present.

**SECOND ORDER OF BUSINESS**

**Public Comment Period**

Mr. Flint: This is an opportunity for any members of the public to provide comment on anything on the agenda or not on the agenda that you would like to bring to the Board's attention. Members of the public who joined us, can use Zoom controls to raise their hand to indicate a desire to speak. If we have any callers, use \*9 on your keyboard to raise your hand. Tricia, we should have them speak one at a time. It looks like we have two hands raised. Mr. Coghlan, please provide your comments to the Board.

Mr. George Coghlan (Watson Court): I just have some concerns with what is on Watson Court and the no parking towaway zone areas that have been designated. As I understand it, you are designating the left-hand side of Watson Court as a no parking towaway zone. I believe it's consistent with other roads on the property. However, my concerns are that what is on Watson Court is unique in how it's built. As you enter Watson Court, there is a center median, which narrows the road considerably for a portion of the road, about three to four houses down. That leads to a narrowing of the road and makes parking on either side of that median, problematic for the flow of traffic. In particular, I would be concerned that emergency vehicles, which are a much larger width than a car, would have real problems getting access to the road in an emergency situation. There is also the issue of a kink in the road at the end of that median as you approach the CDD common area to the right and also the first house. The kink in the road further narrows the road and makes it a dangerous spot for maneuvering, because it's almost blind and would lead to issues with parking on the right side of the road. Also, all of the fire hydrants are located on the right side of the road, which means you are going to have very little parking availability on the right side between the narrow entryway, the kink in the road, the driveways and five or six of these fire hydrants on the right side of the road. Given that we have 22 lots on the road itself; 13 lots on the left side and 9 on the right side, if you are going to enforce on-street parking on a small section of road on the right, it's going to cause real problems, because we have a number of houses that tend to have a lot of parties. Three in particular have parties almost every weekend with additional cars overflowing onto the street, sometimes onto lots. Two houses are on the left side. It's a real problem for all of us down here. We are getting sick of the amount of noise and the nuisance of cars being parked all over the place. We certainly feel that if we make the left side a no parking zone it's going to cause real problems, because then you are left with very few available potential parking spots on the right side and it's going to over burden the right side of the street. Plus, it will create a real danger for emergency vehicles and access to the fire hydrants. So those are some of the points I wanted to raise with the Board. I didn't realize that you were going ahead with the extension. I missed that even though I try to keep in touch with the CDD. It's only recently that I had time to be a little more active again. Up until now, I've been working with the Resort and I always felt that shouldn't be that involved in CDD matters because I have been furloughed for the last few months. It has given me the latitude to actually be more involved in some of these things, but I didn't realize that you were making decisions on the designation of roads, in particular Watson Court, which I live on. I think the flow of traffic down the street and

access to the road are very important. I think these are some of the criteria taken in the placement and designation of no parking zones. If you decide to allow parking on the right-hand side, you are effectively on this street, creating a serious accessibility issue for emergency vehicles. Then you have the problem of their being very few available parking spaces on the right side that are safe. So, I would like to maybe get that on the record and hopefully a change in the decision that was made for this street in particular.

Mr. Harding: George, I'm not clear. Are you saying that the no parking zone should be on the opposite side of the road, on the side where you live?

Mr. Coghlan: There are a few different ways to solve this, I think. There are slightly more parking spaces on the left side versus the right side. However, I think most people recognize that this street is very short. It's a cul-de-sac. There's one way in and one way out. There is no other access to the street. The way that the Resort was set up originally, approximately 10 years ago, there was no on-street parking, but that might be the safer route or some kind of compromise. I don't think with the narrowness of the road, any on-street parking is safe at all. That kink in the road is certainly problematic. Either we decide that we don't put any signage up or put up some type of hybrid signage. The fear that I would have is we don't allow open access and flow down that right side. By allowing parking on the right, we are causing issues with large emergency vehicles trying to get down the street.

Ms. Hobbs: I wander down that street a lot to check on the butterfly garden. He is right. There is a kink in the road. If you had parking on the right as you enter, that kink comes around. So if you have cars parked there, as you come in, you are going to have to move out into the left-hand lane and you can't see any oncoming cars if there is a car on the right; whereas, if the parking is on the left, as you come in through that kink, you are in your own lane. You don't have to move out and you get a clear view of traffic coming in the opposite direction. So, I think that is a good point in terms of safety.

Mr. Greenstein: George, this is Mark Greenstein.

Mr. Coghlan: Hi Mark.

Mr. Greenstein: Let me just clarify one thing. There was never an intention to allow parking on either side of the area where the median is. There is the same median situation on Sparkling Court.

Mr. Coghlan: Yes. That would also be a problem. I'm going to draw off of that point, but yes, I agree.

Mr. Greenstein: The point is that we are trying not to overdo the signage.

Mr. Coghlan: Yes.

Mr. Greenstein: It has been agreed that there is clearly no way that we can allow any cars to park on either side of the median on Sparkling Court as well as Watson Court. I don't know that anybody who is reasonable would park there.

Mr. Coghlan: Right.

Mr. Greenstein: It's not even wide enough for a normal vehicle to get by without going up onto that median.

Mr. Coghlan: It's very, very narrow. You have to travel very slowly.

Mr. Greenstein: So, when it comes to the median areas, I recommend that we agree. Everyone knows and we were told that there is no parking there, but we are not going to put in signage initially. I've been here for 15 years, and I have never seen anyone park on Sparkling Court or on Watson Court near the median.

Mr. Coghlan: It happens Mark. I travel the road every day and it hardly ever happens now on Sparkling Court now that the academy is closed. It happened occasionally when they had large events, but very occasionally. On Watson Court, it does happen because the very first house on the left is an eight bedroom house that is used for golf groups, which of course I'm very familiar with.

Mr. Greenstein: Right.

Mr. Coghlan: They usually come with pickups. They might have eight or nine, 10 to 15 guys staying in a house and usually they have their own vehicles because they tend to be local, Florida based people. That becomes a problem there. It's not frequent.

Mr. Greenstein: Right, George. Just to wrap up the issue because your input is excellent, we are going to take another look at that area and if there is a significantly different number of available spaces that are safe on the right side, versus the left, we will talk about altering our approach on Watson Court. The general idea was that people would park on the side of the street as they enter the area to avoid having to make a U-turn.

Mr. Coghlan: I understand.

Mr. Greenstein: All of the Courts were set up that way. There's only one way in and out.

Mr. Coghlan: Correct.

Mr. Greenstein: If there is a significant reduction to the amount of available parking, as a result of implementing the rule we implemented, then we will consider a change.

Mr. Coghlan: That's fine. That's all I can ask. That seems fair and reasonable.

Mr. Greenstein: Good points, George.

Mr. Coghlan: As I said, I got across the points reasonably well, but access to the fire hydrants of course is the other piece in that, which limits the number of spaces considerably.

Mr. Dryburgh: Why wouldn't we consider just painting a yellow no park zone on the curb in sections where it's so tight. I've been there. You can't take another path.

Mr. Greenstein: Again, all of these little details are administrative and we can deal with them. We are trying not to paint the world yellow.

Mr. Coghlan: I know. It's ugly if you start painting lines on the road.

Mr. Greenstein: Right. Someone recommended to me that the side of the street that does not have parking, should have a yellow stripe all along it. It's expensive. It's maintenance. It's ugly.

Mr. Coghlan: It's ugly. Yes, you're right. Regular maintenance is required every few years.

Mr. Greenstein: We'll do it right. Thank you for your input.

Mr. Coghlan: Thank you, gentleman and ladies.

Ms. Hobbs: You're welcome.

Mr. Harding: So, are we going to have John Cruz look at it? What are you recommending?

Mr. Greenstein: Don, basically I'm recommending that we look at this item. We have to move along with the agenda.

Mr. Flint: Staff will get with the Chairman and then we can make modifications if necessary. If we delegate the authority to the Chairman, we will just handle it. We don't need to solve it today. I don't think we want to.

Mr. Greenstein: Right. It's hard to solve a problem at a Zoom meeting. We know what the issues are and it's easily fixable. I think.

Mr. Flint: Yes. We have another resident that requested to speak. Please say your name and address.

Ms. Laurenne Hemily-Figus (Seven Eagles): I am on the Board of the Seven Eagles Condominium Association. I had two questions with respect to The Cove. The first question is, has there been a change in policy with respect to the gate to The Cove? Because the gate is open all the time and three recent times over the weekend that I have gone to pick up my mail, I have seen a pickup truck with no less than eight people loaded onto the pickup truck accessing the

Cove. I brought the key as required and I communicated with Ms. Sharon and Mr. Flint about this. The gate is always open, so I'm not quite sure why we bought the keys and why we put that mechanism up if the door is always open. That was my first question. The second question is that it was reported to me that there were two holes in the pool at The Cove. They were described as sinkholes. Now I don't know if someone is dramatizing the situation. I haven't personally inspected the pool, but I was just wondering if Alan Scheerer had any update on that. Those were my two questions that related to The Cove.

Mr. Scheerer: I would be happy to answer the question regarding The Cove. We did get information from one of the Board Members for Seven Eagles. He described it as a sinkhole, which was not the case. There were a couple of surface popoffs, meaning that the service of the pool had an area that became loose and it came off, so it created an issue where we had to call Spies Pools out. They checked the bottom of the pool twice for any cracks or damage and made repairs. There was no such sinkhole. It may be what Diamond Brite put on the bottom must have come loose over time and they went ahead and just re-epoxied that area. They did a good job.

Ms. Hemily-Figus: Great. Thank you.

Mr. Flint: Regarding the gate. It should be closed. We will follow up with the Resort and security to determine what the issue is, but there has been no policy change. In the future, if we don't see a situation like that and you do become aware, please let us know and we will follow up on it.

Mr. Harding: George, the last time I went down to the pool, you would expect the gate to be on some type of self-closing spring and it wasn't working, so people would just walk in and it would stay open.

Mr. Flint: It has to have a self-closing spring. We will need to check on that.

Mr. Scheerer: I know that Heritage Solutions is working with the Resort to modify that gate to make sure it is self-closing. I don't know where they are with that. I will definitely look into it and report back.

Mr. Flint: Okay.

Ms. Hemily-Figus: Who does one report to if the gate is open? To be honest, it has been open 100% of the time every time I have gone.

Mr. Flint: It sounds like we are working on a self-closing mechanism and the Resort is working with the contractor on that issue. We will follow up on that. Feel free to send me an email or Alan or Tricia.

Ms. Hemily-Figus: Great. Thank you. Is there any implementation? In our initial lock down, there was social distancing and there was a sign up. Basically, there is very little social distancing. There are no masks. On one day over the holiday weekend, there was a gentleman manning the door serving people, but they weren't following any social distancing. Has there been a change since the initial lock down that it is up to people to do what they think is right or is there any implementation of wearing masks or social distancing within The Cove?

Mr. Flint: There has been no change. I think we are still at 50%. Is that correct, Tricia?

Ms. Adams: Correct.

Mr. Flint: So, if you see a situation. I'm not saying that you need to do our job for us, but we are not there all the time. We will get with you because they are supposed to be monitoring that as well. Periodically they make rounds through there. We need to enforce the issue. It's going to be pretty difficult for us to enforce the six feet social distancing at this point, but if we are over 50% capacity, that is something we need to be addressing.

Ms. Hemily-Figus: I don't want to take too much of your time, but the CDD is actually paying someone to manage that area.

Mr. Flint: No, we are not paying. We have an agreement with the Resort where the Resort has taken on that obligation. There is a zero cost to that agreement.

Ms. Hemily-Figus: Okay. Thank you.

Mr. Flint: Zac is on. Tricia, please permit him to talk.

Mr. Johnson: I'm just here as the developer, Encore, and we are going to be discussing a few items on the 2020 bond issuance. I just wanted to let you know I'm here in case there are questions when this item comes up.

Mr. Flint: Okay.

Mr. Greenstein: Sounds good, Zac.

Mr. Flint: I appreciate it. Today, there is a resolution authorizing staff to work on the issue and approve Developer Funding and Acquisition Agreements. So, when we get to that, if there are any questions, we will let you know.

Mr. Johnson: Alright. Thanks.

Mr. Flint: Thanks, Zac.

Ms. Adams: Mr. Flint, we have a member of the public who raised their hand, indicating a desire to speak.

Ms. Misty Pinson: I just recently moved into Heritage Crossing. I've been going to The Cove. The gate has been open every time that I have gone to it. I've been here since January and every time I go to the weight room at The Cove, a lot of the equipment is in bad shape. I don't know if this was where I needed to be bringing this up or do I need to talk to somebody at the HOA? About three or four treadmills are not working at all. A couple of the bikes aren't working. The machines are messed up. Some of the handlebars are falling off. There is grease on the machine that ruined a pair of my pants. I was just wondering if you will be taking care of this or do I need to contact somebody else?

Mr. Flint: Alan, are you working with the Resort?

Mr. Scheerer: I know the General Manager for the Resort received similar concerns from other residents in Reunion and he replied via email, that he was in the process of getting all of that equipment serviced. I don't have a date for that. I apologize. I can try to get some more information on that, but he did send an email to Tricia, myself and staff indicating that was something the Resort was working on and they had a scheduled meeting with the fitness equipment provider to look at all of the issues.

Ms. Pinson: Perfect. Thank you so much.

Mr. Flint: I agree that it is a hybrid situation. The CDD owns the building and facility, but the Resort originally purchased that equipment. We heard similar concerns with the Resort and we will do our best to get some improvement in that area.

Ms. Pinson: Awesome. Thank you all so much.

Mr. Greenstein: Thank you.

Mr. Flint: Does anyone else want to provide public comments? Hearing none,

**THIRD ORDER OF BUSINESS**

**Approval of the Minutes of the August 13, 2020 Meeting**

Mr. Flint: Are there any additions, deletions, or corrections to the August 13, 2020 minutes?

Mr. Harding: There are a number of issues with regard to the wrong people saying different things, but I'm not going to bother with it. Overall, it has the right statements.

Mr. Flint: We can make the changes that Don mentioned.

On MOTION by Mr. Harding seconded by Mr. Dryburgh with all in favor the minutes of the August 13, 2020 meeting were approved, as amended.

**FOURTH ORDER OF BUSINESS**

**Consideration of Amended Agreement for Parking and Towing Enforcement with Reunion Resort & Club of Orlando Master Association**

Mr. Flint: This agreement is related to the enforcement of the Towing and Parking Rule. The Board held a public hearing and expanded that rule to cover all of the roads within the CDD. So now we are bringing back this agreement, which initially was limited only to certain roads, expanding this agreement for enforcement to coincide with the revised rule that includes all of the roads. It is the same form of agreement. It's just now the exhibits are updated to include the expanded area that is subject to the rule. Are there any questions on the agreement? If not, we need a motion to approve it.

Mr. Harding: We are going to revisit Watson Park?

Mr. Flint: That won't be affected.

On MOTION by Mr. Greenstein seconded by Mr. Goldstein with all in favor the Amended Agreement for Parking and Towing Enforcement with the Reunion Resort & Club of Orlando Master Association was approved.

**FIFTH ORDER OF BUSINESS**

**Consideration of Amended Agreement for Towing Services with Bolton's Towing Service**

Mr. Flint: This agreement is for the same reason as the prior one, we expanded the Towing and Parking Rule. Any changes would be reflected in the amendment. Are there any questions on the amended agreement? If not, we need a motion for approval.

On MOTION by Mr. Dryburgh seconded by Ms. Hobbs with all in favor the Amended Agreement for Towing Services with Bolton's Towing Service was approved.

**SIXTH ORDER OF BUSINESS**

**Consideration of Proposal from Fausnight Stripe & Line to Install No Parking Signs**

Mr. Flint: This proposal is for striping and lines in the new areas. To the extent we make any changes on Watson Court, this agreement would be modified to reflect that.

Mr. Scheerer: Correct.

Mr. Flint: Are there any questions on the proposal? If not, we need a motion to approve it.

On MOTION by Mr. Goldstein seconded by Mr. Dryburgh with all in favor the Proposal from Fausnight Stripe & Line to install no parking signs in the amount of \$37,760 was approved.

Mr. Greenstein: George, before we move on. Alan, based on our conversation after the West meeting, can you highlight what we are doing as far as locates?

Mr. Scheerer: Absolutely. In my conversations prior to this meeting with Fausnight Stripe & Line (Fausnight), some of the issues that we ran across, had to do with the initial implementation of the no parking policy and installation of the signs. The locate people didn't feel comfortable with the areas we were looking to have them provide their services for, so in talking with Fausnight, the plan going forward, for East and West, Fausnight will, upon approval of the proposals, start making up some survey stakes with flagging to indicate a sign. Then they will go out into the field and stake these survey stakes in the location of the proposed area for the no parking signs, in order to help Fausnight do their job a little more efficiently. Once the stakes are in place, then residents, staff members and Board Members will see where we are placing the signs in advance of the signs going in.

Mr. Dryburgh: That makes sense.

Mr. Greenstein: Just in case there are any last-minute adjustments before they put in the signs.

Mr. Scheerer: Right.

Mr. Greenstein: So, they know exactly where they are going, because I know there were a few last-minute adjustments when we did it for the first time on the East side. Thanks Alan.

Mr. Scheerer: When Fausnight comes out, they work with them too.

Mr. Flint: Sounds good.

**SEVENTH ORDER OF BUSINESS**

**Consideration of Agreement with Grau & Associates to Provide Auditing Services for the Fiscal Year 2020**

Mr. Flint: The Board selected Grau & Associates through the competitive process as prescribed by the Statutes. This agreement is to perform the Fiscal Year 2020 audit. The fiscal year ends at the end of this month, so this engages them to perform the audit for this current fiscal year. The cost is a not-to-exceed of \$5,600. Are there any questions on the agreement? Hearing none, we need a motion to approve it.

On MOTION by Mr. Greenstein seconded by Mr. Harding with all in favor the Agreement with Grau & Associates to provide auditing servicers for Fiscal Year 2020 in the amount of \$5,600 was approved.

**EIGHTH ORDER OF BUSINESS**

**Consideration of Aquatic Management Agreement with Applied Aquatic Management**

Mr. Flint: This is the company that the District uses for monthly aquatic management of the Patriots Landing pond. The cost is \$129 per month, I believe.

Mr. Scheerer: Correct.

Mr. Flint: There is no increase. We are asking the Board to extend it for another 12 months. Are there any questions on the agreement? Hearing none, we need a motion to approve it.

On MOTION by Mr. Harding seconded by Mr. Dryburgh with all in favor the Aquatic Management Agreement with Applied Aquatic Management in the amount of \$129 per month was approved.

**NINTH ORDER OF BUSINESS**

**Consideration of Resolution 2020-11 Authorizing District Staff to Commence Work Related to a Special Assessment Bond Issuance: Approving Developer Funding Agreement and Acquisition Agreement - Added**

Mr. Flint: Resolution 2020-11, authorizes District staff to commence work related to the special assessment bonds and approves the Developer Funding Agreement and Acquisition Agreement. Jan?

Ms. Carpenter: This is the same form of agreement that we generally use. What it does is it authorizes staff; GMS, District Engineer, Bond Counsel and us to begin work on the bonds. They will reimburse us for all of the developer’s expenses related to the bonds. As a part of this, we also have the Bond Funding Agreement between the District and the developer to pay those costs. We also have the Acquisition Agreement, to enter into when bonds are issued. Generally, the District will purchase completed improvements. Once our District Engineer has inspected and approved those, we will release bond proceeds and in exchange, receive those improvements back. We like to do this at the beginning of the process because it helps from a tax perspective to set the clock running. If the developer starts any construction now, they will show that they intended to have it purchased by the District as a government improvement. These are the first

steps in a bond issue by Encore. Zac Johnson is here. The resolution includes the authorization of staff and the approval of these two agreements.

Mr. Harding: I read through it and I'm trying to understand it in laymen's terms. I don't understand what the work product is. Where is this?

Ms. Carpenter: I will let Zac explain. There are two areas that affiliates of Encore are developing. One is called The Spectrum. The other is one of the Reunion Village sections. I will let Zac talk about the actual development. What they are proposing to do, is to have the master infrastructure be bond funded just like the rest of Reunion has bond funded improvements. They would match the same type of improvements elsewhere.

Mr. Harding: The developer is Encore. Right?

Ms. Carpenter: Yes.

Mr. Greenstein: We are going to let Zac explain, but to answer the question of why, it is because the projects are in place, the infrastructure is already put in or in the process of being put in. I can see why, Don. When you read the documents, it doesn't really explain the why.

Mr. Harding: Right.

Mr. Greenstein: Explain the why and I think everyone will be okay.

Mr. Johnson: What I can tell you is many years ago, we bought bonds on the Reunion East property that encumbered areas around the water park, across the water park and the I-4 parcel, which is the large parcel that runs up and down I-4. When we did that, we as the developer were servicing bonds from the time we bought them back in 2013 through today. That's prior to us doing any development. So, it is not that we have developed and started developing the property along I-4. The property around the water park, we are going to be repaying the existing bonds, the 2015-1, 2015-2 and 2015-3. Actually, Encore is going to be repaying those. Then we are going to be reissuing new bonds to cover the cost of the infrastructure in the stormwater, retainage, wastewater and everything that goes into developing the property, to tie into the overall master infrastructure at Reunion. So that's what we are issuing bonds for. The two projects we are speaking of, are the 296 condos at Spectrum, which is the area around the water park and across from the water park. It also includes the residential component of what I call, "*Reunion Village*," which is the area behind the hospital parcel that's intended for 250 single residences.

Mr. Dryburgh: Zac, what did you just say it is going to be across from the water park?

Mr. Greenstein: No, he didn't.

Mr. Johnson: Right now, that's in Phase 2. Phase 1 is the area we are developing now, the 208 condos. You have probably seen what those look like.

Mr. Scheerer: Yes.

Mr. Johnson: The area across the street is planned for 88 more units.

Mr. Flint: For the Board's perspective, what Zac indicated is the current bonds would be retired. They are proposing a new issue.

Mr. Dryburgh: In the same amount?

Mr. Johnson: No. Those bonds have been out for 16 years.

Ms. Carpenter: 2002 and 2005 were the original bond issues that were then restructured in 2015.

Mr. Johnson: When we sold the hospital parcel, we paid down a substantial amount of those bonds. The current bond amount will be somewhere in the range of \$18 Million to \$20 Million, I think, and will be serviced by those particular homeowners that purchase within those communities.

Mr. Flint: So, the new bond issue is going to have an assessment just for Spectrum and Reunion Village.

Mr. Johnson: Yes. It doesn't have any impact on other parts of the community.

Mr. Harding: Is there any impact on operation and maintenance (O&M) as far as overall East side O&M?

Mr. Flint: We don't have much control over that, Don, because the impact would be if buildout is less dense than what we are currently anticipating in our O&M, we would have to look at that, but we don't have a lot of control on how they choose to develop the property if its entitled on the East side.

Ms. Carpenter: From that standpoint, the number of units, from our experience, generally covers the maintenance, unless there's something special.

Mr. Flint: They are paying O&M right now on those undeveloped pieces. The question is the basis for the current payment is higher than what their proposed buildout is going to be. We will have to address that at some point in the future, once there are final development approvals. Right now, until it's platted, we've been assessing it based on acreage.

Mr. Harding: Just out of curiosity, are the 88 homes on the opposite side of the water park, going to be the same as Spectrum Homes?

Mr. Johnson: Yes, they are.

Mr. Harding: At one time we heard that was going to be at one time shopping and one-time retirement type homes too, maybe even assisted living.

Mr. Goldstein: Phase 2 is years away, the way they are going on the other side.

Mr. Johnson: Yes. Phase 2 is currently planned for 88 of the same type of units, but that could potentially change. Right now, we explored assisted living. We didn't get a lot of traction with that, so right now, we are still planning to do the same thing we are doing across the street.

Mr. Harding: Okay.

Mr. Johnson: I don't know that and there are certain restrictions on that parcel too. I don't believe we could even do any type of retail on that particular parcel.

Mr. Harding: Okay.

Mr. Flint: For the Board's benefit, what you are approving today is just an agreement allowing staff to work on this and provides that the District get reimbursed for our costs. You are not authorizing any bond issue or necessarily approving anything other than the Funding Agreement and the form of the Acquisition Agreement. The next step would be, once you approve this and we have a way to pay the District Engineer and everybody, coming back with an Engineer's Report that describes the types of improvements and the estimated cost of those. In the Methodology, it describes how those costs would be allocated to those properties. Then you would set a public hearing to impose assessments. Once the assessments were imposed, you would consider a Delegation Resolution that would delegate authority to the Chairman and set the parameters in which we issue the bond. So, there are several more steps here. The first step is authorizing us to do the work. It's not committing you to a certain structure or issuing the bonds.

Mr. Harding: Okay.

Mr. Greenstein: Does everyone have a better understanding of what's going on now?

Mr. Harding: Now I do.

Mr. Greenstein: Yes.

Ms. Hobbs: Yes. Thank you

Mr. Dryburgh: That helps.

Mr. Greenstein: Thanks Zac.

Mr. Johnson: You got it. As George said, you will see more information. Steve Boyd has been working on an Engineer's Report that will be presented at the next meeting. That will give you a better flavor of where it is and what we are doing.

Mr. Harding: I allowed District Staff to handle this whole situation.

Mr. Greenstein: Right. You are making a motion to approve Resolution 2020-11.

Mr. Harding: Exactly.

On MOTION by Mr. Harding seconded by Mr. Greenstein with all in favor Resolution 2020-11 Authorizing District Staff to Commence Work Related to a Special Assessment Bond Issuance: Approving Developer Funding Agreement and Acquisition Agreement was adopted.

**TENTH ORDER OF BUSINESS**

**Staff Reports**

**A. Attorney**

Mr. Flint: Jan?

Ms. Carpenter: We don't have anything else. We have done a couple of things with Zac, such as coordinating some of the title issues that they have with the bond liens. Those are the major things we worked on. We talked with the County Attorney on the golf cart issue. The way that the Statute is written, it does appear that the County does not have the authority to assess CDD roads since they are not County or City roads. So, at this point, we are at a bit of a standstill in that respect. That's really all we have to report on.

Mr. Goldstein: So, if we are at a standstill, what is the next step?

Ms. Carpenter: Honestly, it would be a legislative change. We could not designate it as a golf cart community because the Statute allows for counties and cities to do that for their roads. To get around that, you would have to either dedicate the roads to the County, which would almost 99% assuredly not accept additional roads or come up with other ways for maintaining and governing those. I had a couple of thoughts. Perhaps this might be the time to work with the Sheriff for some enforcement, but if I'm purely designating a golf course community that is not going to work under the statute, we could ask for an Attorney General opinion, but I think that would come back with the same thing because the language is very clear. There doesn't appear to be any wishy-washy language. You might ask for an opinion that might construe it differently than what the Statute says.

Mr. Dryburgh: Jan, are you saying that the only way you are going to have control over the carts is if the sheriffs enforce the current laws on the books regarding carts.

Ms. Carpenter: Exactly.

Mr. Dryburgh: Which would mean they must have windshield wiper, lights and the ability to maintain speeds equal to the posted signage.

Ms. Carpenter: Exactly.

Mr. Harding: They must be licensed.

Mr. Dryburgh: It would also affect the Reunion carts that go out there at 10 miles-per-hour (mph), blocking off traffic. That's actually not a bad idea.

Ms. Carpenter: Exactly. That seems to be the most clear way, which is you can either ask the Sheriff politely and tell him about the problems and see if you can get someone to come out at certain times of the day or certain holiday weekends when there is a lot of use. If they start to see the problem or if we can't get that, we can see if we can retain an off-duty Sheriff or someone from the Sheriff's Department for a couple of hours per week. That might get the message across more quickly than going through a process of designating it.

Mr. Dryburgh: Does it need to be a Sheriff? Can it be an off-duty highway patrolman and perhaps someone living in the community?

Ms. Carpenter: It has to be somebody that has jurisdiction. So, they would have to be working while they do it, under the authority of the Sheriff's Department.

Mr. Dryburgh: Okay.

Mr. Harding: Can our own security people tell people not to drive on the roads?

Ms. Carpenter: They can tell them not to, but they don't have any authority. So, I would be concerned that you are going beyond the scope of what they can legally do. They can certainly tell people, "We'll have to call the Sheriff." Probably the best thing for them to do is call the Sheriff. A dangerous situation is a bunch of kids driving down the road.

Mr. Goldstein: I think right now you have a situation where you have a bunch of members that have their own carts and want to do it legally. So, what they want from you is a decision, "What can we do to make it legal for them to drive their carts on the roads," or do we have to get all of them licensed? That is the question. We need to come back with an answer. We've been screwing around with this for a couple of years now. So that is the answer that I think everybody is looking for. Do we have to license them or can we do something else?

Ms. Carpenter: The issue is you have to license them if they are going to be driven on the roads.

Mr. Flint: They have to be street legal.

Mr. Dryburgh: They are all street legal already. They just need to be licensed.

Mr. Harding: Yours are. The privately-owned ones are; however, there is no way that many of Reunion's carts are going to get licensed. So now you are going to have the problem of

they not being licensable. At the same time, some of those gators are too large to go across the bridges if they are on the sidewalk.

Mr. Goldstein: You are right.

Mr. Harding: I'm just wondering whether we should have the HOA or even put out a notice to property owners saying, "Unless your cart is legally equipped and licensed, you are not allowed to ride on our roads." Even to protect ourselves, shouldn't we go ahead with that, Jan?

Ms. Carpenter: Yes. I would think that's definitely something you want to start doing as quickly as you can.

Mr. Dryburgh: Shouldn't we also inform Reunion that the carts they are renting, are not licensable and shouldn't be used on highways?

Ms. Carpenter: That's correct. That might be something, George. What do you think about that coming from the District stating that these are CDD roads?

Mr. Flint: Good.

Ms. Carpenter: It's definitely time to do it now that we know what there is no leeway. I was hoping the County may have figured out a way to address this. Finally, the County Attorney took a look at the Statute and agreed completely with us that it's blatant the way it's worded. They don't have jurisdiction to do that unless we had a statutory change. The best way is to start enforcing to protect everybody.

Mr. Greenstein: Jan, I just want to be clear about one thing. So, what you are saying is that the roadway either has to be a County road or controlled by a municipality or township. What constitutes a governmental entity, when it comes to the roads since, apparently, a CDD roadway is not recognized as being equivalent to another governmental entity?

Ms. Carpenter: I don't have the Statute in front of me, but I can send you the provision. The way it's worded is the County decides on its roads or the city decides on its roads. I will send you the provision. It's pretty clear when you read it. That was the interpretation.

Mr. Harding: Mark, you might be opening up a big bale of worms there, if you are thinking there's a way to cut through this by having Reunion become the agency. You may have a whole lot of worms there.

Ms. Carpenter: We don't have the authority. Only cities and counties have the authority to do this under the Statute. The way the Statute is worded, it says that they can do it on County and city roads. The CDD doesn't have the authority to do it.

Mr. Harding: We can put out a notice from GMS through our HOA, telling everybody that these are CDD public roads and if they are going to allow carts, it has to be legal and licensed.

Mr. Dryburgh: The driver has to be licensed.

Mr. Harding: Can we do that?

Ms. Carpenter: Certainly, it's really a reminder of what the law is. This is the law if you are driving on CDD public roads, the carts have to comply.

Mr. Harding: Let's do that. Let's make that the next action item relative to this item.

Ms. Carpenter: Sure.

Mr. Greenstein: Jan, I'm not second guessing anybody. I'm just educating them.

Ms. Carpenter: That's fine.

Mr. Greenstein: I would like to see the Statute. Again, I'm not categorizing anything as being problematic or what have you, but it's definitely going to have impact on operations the way the Resort operates. I'm not saying that's right or wrong.

Mr. Goldstein: It's going to need to be discussed with the Resort.

Mr. Greenstein: Yes. Before we do anything, I think we need to have a discussion with the Master Association and with Cathy specifically, about the progress of our legal research on this and where it has taken us to this point, before we put anything out.

Mr. Goldstein: I agree.

Mr. Dryburgh: Mark, it has to have it fairly soon. I agree with Steve, that this has dragged on forever and to continue dragging it on when you in fact know what the legal requirements are. All we are doing is trying to assuage their concerns and give them a little more time.

Mr. Goldstein: First of all, you are going to have to give everybody a reasonable amount of time to get their carts licensed by the County because the County is really having an issue with that, apparently right now. So, we need to check into that. I know for a fact if this is something that we are going to do, you have at least 30 or 40 private carts that need to be re-done, which means that we are going to need someone to come out here for the licensing. I've looked into some of that. It can be arranged, so I don't think we should jump the gun, because you are going to start a major issue here, once you start this. The business committee is not going to be happy. The Resort is not going to be happy and a lot of owners aren't going to be happy. So, I think we need to really think it through and figure out how can we do this, so everybody is happy about it and move forward. I agree that we have to move forward and do something, for sure.

Mr. Harding: In the meantime...

Ms. Carpenter: I would like to just jump in, Don. I think you are going to say it, but in the meantime as the owner of the roads, we have the obligation to make sure that folks are properly licensed and operating correctly.

Mr. Goldstein: We haven't done anything for 10 years.

Mr. Dryburgh: Once you are notified and you learn as a CDD Member, unless I'm mistaken, Jan, once you learn of the fact, you are obligated to act on that fact. Before this, you could always say, "Hey I'm too stupid, I didn't know." Now, you have no question. You know about it.

Mr. Goldstein: We all think we still don't know.

Mr. Harding: We need to notify people. If they have an accident, they know what they are up against, if in fact something happens. If they want to ride on the roads and take their chances, that's up to them, but at least we warned them and told them, "This is what the law is. You can't ride those carts on our roads."

Mr. Dryburgh: You can't ride them without there being a licensed driver.

Mr. Harding: Exactly.

Mr. Dryburgh: Reunion seems to feel it is perfectly fine to let some 14-year-old drive your cart around. They do nothing to enforce it.

Mr. Harding: You can cross roads, drive in the alleys, but you can't drive on the main streets.

Mr. Greenstein: I think this is what some of us are saying. September 10<sup>th</sup> is when we received from Jan, our legal counsel, the latest and greatest opinion relative to our ability to handle this issue. All I'm saying as Chair, and I think Steve may have mentioned it, but before we put anything out, we inform the entities that can be most greatly impacted. I'm not shirking responsibility and I'm not recommending that we not do this. All I'm saying is that we need to read the entities that are most affected. Let me throw out one other question. Jan, are the roads in The Villages, County roads? All of the streets in The Villages are entity roads?

Ms. Carpenter: Those are over 55 communities. There is a different statutory provision for over 55 communities for golf carts.

Mr. Greenstein: I was just figuring out how they conform with the rule.

Ms. Carpenter: That's how.

Mr. Greenstein: Okay. I think we know what we need to do. We appreciate your legal wisdom.

Ms. Carpenter: We tried to figure out a bunch of different ways and could not come up with anything different. We ran it past the County Attorney to see if he had any other ideas. Pretty much, we were rejected and agree with their analysis.

Mr. Harding: I don't think we need to get input from the Resort. The Resort and the entities here have been told. We have had meetings with them, telling them they shouldn't have their carts on the road. They tried to tell us that they have written documentation telling their people when they rent the carts not to drive on the roads and they are still driving on the roads. So, it's not like they don't know what the situation is as far as it being illegal for those carts to be on the road. Most of us all know what the situation is. I have a cart and know what the law is. I still think all we need to do is to get a notice out through GMS and through Artemis, telling them, "This is the law, you have to conform to this. That's it."

Ms. Hobbs: I agree with Don, simply because we are putting out a notice telling them, "We are now hiring a cop to come in and enforce this and we've given you no notice. You have to do it." We are just telling people what they should already know, and from that point on, we are obviously going to continue some discussion as to what if any steps we want to take to start enforcing it.

Mr. Greenstein: Again, I never used the word, "input." I said that we should alert them, let them know what we decided at today's meeting, because they are not listening in. I think we need to provide common courtesy.

Mr. Harding: You can have a conversation with Anthony.

Mr. Greenstein: With who?

Mr. Harding: Anthony. Tell him this is what we decided.

Mr. Greenstein: Don, all I'm saying is, the Resort is going to be affected and I think we need to give them a heads up, since they rent vehicles that are violators. Right? They don't see it the same way average property owners see it. That's all.

Mr. Dryburgh: Why don't we set a time frame?

Ms. Carpenter: Set a time frame.

Mr. Dryburgh: Is two weeks enough time to notify them and within two weeks we send it out?

Mr. Greenstein: I don't think it is anticipated to take two weeks. It's going to be a matter of days. So, if today is Thursday, in fact whatever we put together, the Master Association, since

they have to distribute it, will actually see it before anybody else does. They will get it. We just need to be courteous to them. That's all.

Mr. Dryburgh: Agreed.

Mr. Greenstein: That's all I'm asking for.

Mr. Dryburgh: Once you say that they are going to be affected, Jan, is there some caveat within the law that allows you to take vehicles that are being used for agricultural purposes such as the lawn mowing, carrying of brush and the things you see them driving down our road on in their little gators?

Ms. Carpenter: No. The City doesn't have authority to give anybody exceptions on the roads.

Mr. Dryburgh: No, no, no. Is there an exception within the roads that allows that to happen? Because some of these vehicles are just too wide to go anywhere else.

Mr. Harding: We were told once before. I think George told us.

Mr. Flint: It was Andrea.

Mr. Harding: That the landscaping people with their vehicles, they don't need to have licenses on their vehicles.

Ms. Carpenter: Yes, but there are some exceptions. Sometimes they have MOTs that allow them to do their work and be on the roads for a limited basis. Again, I don't want the CDD to be enforcing. They have to comply with laws. It is their job to make sure that they are compliant. I don't want us to say, "Hey, it's okay for them to be there, but if they are blocking it's dangerous."

Mr. Harding: Okay.

Ms. Carpenter: There are some exceptions and there are some ways that certain companies get approved, but we don't know which ones have gone through the process of getting approvals and which ones have not.

Mr. Harding: Laundry carts aren't going to fall into that category. I got it.

Ms. Carpenter: Sorry. I'm the grouchy one today, but it really is a safety issue. You just have to remind people that when they are driving carts on these roads, they shouldn't drive them on one of the major roads. That's what they are doing; driving on a public road that is very dangerous.

Mr. Harding: Okay. We can get the notice out in a couple of days and give the Resort a heads up.

Mr. Greenstein: That's all we are talking about.

Mr. Flint: That sounds good. Why don't we go to the Engineer's Report and then we will get back to the Action Items List?

**B. Engineer**

Mr. Flint: Steve, do you have anything?

Mr. Boyd: The only item I have to report is the erosion repair at Tradition Boulevard, just east of the I-4 overpass, has been completed. I inspected it. It looks good. I think we are good to go.

Mr. Flint: Are there any questions for Steve? Hearing none,

**C. District Manager's Report**

**i. Action Items Lists**

Mr. Flint: Jan was waiting to hear back regarding the irrigation turnover.

Ms. Carpenter: Yes. The last we talked, they agreed to proceed with working through an agreement. Way back in the past, there supposedly had been a form of agreement that was negotiated or begun to be negotiated. They were trying to see if they could find that. If we don't find it soon, we will get working on it. We don't have a resolution of major issues, but we at least want to get with management and hopefully we can work through the issues as we get there. So hopefully next month, we will have something to tell you on where we are going on it, but it does look like they want to resolve it cooperatively.

Mr. Flint: Item 2 is on hold. We are in the process of implementing Item 3. You approved several agreements to further that implementation. Item 4 is the playground shade structure, which is completed. Regarding Item 5, as Steve indicated, access to Reunion Village is on hold right now pending further development of that parcel. Steve provided some timelines of the design, but there is no work at this point. Item 6, the washout, has been repaired. Item 7, the amenity status during COVID-19 remains the same. There are no recommended changes at this point. Item 8, the extension of the Seven Eagles MSA was approved by the Board on a month-to-month basis. We are waiting to hear back from the Resort to further our discussion regarding a long-term modification to that agreement, but we had an agreement in place after the last meeting. We talked about Item 9, the golf cart community status. I will revise that to say, "Golf cart issue – draft letter to Resort."

Mr. Harding: One thing with that, George. I would explain in the letter that we approached the County relative to being a golf cart community, and we can't make it a golf cart community. People are going to ask, "Why don't you just make it a golf cart community." I think we ought to tell them that hasn't worked out.

Mr. Greenstein: Absolutely.

Mr. Harding: Okay.

Mr. Flint: The Board approved Item 10, the upgrade to the Terraces signposts. Where are we on implementation on that, Alan?

Mr. Scheerer: I don't know that it was approved. It was just something that we included in the budget. I think it was just being memorialized. So come October, I'm sure that we will get the okay to move forward and we will just go ahead and start doing the work. We are just letting everybody know that is in the budget. We can start working on it in a couple of weeks.

Mr. Flint: I stand corrected. It was placed in the budget and adopted, but the Board hasn't approved a proposal yet to actually implement it.

Mr. Dryburgh: Along with the Terraces, we are going to be looking at the security cameras. I don't see that as an action item. I don't know if that was an action item. I think we should add it.

Mr. Flint: We will add that. That should be on there. I think we have an update on that issue. John, I know that you and Tricia have been in communication with the Sheriff's Office. So, we will add that to the Action Items List.

Mr. Dryburgh: Okay.

Mr. Greenstein: At the last meeting, George, I wasn't trying to give it a governmental spin, or whatever euphemism, but the thing is, when it comes to security and safety issues, we wanted to look at things at a slightly higher level, move back from just the camera issue and talk about having the County come in. We should also have the Sheriff's Office come in and do the security review. So, we moved back and expanded it from beyond cameras to a larger scope review.

Mr. Flint: Right.

Ms. Carpenter: I'll update the Action Items List accordingly. I did change the Osceola County Sheriff's Department contact from Don Harding. Officer Witson has been very cooperative. He is coordinated to meet with Victor Vargas, onsite, at Reunion on September 16<sup>th</sup>, and he is going to do a comprehensive assessment of the security components that are in place at

Reunion and provide a report that makes recommendations for any considerations that the Board may want to implement in the future.

Mr. Harding: Good.

Ms. Carpenter: That report is one of the items that is a security item that would qualify for a Shade Meeting. So, if the Board Members would like, when that report is prepared, it won't be distributed as part of the public agenda. Instead, it would be shared with the Board Members at a Shade Meeting.

Mr. Flint: We would have to work with Jan on making sure she's comfortable with that interpretation and we properly notice it.

Mr. Harding: Okay.

Mr. Greenstein: That's good. Thank you.

Mr. Harding: One other thing that was not on the Action Item List has to do with access to our pools and making sure we had the gates and the locks. We still have the open item that Mark referred to a couple of times. You can easily reach over the fence and open the lock. We really don't have good security on keeping people from coming into those pools. If you forgot your card, all you have to do is reach over the fence and open the gate.

Mr. Dryburgh: What is the cost of having a similar lock put on the other side of the gate, so you have to use the same card that you went in with.

Mr. Harding: I think there's an issue with emergency staff of people getting out of the area quickly. So, I don't think you can put a lock from the inside, but you can possibly add some sort of extension to the fence itself or even to the gate itself to prevent anybody from reaching over and opening it from the outside.

Mr. Greenstein: Right.

Mr. Harding: That was what I talked to John Cruz about a number of times. They are looking at different things. We shouldn't forget about it. That's for sure.

Mr. Dryburgh: I agree.

Mr. Greenstein: It's such a basic thing. It's pathetic. I've seen Alan at Seven Eagles. They seemed to have installed a shelf.

Mr. Scheerer: John Cruz should speak to that. They had those shelves placed on all of the pool gates as part of their effort to minimize people reaching over the gates. Some of them have already been re-reported to security to have them re-installed.

Mr. Dryburgh: Yes, because it just held on with five or six screws. It doesn't take that much strength to rip it off. It just bends it.

Mr. Greenstein: If it's cantilevered, unless there are angle irons holding it in tight. I'm not responsible for shopping for security products, but I would think a metal box that goes over the locks that protrudes out six to eight inches, is appropriate, so you would not be able to reach over and get your hand into the gate to open up the lock. Like you said, we went through the expense of issuing the cards and everything and yet people can just walk right in and that's silly. Here I am, asking for a technology review, and it's like someone can't point me to the band aids.

Mr. Dryburgh: You have to replace the gate with a much taller gate. I have seen, Mark, when I have driven past, where some young man is laying on top of the gate with almost half of his body on the other side unhooking it.

Mr. Greenstein: Someone else is holding it. Let's add, replacing the gate on the Action Item List.

Mr. Dryburgh: I don't know if you can add on to it because it will snap it off. It has to be one piece of solid metal going up there.

Mr. Greenstein: Hopefully this is the last time we discuss it and figure out a way that we can get those gates secured.

Mr. Flint: We have other communities that have backup shields. Alan, Randall Park is an example.

Mr. Scheerer: Correct. Randall Park, Baytree and Melbourne. There is also another option. I know the gates and the security system went in pretty quickly. There would be a keycard going in and a remote push button going out to where you can't reach over the fence. The lever handle you would just remove.

Mr. Flint: The quick lever will be when you step back from the gate so you can reach it.

Mr. Scheerer: Correct.

Mr. Greenstein: I'm always concerned about people getting locked in or a kid getting in there and can't figure out how to get out. I don't know.

Mr. Cruz: Mark, if I may. We've been working with Heritage on a solution to the problem. We want to make sure that the solution we come up with, is something that is going to be effective that solves the problem, but also looks good as well. We've been back and forth on making sure whatever solution we come up with, is going to look good, is not going to look tacky and finally solves the problem. We are very close to a solution.

Mr. Harding: Okay.

Mr. Greenstein: That sounds good. Thank you, John.

Mr. Flint: So, we will add, "Security Review," as a new number 11.

**ii. Approval of Check Register**

Mr. Flint: You have the August Check Register for the General Fund, R&M and payroll totaling \$163,732.95. Were there any questions on the Check Register? Hearing none,

On MOTION by Mr. Greenstein seconded by Mr. Dryburgh with all in favor the Check Register for the month of August was approved as presented.

**iii. Balance Sheet and Income Statement**

Mr. Flint: You have the unaudited financial statements through July 31<sup>st</sup>. No action is required by the Board, but if you have any questions, we can discuss those.

**iv. Status of Direct Bill Assessments**

Mr. Flint: All direct bills are up to date. That's all I had under my report.

**ELEVENTH ORDER OF BUSINESS**

**Other Business**

Mr. Flint: Is there any other business that the Board would like to discuss that was not on the agenda?

Mr. Greenstein: This is a West side issue, but it impacts us all. The only thing that I wanted to make sure people were aware of is the Sinclair Road Gate. I mentioned at the West meeting, this Labor Day weekend was the first time you had heavy traffic flow in a while coming through that Sinclair Road Gate. Of course, we had the cheaters working that right lane, the resident only lane, and then trying to cut back into the visitor's lane, blocking legitimate residents from moving forward. I spoke with Anthony and Security about using pylons to separate the lanes, right from the point where they split. They will see if they get in the right lane, they are going to have to run over pylons to get back. It's like putting a lock on a door. It won't stop a burglar, but it keeps honest people honest. So, I'm hoping that people will not try to beat the system by taking that right lane. I think they will put a security person out there from 4:00 p.m. to 6:00 p.m. to monitor it and we'll go from there.

Mr. Harding: Did you mention earlier in the West meeting, that you already have signs up on the right side?

Mr. Greenstein: Yes.

Mr. Harding: So, they are already up then.

Mr. Greenstein: We put up a very nice official sign that warns people that it may be another 50 feet to the split.

Mr. Harding: Okay.

Mr. Greenstein: You have signage on the ground and signage in the air.

Mr. Dryburgh: People are just ignoring it.

Mr. Greenstein: People are trying to beat the gate.

Mr. Dryburgh: They are just ignoring it. I was stuck in traffic about 15 minutes while three different cars had done exactly what Mark was mentioning. They blew down there, knowing they are not going to get through, put their blinkers on and block off traffic for the residents, hoping against hope that the gate would be open so they could just buzz through.

Mr. Greenstein: We are going to let Security try this approach and see where it goes. I'm not recommending that we put in the pylons that actually get nailed into the ground or anything.

Mr. Dryburgh: I'm for putting nails in the tarmac to pop up.

Mr. Greenstein: Yeah, yeah, yeah. I just want to let people know that we are aware that there is some activity now with the Sinclair Road Gate.

Mr. Harding: I have to complement Security. They were out there one time when I came in. They are making people turn around and go back out.

Ms. Hobbs: Quick question. Does the actual entrance gate for the residents, have to be where it is or can it be moved further down Sinclair Road?

Mr. Greenstein: That would be like an I-4, Exit 58 flyover.

Ms. Hobbs: We probably don't own the land, but I just thought I would ask the question.

Mr. Greenstein: I even thought about how we can safely use the outgoing lane as an incoming lane during rush hour periods, but now we are getting into safety issues and traffic control.

Ms. Hobbs: We can have a resident only lane by moving the gate down to the beginning of the resident's only lane. You don't have non-residents entering.

Mr. Greenstein: It would almost be like a temporary pre-inspection.

Mr. Dryburgh: Actually, that's brilliant when you think about it. So, it's like you are almost having two gates; one gate they have to enter and one gate for residents.

Mr. Greenstein: What would stop them from going into the resident's gate?

Mr. Dryburgh: They would have to have a keycard.

Mr. Greenstein: It would just cause traffic. We have to try to keep people in the proper lane. So, we will give this a try and go from there.

Mr. Goldstein: Mark's right. I agree.

Mr. Greenstein: Just go one step at a time. That's it for me.

Mr. Goldstein: Let's move on.

**TWELFTH ORDER OF BUSINESS**

**Supervisor's Request**

Mr. Flint: Are there any Supervisor's requests? Hearing none, does anyone have anything else? Hearing none.

**THIRTEENTH ORDER OF BUSINESS**

**Next Meeting Date**

The next meeting is on October 8<sup>th</sup>.

**FOURTEENTH ORDER OF BUSINESS**

**Adjournment**

Mr. Flint: If there is nothing further, we need a motion to adjourn.

On MOTION by Mr. Greenstein seconded by Mr. Goldstein with all in favor the meeting was adjourned.



Secretary/Assistant Secretary



Chairman/~~Vice Chairman~~