

Manatee County Government Administrative Building
1112 Manatee Avenue West, First Floor Chambers
April 14, 2016 - 9:00 a.m.

April 14, 2016 - Planning Commission Meeting
Agenda Item #9

Subject

PDR-04-39(G)(R2) - The Concession Golf Club Helistop - DTS20150075 - MEPS222 - Quasi-Judicial -
Stephanie Moreland

Briefings

Briefing Provided Upon Request

Contact and/or Presenter Information

RECOMMENDED in Open Session by
Manatee County Planning Commission
April 14, 2016

Presenter:

Stephanie Moreland, Principal Planner, 941-748-4501 ext. 3880

Contact:

Bobbi Roy, Planning Coordinator, 941-748-4501 ext. 6878

Action Requested

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the Public hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and the Manatee County Land Development Code, as conditioned herein, I move to recommend ADOPTION of Manatee County Zoning Ordinance No. PDR-04-39(G)(R2); and APPROVAL of the General Development Plan with Stipulations 1-30; GRANTING Special Approval for a project partially in the Evers Reservoir Watershed Protection Overlay District and Special Treatment Overlay Districts; GRANTING Specific Approval for an alternative to Land Development Code Chapter 10, Table 10-2, Note #13 (Parking Ratio), as recommended by staff.

Enabling/Regulating Authority

Manatee County Land Development Code

Manatee County Comprehensive Plan

Background Discussion

Manatee County Government Administrative Building
1112 Manatee Avenue West, First Floor Chambers
April 14, 2016 - 9:00 a.m.

- Mr. John Foley, from Lombardo, Foley and Kolarik, Inc., Agent for The Concession Golf Club, LLC, requests approval of a Revised General Plan to: a) designate Tract 801 (owned by The Concession) as recreation; and b) allow a private helistop as an accessory use to serve the golf course use and delete Stipulation #30 which prohibits a helipad use.
- History:
 - On October 24, 2000, a General Development Plan for 255 lots for single-family residences, a clubhouse, 19-hole golf course and 3,000 square feet for commercial use(s) was approved by the Board of County Commissioners (BOCC) for The Concession (f.k.a. Panther Ridge Westside). Subsequent to this approval, there were several revisions to the General Development Plan prior to its expiration.
 - On December 4, 2004, the BOCC approved PDR-04-39(Z)(G) [f.k.a PDR-00-10(G)(R2)] to allow an 18-hole golf course, clubhouse, and maintenance facility, and the previously approved 255 lots (136-1/2 acre & 119 one-acre sized lots) for residential units. Stipulation #31 stated: "No helipad is allowed within this project unless approved by the Board of County Commissioners at a public hearing."
 - On February 5, 2009, the BOCC approved a revised General Development Plan [PDR-04-39(G)(R)] to add 16 multi-family units (38 platted lots were combined into 19 lots in Block A, Phase II) near the golf course area and revise certain stipulations. According to the applicant the 16 multi-family units were never constructed. The prohibition of the helipad was carried forward as Stipulation #30.
- The Concession Golf and Country Club has a total of 1,280.7± acres on the south side of S.R 70, east of Lorraine Road and west of Panther Ridge Subdivision. The site is in the Ag/R/WP-E/ST (Agricultural/Rural/Evers Reservoir Protection Watershed /Special Treatment Overlay Districts) Future Land Use Category (FLUC). Low Intensity Recreational Facilities and Rural Recreational Facilities are listed in the range of potential uses for consideration in Ag/R.
- The Manatee County Comprehensive Plan, Policy 2.2.2.2.4, requires Special Approval for a project in the WO Future Land Use Overlay District. The Land Development Code refers to these areas as Evers Reservoir Watershed Protection (WP-E) and Special Treatment (ST) Overlay Districts.
- Except for a small part of the site (in the northwest corner-adjacent to SR 70) zoned PDC (Planned Development Commercial), most of the site is zoned PDR (Planned Development Residential).
- Planned development is the process necessary to achieve Special Approval. PDR zoning provides greater flexibility for the project when establishing appropriate buffers and setbacks to help mitigate potential adverse impacts on the surrounding residential and agricultural neighborhoods.
- The site's eastern boundary is adjacent to property zoned A (General Agriculture) and PDA (Planned Development Agriculture). PDMU (Planned Development Mixed Use) and A zoning districts abut the western boundaries of the site. To the northwest, across S.R. 70, is zoned A (Pomello Park Subdivision and Waterbury Grapefruit Tracts) and PDR (Lakewood National Golf and Country Club and Bridgewater East).
- Manatee County Land Development Code defines 'accessory use' as "a use or structure which meets all of the following:
 - A. Is clearly incidental to, customarily found in association with, and serves a principal use.
 - B. Is subordinate in purpose, area, or extent, to the principal use served;
 - C. Is located on the same lot as the principal use, or on an adjoining lot in the same ownership and district as that of the principal use; and

D. Is not the principal use.”

- According to the definition contained in the Manatee County Land Development Code a “Helistop” shall mean “any designated landing area, but without auxiliary facilities such as parking, waiting room, fueling and maintenance equipment.”
- Manatee County Land Development Code, Chapter 4 (Schedule of Uses for PD Districts), identifies a ‘Helistop’ as a permitted use in the PDR zoning district; and LDC Chapter 531.24.A states: “Helistops shall not be located directly adjacent to any residential zoning or uses, except in the A (General Agriculture) districts for private residential uses only.”
- The General Development Plan indicates the private helistop will be approximately 994 feet from the east property line and 2,230 feet from the west property line of The Concession Golf and Country Club. On-site residential structures are 3,550 feet south of the helistop site. The nearest residential use off-site is approximately 1,450 feet away to the east and 2,600 feet from S.R. 70.
- The applicant’s narrative (Project Description) indicates the helistop would have occasional use by a member of the Concession Golf Club, approximately two (2) landings per month and landings would be limited to daylight hours.
- Comprehensive Plan Policy 2.1.2.17 requires review of proposed development for compatibility and appropriate timing. This analysis shall include: Consideration of existing development patterns; types of land uses; transition between land uses; density and intensity of land uses; natural features; approved development in the area; availability of adequate roadways; and adequate centralized water and sewer facilities.
- Staff has the following concerns relative to noise, compatibility and appropriate timing:
 - Future and existing residents residing in areas surrounding the Concessions Golf and Country Club may be subject to potential noise and vibration(s) from helicopter landings and take-off.
 - To address potential noise concerns, the applicant submitted a summary of a site visit and acoustical evaluation (performed by Keane Acoustics, Inc.) for the proposed helistop. The conclusion of the summary states; “Due to the infrequent nature of the helicopter events and the likely compliance with the Manatee Noise Code, the potential noise impact of the use of the proposed helistop is negligible.”
 - Golf courses are considered ‘Low-Intensity Recreational Uses’. Manatee County Comprehensive Plan defines Low-Intensity Recreational Use, as “any commercial or noncommercial recreation use which, by nature of either the customary operation of the use, or the manner in which such uses customarily utilize a site, does not have adverse impacts on adjacent or nearby residential uses, or on natural resources. Such uses may be further defined and, if appropriate, be listed in any land development regulations developed pursuant to §163.3202, F.S., and shall specifically include golf courses.”
 - Staff has concerns with the timing of the request. Though the site is outside the Future Development Area Boundary (FDAB) along SR 70, there is a considerable amount of residential units approved west and northwest of the site [e.g. Lakewood National Golf and Country Club and Bridgewater East (1,999 units) and Del Webb Subdivisions (1,300 units), a total of 3,299 residential units]. There are existing residences east of the site. The flight path is not identified or approved at this time. The impacts to these areas are undetermined.
- To mitigate the above concerns, Manatee County Comprehensive Plan, Policy 2.6.1.1 lists mitigative techniques such as limits on duration/operation of the use, and noise attenuation. The applicant indicates

approximately two daylight landings per month, averaging 24 daylight landings per year

- The overall 1,280.7 acre site is in Zone A and X, Panel No 1208103185E (3/17/2014). The proposed private helistop site is not in the 100-year floodplain.
- According to the applicant's project description, "access to and from the private helistop can be by golf cart, from the clubhouse parking lot."
- There are no wetlands within the "project area". The proposed location for the private helistop will have no impact on an existing conservation easement which is approximately ten (10) feet away.
- In summary, the Land Development Code has limited regulations relative to the use of a private helistop/helipad and its operation. Subsequent to local approval, the FAA regulates the landing area to meet general requirements for safe and efficient use of air space. The Manatee County Comprehensive Plan does not list any type of aviation use or privately-operated airports in the range of potential uses for consideration but allows the golf course as low intensity recreation in the Ag/R FLUC. The proposed private helistop will serve as an accessory use to the golf course and is subject to the criteria listed in LDC Chapter 5 (Standards For Accessory and Specific Uses and Structures).
- Staff recommends approval with stipulations.

County Attorney Review

Other (Requires explanation in field below)

Explanation of Other

Sarah Schenk reviewed and responded by email on March 4, 2016.

Reviewing Attorney

Schenk

Instructions to Board Records

N/A

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

Attachment: [Maps - Future Land Use, Zoning and Aerial - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) - 20150075 - MEPS222.pdf](#)

Attachment: [Staff Report - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) 20150075 - MEPS222 - 4-14-16 PC.pdf](#)

Attachment: [Special and Sepcific Approval Letters - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) - 20150075 - MEPS222.pdf](#)

Attachment: [Affidavit of Publishing - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) - 20150075 -](#)

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[MEPS222 - Bradenton Herald Line - 4-14-16 PC.pdf](#)

Attachment: [Affidavit of Publishing - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) - 20150075 -](#)

[MEPS222 - Sarasota Herald Tribune Line - 4-14-16 PC.pdf](#)

Attachment: [General Development Plan - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\).pdf](#)

Attachment: [Public Comments - Concession Golf Club Helistop - PDR-04-39\(G\)\(R2\) - 20150075 -](#)

[MEPS222.pdf](#)

MEMORANDUM



To: Nicole Knapp, Planning Section Manager
From: Bobbi Roy, Planning Coordinator
Date: **April 13, 2016**
Subject: Agenda Update for the April 14, 2016 Planning Commission

THIS MEMO AND THE CHANGES INDICATED BELOW ARE REFLECTED IN THE ELECTRONIC AGENDA (E-AGENDA)

3. Ordinance 16-25 – Gateway North DRI21 (aka: Artisan Lakes) – Quasi-Judicial – Rossina Leider and 4. PDMU-91-01(G)(R6) – Gateway North (aka: Artisan Lakes) – DTS20140043 – Quasi-Judicial – Rossina Leider – Revised Stipulation A.12 in both Ordinances as shown in strikethrough/underline format below:

A.(12). The Artisan Lakes DRI development traffic will generate traffic equal to 5% or more of the capacity of the regionally significant transportation facilities listed in Table 3, Transportation Improvements, and will trigger the need for the listed improvements. In accordance with Section 163.3180(5)(h)(1), Florida Statutes, and as necessary to mitigate such Project* impacts, ~~at buildout design for Phase I,~~ the Developer* shall construct each required Improvement prior to Project development approvals generating trips equal to or greater than the corresponding Project Trip Threshold or shall pay for ~~the construction of or~~ construct a proportionate share project of another facility at an equal or greater cost pursuant to a Local Development Agreement deemed sufficient to accomplish one or more mobility improvements, that benefit a regionally significant transportation facility. This shall fully satisfy the transportation concurrency requirements of the Comprehensive Plan and the requirements for mitigation of the Project* transportation impacts. Except for Developer* construction of required improvements of payment for or construction of a proportional share project as set forth herein, the Developer* shall not be held responsible for the additional cost of reducing or eliminating deficiencies. The construction or payment pursuant to this Section A.12. shall be eligible for impact fees pursuant to Section 1106 of the Manatee County Land Development Code.

9. PDR-04-39(G)(R2) – The Concession Golf Club Helistop – DTS20150075 – MEPS222 – Quasi-Judicial – Stephanie Moreland – Remove Specific Approval Request Letter dated March 6, 2015 from agenda package (it is not a required Specific Approval) and additional public comment letters see attached.

cc: Planning Commissioners – 7
Clarke Davis, Transportation Planning Manager
Tom Gerstenberger, Stormwater Engineering Division Manager
Joel Christian, Environmental Review Manager
Sarah Schenk, Assistant County Attorney
William Clague, Deputy County Attorney
Nicole Knapp, Planning Section Manager
Kathleen Davis, Environmental Planner
Branden Roe, Planner
Margaret Tusing, Principal Planner
Rossina Leider, Planner
Stephanie Moreland, Principal Planner
Bobbi Roy, Planning Coordinator
Board Records
Counter Copy

Building and Development Services
Public Hearings
1112 Manatee Avenue West, 4th Floor
Phone number: (941)-748-4501

Bobbi Roy

From: Stephanie Moreland
Sent: Wednesday, April 13, 2016 7:22 AM
To: John Foley
Cc: Bobbi Roy; Sarah Schenk; Nicole Knapp; Robin Meyer
Subject: FW: Proposed Helistop at the Concession

Fyi, public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: Claudia Holmes [mailto:claudia421h@gmail.com]
Sent: Tuesday, April 12, 2016 10:17 PM
To: Stephanie Moreland
Subject: Proposed Helistop at the Concession

Dear Ms. Moreland,

My name is Claudia Holmes and I have been a resident of the Preserve at Panther Ridge for almost 11 years. My husband, Garrett Cantrell, and I moved here from Dunedin in Pinellas County in 2005 because we valued the peace and tranquility that we would find here in Panther Ridge.

So it was with great dismay that I read about your recommendation to approve the request from the Concession to build a helistop next to the clubhouse. This helistop would benefit one individual while adversely affecting the lives and property values of hundreds of existing and future residents. And although the application states that the individual would expect to use the helistop approximately twice a month, there is nothing in the proposal that would prohibit more than two flights per month, which would then disrupt our lives even more.

I urge you to reconsider and reject the request for the helistop at the Concession.

Sincerely,

Claudia Holmes

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, April 12, 2016 9:55 AM
To: John Foley
Cc: Bobbi Roy; Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: helistop

Fyi, public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: Maureen Mealey [mailto:mmealey1@me.com]
Sent: Tuesday, April 12, 2016 9:46 AM
To: Stephanie Moreland
Subject: helistop

Good Morning. I am contacting you concerning the potential helistop proposal for The Concession. We recently moved to Panther Ridge from St. Petersburg, we loved the quiet and natural feel of the area. The tranquility and atmosphere of the area is second to none. We frequently bike and walk the entire complex between Foxwood and the Preserves. It is a perfect area to take our children and grandchildren to visit horses and nature.

We are now faced with the potential of losing this lovely area of solitude and quiet to the activity of helicopters. To the best of my knowledge a helistop is neither common or natural in the golf course community. Certainly if someone wishes to fly into the area, the airports are not far away.

Please prevent this from occurring in our beautiful community. This will have a great impact of the values of not only our area but the surrounding ones as well. We appreciate your support.

Sincerely,
Maureen and Malcolm Brown

4-7-16

RECEIVED

APR 11 2016

Board of County Commissioners
Manatee County

TO WHOM IT MAY CONCERN:

As a resident of Panther Ridge I
would like to go on Record as a "NO" vote/opinion
in the Planning Commission to consider in
disapproving the request for a HELIPAD in
our Community.

PLEASE ASK YOURSELF Would you want
a helicopter landing & or flying around
your neighborhood. Would you want the
EXCESSIVE noise a helicopter makes.
Would you be concerned if your child was
riding a startled horse while riding
on one of the trails. Would you
want your Pets upset with the noise
a low flying/circling a helicopter would
MAKE. <sup>we will be out of town on both
hearing dates.</sup>

Thank you for listening.
Thomas & Rashelle CIRIGLIANO
22804 Night Heron Way
Bradenton FL 34202



Bobbi Roy

From: Randy Bartlein <randy@flcentral.com>
Sent: Monday, April 11, 2016 12:35 PM
To: Bobbi Roy
Cc: Marianne Lopata; Clarke Davis; Joel Christian; John Barnott; Nelson Galeano; Nicole Knapp; Robin Meyer; Sage Kamiya; Tom Gerstenberger
Subject: Re: Helistop (public comment)

Bobbi,

Thank you for your response. It's interesting that they want a helistop to serve their golf course, but they don't want it (and the noise) near their lovely golf course!

Randy Bartlein
Suncoast Benefits & Analytics
941-812-6102
randy@suncoast-benefits.com

On Apr 11, 2016, at 11:46 AM, Bobbi Roy <bobbi.roy@mymanatee.org> wrote:

Mr. Bartlein,

Re: PDR-04-39(G)(R2) – The Concession Golf Club, LLC/The Concession Golf Club Helistop

Thank you for writing to express your concerns regarding this project. Since your remarks concern an upcoming land use item, your comments are being shared with Commissioners as well as staff from Building and Development Services Department.

This project is currently scheduled for public hearing before the Planning Commission (April 14) and the Board of County Commissioners (May 5). The Commissioners will be able to discuss this project publicly at that time.

You are welcome to attend the public hearings to voice your concerns and opinions. On behalf of the Commissioners and staff, thank you for your interest and participation.

<image003.png>

Thank You,
Bobbi Roy
Planning Coordinator
Manatee County Government
1112 Manatee Avenue West, 4th Floor
Bradenton, FL 34205
941-748-4501 ext. 6878
bobbi.roy@mymanatee.org

From: Stephanie Moreland
Sent: Monday, April 11, 2016 7:27 AM
To: Bobbi Roy

Cc: Nicole Knapp; Robin Meyer; Sarah Schenk

Subject: FW: Helistop

Fyi, public comment!

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Randy Bartlein [<mailto:randy@flcentral.com>]

Sent: Sunday, April 10, 2016 5:02 PM

To: Stephanie Moreland; Vanessa Baugh

Subject: Helistop

Greetings,

I am writing regarding the Concession's request for a helistop on 197th St. I live in Panther Ridge and there are many horse trails in Foxwood. As I understand it, there was absolutely NO mention of an equestrian community or horse owners and riders, directly adjacent to the landing or fly over area. I am requesting that the Planning Commission and County Commission to oppose this. At the very least, we need to have stipulations that Foxwood as well as other Panther Ridge areas are NO FLY zones.

I'm sure this is an oversight and Manatee County will do the right thing.

Sincerely,

Randy Bartlein
22465 Panther Loop
Bradenton, FL 34202
H 941-322-6361
C 941-812-6102

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 11, 2016 7:28 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Helistop

[Fyi, public comment!](#)

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Joy Hyde [mailto:lynette474@msn.com]
Sent: Sunday, April 10, 2016 7:17 PM
To: Stephanie Moreland; Vanessa Baugh; ddrillmann@icloud.com; csimonbray@verizon.net; Jim Flynn
Subject: Helistop

The purpose of this email is to express my strong objections and share the reasons it is unacceptable to locate the helistop near Panther Ridge.

Panther Ridger is an equestrian community located in the most beautiful area of Manatee County. There are 15 miles of treasured, beautiful, serene, equestrian trails.

The residents are passionately devoted to caring for the health and safety of their horses.

Horses are preyed upon animals and therefore, naturally skittish. Helicopters would have the same effect on horses as a wild predator. The helicopters would terrorize and traumatize the horses inflicting unusual stress. The stress would negatively affect the physical and mental health of the horses.

The danger the helistop presents the horses, transfers to a financial burden for the horse owners.

The helistop would render the equestrian trails unsafe for horseback riding.

The helistop would simply destroy the very essence of Panther Ridge.

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 11, 2016 7:27 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Helistop

[Fyi, public comment!](#)

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Randy Bartlein [<mailto:randy@flcentral.com>]
Sent: Sunday, April 10, 2016 5:02 PM
To: Stephanie Moreland; Vanessa Baugh
Subject: Helistop

Greetings,

I am writing regarding the Concession's request for a helistop on 197th St. I live in Panther Ridge and there are many horse trails in Foxwood. As I understand it, there was absolutely NO mention of an equestrian community or horse owners and riders, directly adjacent to the landing or fly over area. I am requesting that the Planning Commission and County Commission to oppose this. At the very least, we need to have stipulations that Foxwood as well as other Panther Ridge areas are NO FLY zones.

I'm sure this is an oversight and Manatee County will do the right thing.

Sincerely,

Randy Bartlein
22465 Panther Loop
Bradenton, FL 34202
H 941-322-6361
C 941-812-6102

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 11, 2016 7:26 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW:

Fyi, public comment!

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: James Schenck [mailto:coins2006@yahoo.com]
Sent: Sunday, April 10, 2016 3:39 PM
To: Stephanie Moreland
Subject:

Stephanie

Just to let you know I am a resident of Panther Ridge Preserve and we were told that the Concessions Community wasn't to put a helistop in our neighborhood.

I am 100% against.

Regards

James Schneck

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 11, 2016 7:25 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Question regarding The Concesion's helistop proposal

Fyi, public comment!

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Justin Norwood [mailto:justin.o.norwood@gmail.com]
Sent: Saturday, April 09, 2016 5:24 PM
To: Stephanie Moreland
Cc: Vanessa Baugh
Subject: Question regarding The Concesion's helistop proposal

Stephanie,
I have a question for you regarding The Concession's helistop proposal.

In PDR-04-39(G)(R2), the planning staff recommends the helistop's approval on the basis that it is an "accessory use" per the Manatee County Land Development Code (MCLDC). The MCLDC requires an "accessory" to meet the following criteria (among many others):
That the accessory "is clearly incidental to, **customarily found in association with**, and serves a principal use."

Can you please tell me why the staff found The Concession's helistop proposal to be "**customarily** found in association with" a residential golf course community? The definition of "customarily" means: *usually*, traditionally, *normally*, as a rule, generally, ordinarily, commonly. As such, I would have expected that the MCLDC's threshold would require helistops to be associated with golf course residential communities **>50%** of the time.

I ask because I have conducted an analysis that cross references the 1,250+ golf courses in florida with all of the FAA registered helistops/helipads in Florida, and I found that the intersection of the two to occur in **LESS THAN 1%** of the cases -- a number *far short* of what I would consider the MCDLC's threshold for "**customarily** found in association with" to imply.

As such, I would like to know the staff's thinking behind saying that PDR-04-39(G)(R2) conforms to the MCLDC.

Please advise.
-Justin Norwood

Bobbi Roy

From: Marianne Lopata
Sent: Tuesday, April 12, 2016 11:08 AM
To: 'lawrence reich'
Cc: Bobbi Roy; Debbie Bassett; Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh
Subject: RE: heliospot

RE: PDR-04-39(G)(R2) – The Concession Golf Club LLC/The Concession Golf Club Helistop

Thank you for writing to Commissioner Baugh to express your concerns regarding this project. Since your remarks concern an upcoming land use item, your comments are being shared with the other commissioners as well as staff from Building and Development Services and the County Attorney's Office for review.

This project is scheduled to be presented during a public hearing before the Planning Commission (April 14), then the Board of County Commissioners (May 5), at which time the commissioners will be able to discuss this project publicly.

You are welcome to attend the public hearings to voice your concerns and opinions. On behalf of Chairman Baugh and the other Commissioners, thank you for your interest and participation.

Marianne Lopata

Executive Administrative Assistant
Board of County Commissioners
Phone: (941) 745-3707; Fax: (941) 745-3790
E-mail: marianne.lopata@mymanatee.org



From: lawrence reich [mailto:lakeminerva@gmail.com]
Sent: Friday, April 08, 2016 3:14 PM
To: Vanessa Baugh
Subject: heliospot

I oppose the heliospot near Panther Ridge. The spoiled affluent can access a local airport easily Lawrence Reich

Bobbi Roy

From: Stephanie Moreland
Sent: Friday, April 08, 2016 10:37 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer
Subject: FW: Proposed HELISTOP The Concessions

Fyi,

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: Christina Goldberg, Esq [mailto:cgoldberg@barakgoldberg.com]
Sent: Friday, April 08, 2016 10:20 AM
To: Stephanie Moreland; Vanessa Baugh
Subject: Proposed HELISTOP The Concessions

Mms. Moreland and Baugh,

My name is Christina Goldberg. I am a resident, along with my husband and young son, of Panther Ridge in Manatee County. It has come to our attention that the Concessions is attempting to have a helipad installed directly adjacent to Foxwood. I cannot think of a more blatant travesty to our beautiful communities.

We chose to purchase a home in Panther Ridge for MANY reasons, among them that it is one of the FEW areas that still maintains large plots of quiet land, away from the hustle and bustle of Sarasota/Lakewood Ranch/Bradenton. We can look up and see the beautiful stars at night; there are horses and cows everywhere, horse trails right through our backyards where our young kids play safely.

The take off and landing of helicopters anywhere near our beautiful neighborhoods will be disruptive and dangerous to our horses, and to our children. My son plays on the nature trail every single day and every single day passes groups of horses being ridden and exercised. A low flying helicopter over our community will put not only the horse riders in danger, but my son, and the other children as well when the horse panics as a result of the noise.

I believe in hard work and having nice things...and being able to provide for one's family. But I also believe in our rights not to be disrupted by a nuisance in the air above our homes. The installation of a completely unnecessary helipad next to our homes is nothing other than a disgusting display of wealth and gluttony. What purpose will this serve at all? It is apparently only for those Concession residents who are too wealthy, busy or special to drive to an airfield like the rest of us do. I've seen the "generous" offer that should Panther Ridge and Foxwood residents wish to use this helipad for "emergency purposes," we may. I am here to advise you that if there is an emergency situation requiring helicopter transport, my back yard is large enough for a landing, as are the backyards of every single resident of Panther Ridge. It is a ridiculous, nonsensical, and offensive "peace offering."

The detrimental impact of this proposed helipad FAR OUTWEIGHS any potential benefit to Concessions residents. As County planner and Commissioner, I believe it is YOUR DUTY to shut this down immediately.

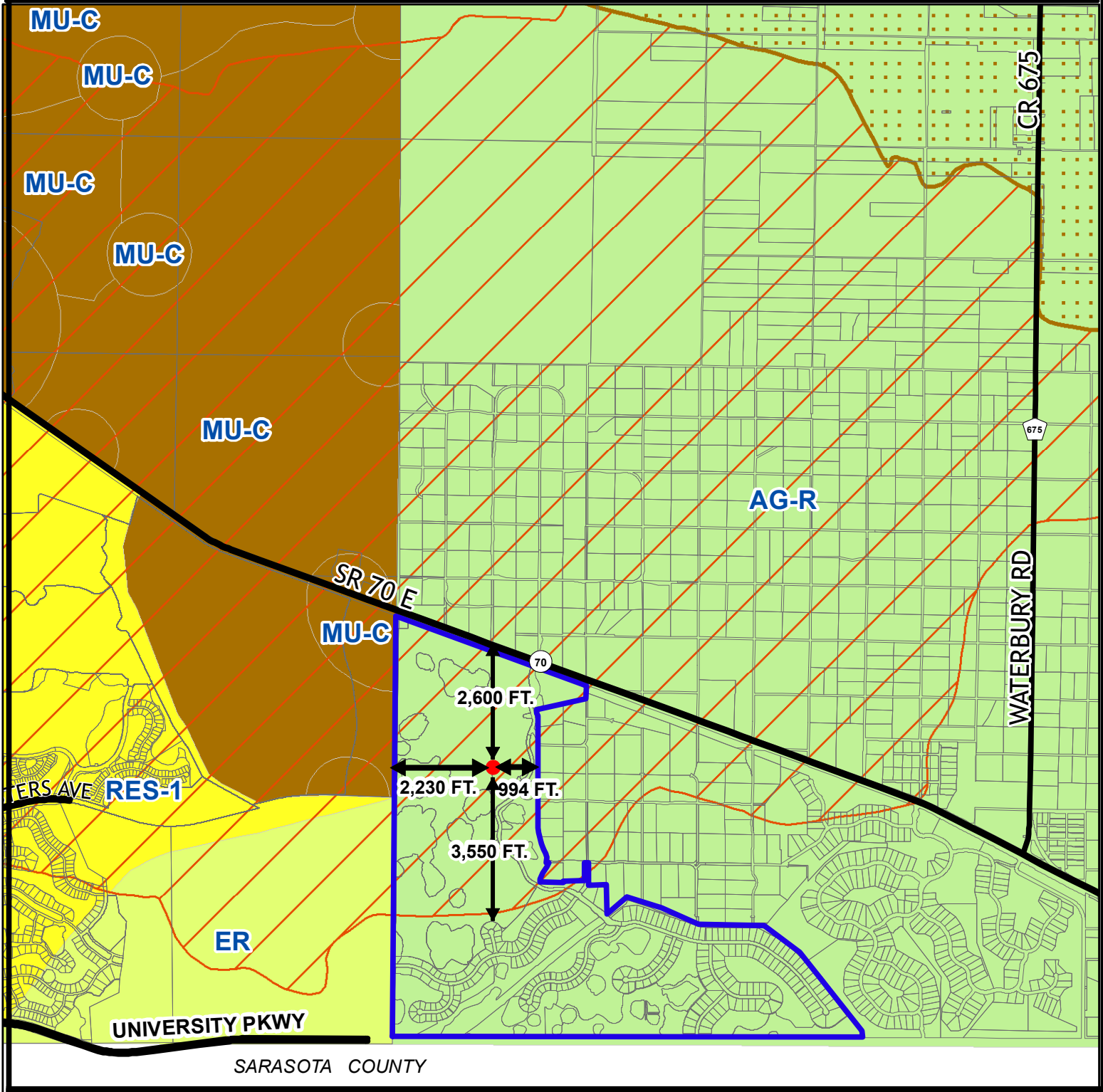
I am happy to further discuss this matter should you wish and will be planning to attend the upcoming meetings.

Thank you for your time -

Christina Goldberg, Panther Ridge resident and business owner
941-932-0766

Christina A. Goldberg, Esq.
Barak & Goldberg, P.A.
Sent from my iPad

FUTURE LAND USE



Parcel ID #(s) Multiple

Project Name: The Concession Golf Club Helistop
 Project #: PDR-04-39(G)(R2)
 DTS#: 20150075
 Proposed Use:

S/T/R: Sec 30,31 Twn 35 Rng 20
 Acreage: 1280.7
 Existing Zoning: PD-C,PD-R
 Existing FLU: AG-R
 Overlays: ST
 Special Areas: Greenway

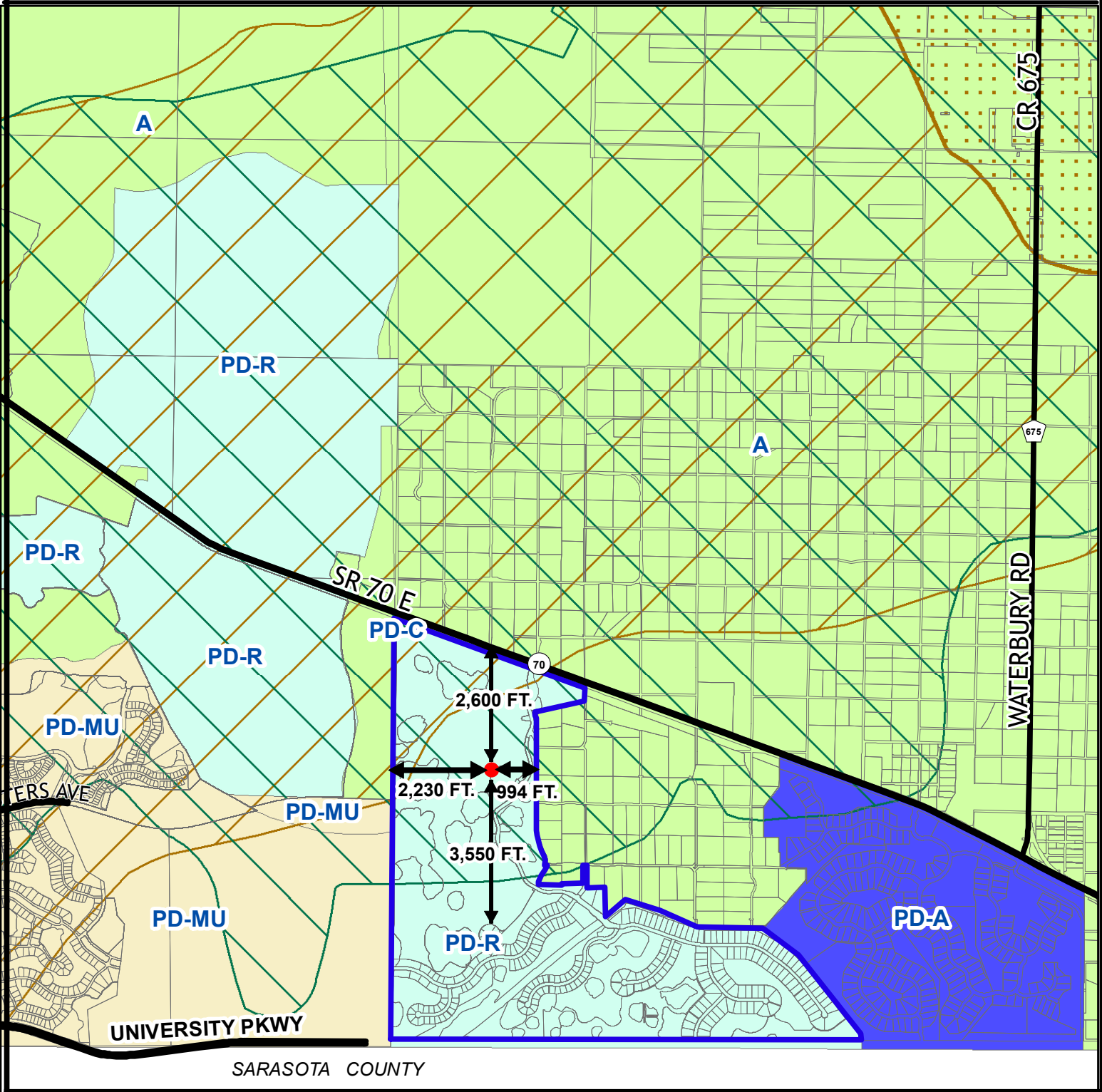
CHH: NONE
 Watershed: WPE
 Drainage Basin: COW PEN SLOUGH,BRADEN RIVER AB WARD L
 Commissioner: Vanessa Baugh

 Evers Watershed (WPE)

Manatee County
 Staff Report Map

Map Prepared 3/31/2015
 1 inch = 3,274 feet

ZONING



Parcel ID #(s) Multiple

Project Name: The Concession Golf Club Helistop
 Project #: PDR-04-39(G)(R2)
 DTS#: 20150075
 Proposed Use:

S/T/R: Sec 30,31 Twn 35 Rng 20
 Acreage: 1280.7
 Existing Zoning: PD-C,PD-R
 Existing FLU: AG-R
 Overlays: ST
 Special Areas: Greenway

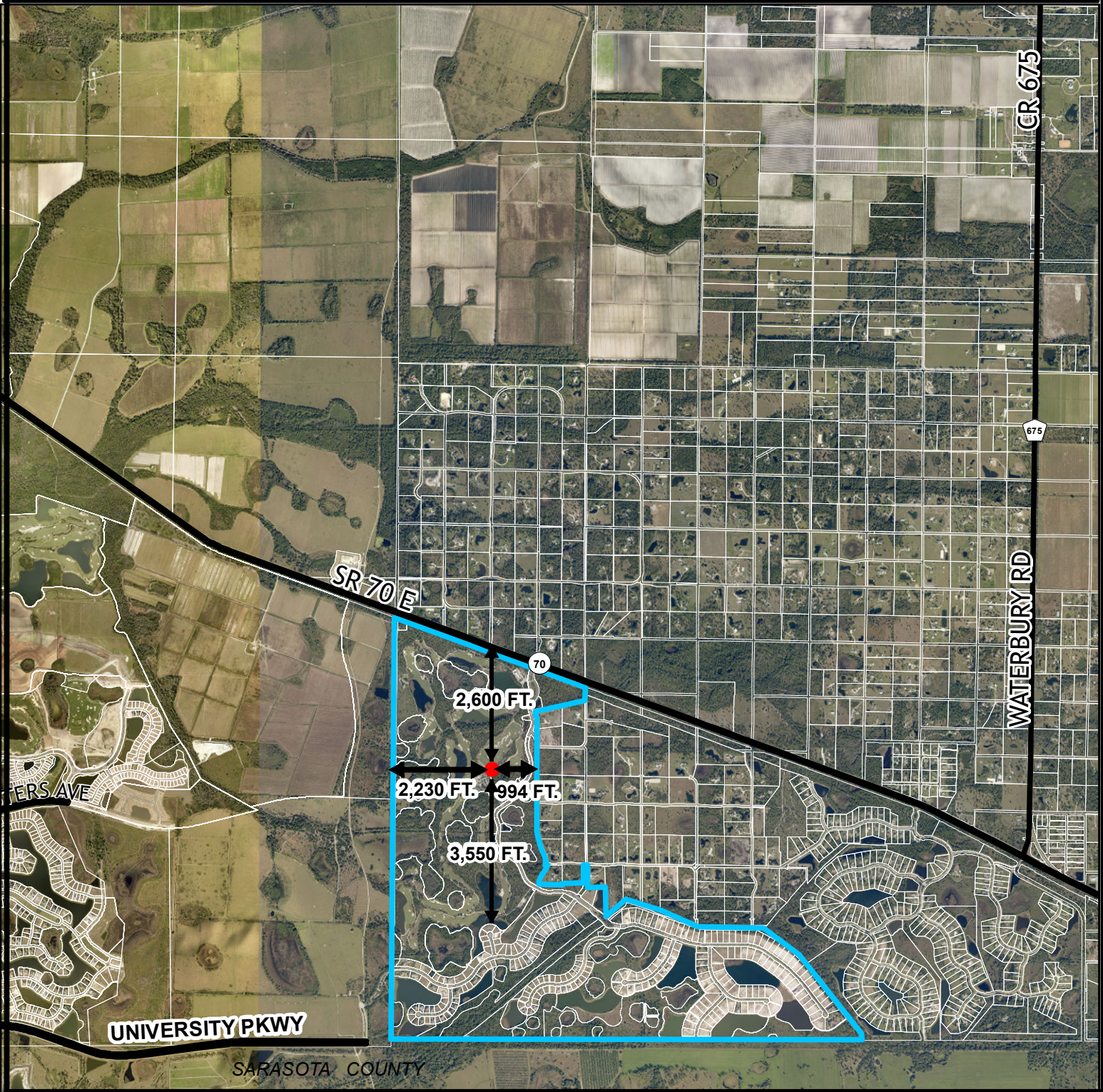
CHH: NONE
 Watershed: WPE
 Drainage Basin: COW PEN SLOUGH,BRADEN RIVER AB WARD L
 Commissioner: Vanessa Baugh

Evers Watershed (WPE)
 Special Treatment

Manatee County
 Staff Report Map

Map Prepared 3/31/2015
 1 inch = 3,274 feet

AERIAL



Parcel ID #(s) Multiple

Project Name: The Concession Golf Club Helistop
Project #: PDR-04-39(G)(R2)
DTS#: 20150075
Proposed Use:

S/T/R: Sec 30,31 Twn 35 Rng 20
Acreage: 1280.7
Existing Zoning: PD-C,PD-R
Existing FLU: AG-R
Overlays: ST
Special Areas: Greenway

CHH: NONE
Watershed: WPE
Drainage Basin: COW PEN SLOUGH, BRADEN RIVER AB WARD L
Commissioner: Vanessa Baugh

Manatee County
Staff Report Map

Map Prepared 3/31/2015
1 inch = 3,274 feet

2,600 FT.

2,230 FT.

994 FT.

3,550 FT.

SR 70 E

LINDRICK LN

GANTON AVE

BEACON PARK PL

NEWLANE PL

BROADSTONE CT

PARKSTONE TER

SARASOTA COUNTY

Project Name: The Concession Golf Club Helistop
Project #: PDR-04-39(G)(R2)
DTS#: 20150075
Proposed Use:

CHH: NONE
Watershed: WPE
Drainage Basin: COW PEN SLOUGH, BRADEN RIVER AB WARD L
Commissioner: Vanessa Baugh

Map Prepared 3/31/2015
1 inch = 1,495 feet

P.C. 4/14/2016

PDR-04-39(G)(R2) – THE CONCESSION GOLF CLUB HELISTOP
DTS# 20150075 MEPS #222

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a revised Zoning Ordinance and General Development Plan to: a) designate Tract 801 (owned by The Concessions) as recreation; and b) allow a private helistop as an accessory use to serve the golf course, and delete stipulation #30 which prohibits a helipad at the golf course property (506.35± acres). The private helistop is approximately 100 feet northeast of the existing clubhouse in the PDR/WP-E/ST (Planned Development Residential/Evers Reservoir Watershed Protection/Special Treatment) zoning district. The Concession Golf Club is on the south side of S.R 70, east of Lorraine Road and west of Panther Ridge Subdivision, which is commonly known as 7700 Lindrick Lane, Bradenton (Manatee County); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

P.C.: 4/14/2016

BOCC: 5/5/2016

RECOMMENDED MOTION:

Based upon the staff report, evidence presented, comments made at the Public hearing, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and the Manatee County Land Development Code, as conditioned herein, I move to recommend ADOPTION of Manatee County Zoning Ordinance No. PDR-04-39(G)(R2); and APPROVAL of the General Development Plan with Stipulations 1-30; GRANTING Special Approval for a project partially in the Evers Reservoir Watershed Protection Overlay District and Special Treatment Overlay Districts; GRANTING Specific Approval for an alternative to Land Development Code Chapter 10, Table 10-2, Note #13 (Parking Ratio), as recommended by staff.

PROJECT SUMMARY	
Case #:	PDR-04-39(G)(R2), dts#20150075, MEPS#222
PROJECT NAME:	The Concession Golf Club - Helistop
APPLICANT(S):	The Concession Golf Club, LLC
EXISTING ZONING:	PDR (Planned Development Residential), PDR/WP-E/ST (Planned Development Residential/Evers Reservoir Watershed Protection/Special Treatment)
PROPOSED USE(S):	<ul style="list-style-type: none"> a) Designate Tract 801(owned by The Concessions) as recreation; b) Private Helistop as an accessory use to golf course
CASE MANAGER:	Stephanie Moreland
STAFF RECOMMENDATION:	Approval with stipulations
DETAILED DISCUSSION	
<p>The Concession Golf and Country Club has a total of 1,280.7± acres on the south side of S.R 70, east of Lorraine Road and west of Panther Ridge Subdivision.</p> <p>The site is in the Ag/R/WP-E/ST (Agricultural/Rural/Evers Reservoir Protection Watershed /Special Treatment Overlay Districts) Future Land Use Category (FLUC). Low Intensity Recreational Facilities and Rural Recreational Facilities are listed in the range of potential uses for consideration in Ag/R.</p> <p>The Manatee County Comprehensive Plan, Policy 2.2.2.2.4, requires Special Approval for a project in the WO Future Land Use Overlay District. The Land Development Code refers to these areas as Evers Reservoir Watershed Protection (WP-E) and Special Treatment (ST) Overlay Districts.</p> <p>Planned development is the process necessary to achieve Special Approval. PDR zoning provides greater flexibility for the project when establishing appropriate buffers and setbacks to help mitigate potential adverse impacts on the surrounding residential and agricultural neighborhoods.</p> <p>Except for a small part of the site (in the northwest corner-adjacent to SR 70) zoned PDC (Planned Development Commercial), most of the site is zoned PDR (Planned Development Residential). The site's eastern boundary is adjacent to property zoned A (General Agriculture) and PDA (Planned Development Agriculture). PDMU (Planned Development Mixed Use) and A zoning districts abut the western boundaries of the site. To the northwest, across S.R. 70, is zoned A (Pomello Park Subdivision and Waterbury Grapefruit Tracts) and PDR (Lakewood National Golf and Country Club and Bridgewater East).</p> <p><u>History:</u></p> <p>On October 24, 2000, a General Development Plan for 255 lots for single-family residences, a clubhouse, 19-hole golf course and 3,000 square feet for commercial use(s) was approved by the Board of County Commissioners (BOCC) for The Concession (f.k.a. Panther Ridge Westside). Subsequent to this approval, there were several revisions to the General Development Plan prior to its expiration.</p> <p>On December 4, 2004, the BOCC approved PDR-04-39(Z)(G) [f.k.a PDR-00-10(G)(R2)] to allow an 18-hole golf course, clubhouse, and maintenance facility, and the previously approved 255 lots (136-1/2 acre & 119 one-acre sized lots) for residential units. At that time, stipulation #31 stated: "No helipad is allowed within this project unless approved by the Board of County Commissioners at a public hearing."</p>	

On February 5, 2009, the BOCC approved a revised General Development Plan [PDR-04-39(G)(R)] to add 16 multi-family units (38 platted lots were combined into 19 lots in Block A, Phase II) near the golf course area and revise certain stipulations. According to the applicant the 16 multi-family units were never constructed. At that time, the prohibition of the helipad was carried forward as stipulation #30.

Request:

The applicant's request includes the following two revisions to the existing General Development Plan:

- a) Designate Tract 801 of the Concession's property as recreation;

The designated 2.49± acre site is on the east side of Lindrick Lane near residential lots in the southern part of the Concession site. Staff supports the designation of Tract 801 for recreation and has no concerns relative to this request.

- b) Allow a private helistop as an accessory use to serve the golf course and delete stipulation #30 which prohibits a helipad use.

Manatee County Land Development Code defines 'accessory use' as "a use or structure which meets all of the following:

- A. Is clearly incidental to, customarily found in association with, and serves a principal use.
- B. Is subordinate in purpose, area, or extent, to the principal use served;
- C. Is located on the same lot as the principal use, or on an adjoining lot in the same ownership and district as that of the principal use; and
- D. Is not the principal use."

According to the definition contained in the Manatee County Land Development Code a "Helistop" shall mean "any designated landing area, but without auxiliary facilities such as parking, waiting room, fueling and maintenance equipment."

Manatee County Land Development Code, Chapter 4 (Schedule of Uses for PD Districts), identifies a 'Helistop' as a permitted use in the PDR zoning district; and LDC Chapter 531.24.A states: "Helistops shall not be located directly adjacent to any residential zoning or uses, except in the A (General Agriculture) districts for private residential uses only."

The General Development Plan indicates the private helistop will be approximately 994 feet from the east property line and 2,230 feet from the west property line of The Concession Golf and Country Club. On-site residential structures are 3,550 feet south of the private helistop site. The nearest residential use off-site is approximately 1,450 feet away to the east and 2,600 feet from S.R. 70.

The applicant's narrative (Project Description) indicates the private helistop would have occasional use by a member of the Concession Golf Club, approximately two (2) landings per month and landings would be limited to daylight hours.

Comprehensive Plan Policy 2.1.2.17 requires review of proposed development for compatibility and appropriate timing. This analysis shall include: Consideration of existing development patterns; types of land uses; transition between land uses; density and intensity of land uses; natural features; approved development in the area; availability of adequate roadways; and adequate centralized water and sewer facilities.

Staff has the following concerns relative to noise, compatibility and appropriate timing:

- Future and existing residents residing in areas surrounding the Concessions Golf and Country Club may be subject to potential noise and vibration(s) from helicopter landings and take-off.

To address potential noise concerns, the applicant submitted a summary of a site visit and acoustical evaluation (performed by Keane Acoustics, Inc.) for the proposed private helistop. The conclusion of the summary states; "Due to the infrequent nature of the helicopter events and the likely compliance with the Manatee Noise Code, the potential noise impact of the use of the proposed helistop is negligible."

- Golf courses are considered 'Low-Intensity Recreational Uses'. Manatee County Comprehensive Plan defines Low-Intensity Recreational Use, as "any commercial or noncommercial recreation use which, by nature of either the customary operation of the use, or the manner in which such uses customarily utilize

a site, does not have adverse impacts on adjacent or nearby residential uses, or on natural resources. Such uses may be further defined and, if appropriate, be listed in any land development regulations developed pursuant to §163.3202, F.S., and shall specifically include golf courses.”

- Staff has concerns with the timing of the request. Though the site is outside the Future Development Area Boundary (FDAB) along SR 70, there is a considerable amount of residential units approved west and northwest of the site [e.g. Lakewood National Golf and Country Club and Bridgewater East (1,999 units) and Del Webb Subdivisions (1,300 units), a total of 3,299 residential units]. There are existing residences east of the site. The flight path is not identified or approved at this time, therefore the impacts, to these areas are undetermined.

To mitigate the above concerns, Manatee County Comprehensive Plan, Policy 2.6.1.1 lists mitigative techniques such as limits on duration/operation of the use, and noise attenuation. The applicant indicates approximately two daylight landings per month, averaging 24 daylight landings per year.

The overall 1,280.7 acre site is in Zone A and X, Panel No 1208103185E (3/17/2014). The proposed private helistop site is not in the 100-year floodplain.

According to the applicant's project description, “access to and from the private helistop can be by golf cart, from the clubhouse parking lot.”

There are no wetlands within the “project area”. The proposed location for the private helistop will have no impact on an existing conservation easement which is approximately ten (10) feet away.

In summary, the Land Development Code has limited regulations relative to the use of a private helistop/helipad and its operation. Subsequent to local approval, the FAA regulates the landing area to meet general requirements for safe and efficient use of air space. The Manatee County Comprehensive Plan does not list any type of aviation use or privately-operated airports in the range of potential uses for consideration but allows the golf course as low intensity recreation in the Ag/R FLUC. The proposed private helistop will serve as an accessory use to the golf course and is subject to the criteria listed in LDC Chapter 5 (Standards For Accessory and Specific Uses and Structures).

Staff recommends approval with stipulations.

SITE CHARACTERISTICS AND SURROUNDING AREA

GENERAL LOCATION:	South side of S.R. 70 east of Lorraine Rd & west of Panther Ridge Subdivision, at 7700 Lindrick Lane, Bradenton
SIZE:	1280.7± acres 1,217.90± acres in PDR
EXISTING USE(S):	255 dwelling units, 18-hole golf course and clubhouse
FUTURE LAND USE CATEGORY:	AG-R/WP-E/ST (Agricultural/Rural/Evers Reservoir Protection Watershed /Special Treatment Overlay Districts)
GROSS DENSITY:	.20 dwelling units per acre
SPECIAL APPROVAL(S):	1. Project partially in the Evers Reservoir Watershed Protection and Special Treatment Overlay Districts
OVERLAY DISTRICTS:	1. Evers Reservoir Watershed Protection Overlay District 2. Special Treatment Overlay District

SURROUNDING USES & ZONING				
NORTH	Across S.R. 70 are single-family residences zoned A			
SOUTH	Vacant land in Sarasota County			
EAST	Single-family residences zoned A or PDA (Planned Development Agriculture)			
WEST	Vacant land zoned PDMU, part of University Lakes DRI			
WETLAND ACREAGE & IMPACTS				
<p><u>Wetlands:</u> There are no wetlands within the “project area.”</p> <p>The private helistop location is proposed near an existing conservation easement area and is being set back approximately 10' from the easement area. The location of proposed private helistop will have no impact on the conservation easement.</p> <p><u>Uplands:</u> There are no upland habitats in the location of the private helistop.</p> <p><u>Endangered Species:</u> The location of the private helistop is in an open area with no habitat for endangered species.</p> <p><u>Trees</u> There appear to be two possible trees to be removed to allow the helistop to be placed in the new location. If required, will be addressed at the Final Site Plan stage.</p> <p><u>Landscaping/Buffers:</u> There are no requirements for landscaping in association with this use under Section 704.36 of the LDC for private helistop uses.</p>				
NEARBY APPROVED DEVELOPMENT				
PROJECT	LOTS / UNITS	DENSITY (dwelling units per acre)	APPROVED	
Lakewood National Golf and Country Club and Bridgewater East	1,999	1.44	2015	
Del Webb @ Lakewood Ranch	1,300	2.02	2014	
Ritz Carlton	100	0.31	2010	
University Lakes	4,043	1.1	2010	
Northwest Sector DRI	4,422	2.9	2008	
Cypress Banks DRI	5,982	1.47	2007	
The Concessions Golf & Country Club	255	0.2	2000	
Pomello Park		0.2	1926	
Preserve At Panther Ridge	365	0.45	1999-2002	
NEGATIVE ASPECTS				
<ul style="list-style-type: none"> The applicant has indicated that the FAA process requires local approval of the land use prior to FAA application submittal. Therefore, operational details are not known at this time. The helistop's basic design including lighting, size of the landing area, markings, fence, approach and departure flight paths, safety area perimeter, and obstructions in the surrounding safety zones are regulated and defined by the FAA. 				

- LDC indicates no dimensional distance requirements from existing residential structures.
- Inappropriate timing.
- Existing residents may be negatively impacted by helicopter noise.
- Proposed use may be incompatible with the character of the surrounding area and existing residential uses.

MITIGATING MEASURES

- The applicant submitted an acoustics evaluation which indicates the noise from a helicopter is negligible.
- The private helistop site is approximately ½ mile south of S.R. 70 and the nearest residential use is approximately 1,450 feet away.

STAFF RECOMMENDED STIPULATIONS

Stipulations are shown in strike-thru and underline format.

1. Wetland buffers shall be provided from all post-development jurisdictional wetlands in accordance with Section ~~749.11.1~~ 706 of the Land Development Code (LDC), and shall be delineated on the Preliminary and Final Site Plans. The wetland buffer on both sides of Cow Pen slough, between University Parkway and the proposed boulevard roadway crossing, shall be a minimum width of 75 feet.
2. All proposed structures and improvements within the wetland buffers shall be designed to meet the requirements of Sections ~~749.11.1.2~~ 706.7 of the LDC. Additional details demonstrating compliance with this requirement shall be submitted to the Planning Department for review concurrently with the Preliminary and Final Site Plan.
3. Prior to Preliminary Site Plan approval, the developer shall contact the U.S. Fish and Wildlife Service regarding scrub habitat, and shall conduct additional Scrub Jay Studies if warranted. Additional Upland Preservation may be required as a result of the study. **Completed.**
4. An integrated Pest Management Plan (IPE) for the application of fertilizers, pesticides, and herbicides for the golf course and landscape common areas shall be submitted to the EMD for review and approval prior to Final Site Plan approval. Native xeriscape landscape materials shall be utilized in common areas except as approved by the EMD.
5. Prior to the Preliminary Site Plan approval, the entire site shall be evaluated for potential hazardous material locations (i.e. historical cattle dipping vats, underground/above-ground storage tanks, or buried drums), by a qualified environmental consultant. Should evidence of contamination be discovered, further investigation will be required to determine the level of contamination and appropriate remediation/mitigative measures. **Completed.**
6. If determined necessary by the Environmental Management Department, prior to Final Site Plan approval, a Wildlife Management Plan for gopher tortoises shall be approved by the U.S. Fish and Wildlife Service or the Florida Fish and Wildlife Conservation Commission and be submitted to the EMD for review. **Completed.**
7. All lot owners shall be encouraged to participate in the Florida Yards and Neighborhoods Program. Information shall be provided in the sales office and provided to all lot purchasers.
8. The Homeowner's Documents shall include a notice to inform homeowners of the presence of neighboring agricultural uses, which may possibly include pesticides and herbicides and may have odors and noises associated with such uses.
9. The Notice to Buyers shall be included in the Declaration of Covenants and Restrictions, and in the sales contract or a separate addendum to the sales contract, and in the Final Site Plan and shall include language informing prospective homeowners that an inter-neighborhood tie for this project shall connect to University Parkway, a future arterial to the south and Dam Road, a future collector to the west.

Prior to Final Plat approval for Phase 3, at least two signs shall be posted in the right-of-way south of

this phase informing lot owners that this area will be the future extension of University Parkway, a proposed arterial. These signs may be removed when all lots in Phase III are sold.

10. For dead end streets and cul-de-sacs that exceed 800 feet, additional hammerheads and eyebrows shall be provided as approved by the Fire District. The location and design shall be approved at time of Final Site Plan submittal.
11. A 50 foot wide upland landscape buffer shall be provided:
 - A. Along the western project boundary, northward 1,600 feet from University Parkway. The buffer may be provided on the project side of the existing wetland if necessary. **Completed.**
 - B. Along the southern project boundary of the site between Dam Road and Cow Pen Slough. **Completed.**

Prior to Final Plat approval for the lots adjacent to this buffer, trees shall be planted in the areas within the buffer void of existing trees. Tree coverage shall be at a rate of at least 40 trees (slash pines, oaks, or wax myrtles) per acre of buffer and shall be evenly spaced and randomly distributed throughout the buffer to achieve the look of a natural forest. Existing trees meeting the minimum size requirements may be applied to the tree count. If trees smaller than the minimum requirements listed in Section ~~715.4.B~~ 701.4 of the Land Development Code are planted, then the smaller trees shall be planted at least two years prior to the platting of the adjacent phase and shall be certified by a Florida Registered Landscape Architect for survivability prior to plat approval. The trees required pursuant to Section 603.7.4.5 shall comply with the standards of Section ~~715.4.B~~ 701.4.

12. Prior to the first residential Final Plat approval, 17 feet of right-of-way adjacent to the existing Dam Road, to achieve a 42 foot half right-of-way with the existing 25 feet of right-of-way shown on this site, shall be dedicated to the County. **Completed.**
13. The temporary sales office shall only be used to market lots and new construction in this development and comply with Section ~~705.4~~ 521.4 of the Land Development Code. Within 60 days of the sale of the final lot in the project, or if more than 6 months passes without any sales transactions, the temporary sales office shall be removed from the property.
14. Sidewalks shall be provided pursuant to Section ~~722.1.4~~ 1001.6.A of the LDC.
15. A 75-foot wide tree conservation easement, inclusive of the wetland buffer, shall be designated along the northern property boundary adjacent to the Cow Pen slough from Lots 1 to 41, inclusive, prior to Final Plat approval for these lots. The easement shall be acceptable to the county attorney's office. **Completed.**
16. Access to the commercial parcel and temporary sales office shall be as approved by Manatee County and the Florida Department of Transportation. If access to the commercial parcel is on Dam Road, then Dam Road shall be constructed to county standards from State Road 70 to the driveway access of the commercial parcel prior to the first C.O. for the commercial parcel.
17. The boundaries of the wetland buffers shall be marked with signs (up to 2 per lot) indicating that this is a wetland protection area. Such signage shall be approved by the Planning Department with Final Site Plan approval. There shall also be a Notice to Buyers indicating that these lots have a wetland and buffer area on them, with a reference to the recorded conservation easement.
18. A maximum of 136 lots may be between one-half and one acre in area. All other lots shall be at least one acre in area. In accordance with Section ~~902.4~~ 330.2 of the Land Development Code, adjoining individual platted lots may be combined to form a single lot for density calculations and one single-family residence. Upon Final Site Plan approval for the multi-family villas, the applicant may construct one multi-family villa per every two lots which have been combined pursuant to Section ~~902.4~~ 330.2 of the LDC, up to a maximum to 16 multi-family villas.
19. Prior to Final Subdivision Plat approval, the Developer shall delineate the open space areas which are to be conveyed to the Homeowner's Association after project build-out. Prior to Final Subdivision Plat approval, the Developer shall record a deed restriction, stating "The Developer and its successors in interest are prohibited from seeking approvals in the future to change the use of the post development watershed area, provided however, the post development watershed area may be utilized for open

space, stormwater management, golf course, or other recreational or conservation purposes". **Completed.**

20. Lots adjacent to Cow Pen Slough shall not be platted beyond the top of the bank. These lots shall also not be platted into wetlands or wetland buffers when adjacent to Cow Pen Slough. **Completed.**
21. The boulevard roadway from 207th Street East to the first cul-de-sac east of the Cow Pen Slough shall be designed as two roadway sections with a 22-foot wide median. **Completed.**
22. The minimum right-of-way width for all streets within the project shall be 84 feet.
23. The phasing boundaries shall be as shown on the General Development Plan.
24. A new General Development Plan approval shall be required for the commercial use.
25. The developer shall cooperate with Manatee County to accommodate any required SWFWMD wetland mitigation for wetland impacts within the University Parkway alignment in the southeast quadrant of the project adjacent to Phase III.
26. Removal of all exotic nuisance plant species from the golf course site shall be completed prior to the issuance of the first Certificate of Occupancy or Final Subdivision Plat approval for the golf course and related facilities. In accordance with Section ~~745.4~~ 701.4 of the LDC, existing plant communities designated to remain must be intact and undisturbed; noxious and exotic plants must be removed. **Completed.**
27. This golf course site shall be evaluated for the presence of listed species prior to Final Site Plan approval for the entire site. **Completed.**
28. No ground disturbing activities or vehicle travel shall occur within the drip line of the existing trees that will be preserved. Tree protection barriers shall consist of chain link fence or other material as approved by the Planning Department (minimum 5' height) and will be located at the tree drip line.
29. The developer shall require retention of all trees 4-inch d.b.h or greater as defined by the Land Development Code located within twenty-five (25) feet of the rear lot lines of platted lots; provided, however, that trees from such area may be relocated to another location on the lot or may be removed if replacement trees are planted in another location on the lot or equal total caliper to the total caliper of the trees removed. If trees are to be relocated on-site, the County shall be notified.
- ~~30. No helipad is allowed within this project unless approved by the Board of County Commissioners at a public hearing.~~

The following new stipulation is added to accommodate the private helistop use:

30. All applicable state or federal permits shall be obtained before commencement of the development of the private helistop.

REMAINING ISSUES OF CONCERN – NOT RESOLVED OR STIPULATED

None.

COMPLIANCE WITH LDC

Standard(s) Required	Design Proposal	Compliance		
		Y	N	
BUFFERS				
20' roadway buffers	30' & 50'	Y		Shown – No change with this request
15' perimeter buffers,	20'	Y		Shown – No change with this request

SIDEWALKS				
5' internal & exterior sidewalks /pedestrian system	5'	Y		Sidewalks proposed along one side of all internal roads. – No change with this request.
ROADS & RIGHTS-OF-WAY				
50' wide internal rights of way	50'	Y		Gated roads to be privately maintained – No change with this request.
24' wide paved roadways	24'	Y		Noted
ENVIRONMENTAL ISSUES				
Exotic species removal		Y		To be verified with FSP
Wetland buffer signs		Y		
25% or 320.18 ± acres Open Space required	77% or 951± acres provided	Y		
COMPLIANCE WITH THE LAND DEVELOPMENT CODE Factors for Reviewing Proposed Site Plans (Section 508.6)				

Physical Characteristics:

The site contains 1,280.7± acres. A small part of the site (1.34 acres) is zoned PDC/WP-E/ST, the remaining part is zoned PDR/WP-E/ST. The golf course site has 506.35± acres. The site is in Flood zone A and X (Panel 120810 365E). The private helistop is not in the 100-year floodplain.

Public Utilities, Facilities and Services:

The Concession site is served by a central sewer system and water distribution system via connection to existing Manatee County systems. According to the General Development Plan, all water and sewer lines on site will be privately maintained.

Compatibility:

The proposal to designate Tract 801 for recreation to serve with the existing residential uses appears to be compatible with surrounding land uses. Staff has the following compatibility concerns relative to the proposed private helistop:

- Future and existing residents residing in areas surrounding the Concessions Golf and Country Club may be subject to potential noise and vibration(s) from helicopter landings and take-off. The private helistop use may be incompatible with existing residential and agricultural uses (stables or equestrian centers) in the surrounding areas. Helistops are more commonly found in more urbanized areas which are more conducive to noise. Staff believes a residential district is less likely to be tolerant of occasional or constant helicopter traffic than a commercial district.

To address potential noise concerns, the applicant submitted a summary of a site visit and acoustical evaluation (performed by Keane Acoustics, Inc.) for the proposed helistop. The conclusion of the summary states; "Due to the infrequent nature of the helicopter events and the likely compliance with the Manatee Noise Code, the potential noise impact of the use of the proposed helistop is negligible."

- Golf courses are considered 'Low Intensity Recreational Uses'. Manatee County Comprehensive Plan defines Low Intensity Recreational Use, as "any commercial or noncommercial recreation use which by nature of either the customary operation of the use, or the manner in which such uses customarily utilize a site, does not have adverse impacts on adjacent or nearby residential uses, or on natural resources."

Transitions:

Staff has concerns with the timing of the request. Though the site is outside the Future Development Area Boundary (FDAB) along SR 70, there is a considerable amount of residential units approved west and northwest of the site [e.g. Lakewood National Golf and Country Club and Bridgewater East (1,999 units) and Del Webb Subdivisions (1,300 units), a total of 3,299 residential units]. There are existing residences east of the site. The flight path is not identified at this time, therefore, the impacts to these areas are undetermined.

Design Quality

The General Development Plan indicates the proposed private helistop area to be 100'x100' in size.

Yards and Setbacks:

The General Development Plan shows the private helistop area is 994 feet from the eastern property line and 2,230 feet from the western boundary of the site. Approved setbacks shown on the General Development Plan for the residential developments are as follows:

Use/Type	Front	Side	Rear
Phase I & II	35'	10'	25'
Phase III	50'	10'	25'
Phase IV	25'	15' distance between buildings	15'

Streets, Drives, Parking and Service Areas:

The site has frontage along S.R. 70. No change to the street system within the project is proposed with the request for the helistop. The applicant indicates access to and from the private helistop will be provided by golf carts. Access Internal roadways connect an existing entrance road which connects S.R. 70.

Pedestrian Systems:

No change to the pedestrian system with the request for the helistop. The General Development Plan indicates five foot wide sidewalks along one side of all internal roads.

Natural and Historic Features, Conservation and Preservation Areas:

There are no known historic or archaeological resources on the site. The project proposes a maximum of 77% (951± acres) open space, 25% (320.18± acres) is required.

Density:

No increase in density is proposed for the private helistop. The Concession is approved for 255 residential units and an 18-hole golf course. Density previously approved is 0.20 dwelling units per acre.

Height:

The maximum 35-foot height should not create any external impacts that would adversely affect the surrounding development.

Fences and Screening:

No new fences or additional screening is being added for the private helistop.

Signs:

Any new sign(s) will be reviewed with future building permits.

Trash and Utility Plant Screens:

Single-family residences are currently served by individual can pick up. The golf clubhouse is served by a dumpster. To avoid trash cans being blown away from the rotor wash, no trash service is proposed for the private helistop.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is in the AG-R (Agricultural- Rural) Future Land Use Categories. A list of Comprehensive Plan Policies applicable to this request is attached. This project was specifically reviewed for compliance with the following policies:

Policy 2.1.2.7. Appropriate Timing. The timing could possibly be inappropriate given development trends in the area. The surrounding area is characterized by residential uses; however, there is significant transition between residential land use and proposed helistop.

The Manatee Comprehensive Plan designates the site as Ag/R. The following policies are applicable for the Ag/R FLUC:

Policy 2.2.1.12.1 Intent: Areas within the Ag/R are intended to have a long term Agricultural or Rural Residential character, such areas are primarily located east of the “Future Development Area Boundary.”

Policy 2.2.1.12.2 Range of Potential Uses: Farms, ranches, agro-industrial uses, agricultural service establishments, agriculturally-compatible residential uses, farmworker housing, rural residential uses, neighborhood retail uses, mining, mining-related uses, low intensity recreational facilities, rural recreational facilities, public or semi-public uses, schools, and appropriate water-dependent uses.

Policy 2.6.1.1 Compatibility: PDR developments can be designed to permit development consistent with the growing residential trends in the area. In addition, PDR allows the Board to attach stipulations to ensure the project is compatible with the surrounding uses.

TRANSPORTATION

Major Transportation Facilities

The site is located south of S.R. 70, which is a designated four-lane arterial roadway with a planned right-of-width of 200 feet in the Comprehensive Plan’s Future Traffic Circulation Plan.

Transportation Concurrency

The applicant is seeking approval of a General Development Plan and has applied for a deferral of concurrency. This project is a helicopter landing pad and is not expected to generate additional traffic in the PM Peak-Hour.

Access

The site will utilize an existing access on S.R. 70.

CERTIFICATE OF LEVEL OF SERVICE (CLOS) COMPLIANCE

Transportation Concurrency

CLOS APPLIED FOR: No
TRAFFIC STUDY REQ'D: No

NEAREST THOROUGHFARE	LINK(S)	ADOPTED LOS	FUTURE LOS (W/PROJECT)
S.R. 70	3130	B	C

OTHER CONCURRENCY COMPONENTS

Solid waste landfill capacity, transportation and preliminary drainage intent will be reviewed at the time of application for concurrency. Potable water, and waste water will be reviewed at the time of Final Site Plan/Construction Drawings.

SPECIAL APPROVALS - ANALYSES, RECOMMENDATIONS, FINDINGS

Manatee Comprehensive Plan defines Special Approval as a development order review and approval process entailing, at a minimum, project review and approval by the Manatee County Board of County Commissioners; or the specific delegation of any specific review and approval process, or part thereof, to one or more County departments with option for appeal to the BOCC.

- 1) The Manatee County Comprehensive Plan requires Special Approval for a project in the WO Future Land Use Overlay District. The Land Development Code refers to these areas as Evers Reservoir Watershed Protection (WP-E) and Special Treatment (ST) Overlay Districts.

Planned development is the process necessary to achieve Special Approval. PDR zoning provides greater flexibility for the project when establishing appropriate buffers and setbacks to help mitigate potential adverse impacts on the surrounding residential and agricultural neighborhoods.

FINDING FOR SPECIAL APPROVAL FOR A PROJECT IN THE WO AND ST FUTURE LAND USE OVERLAY DISTRICTS.

The Board finds that the purpose of the Special Approval regulation is satisfied by the analysis provided

in the staff report and proposed design which indicates the proposed project will have no significant detrimental impacts on natural resources, adjacent land uses, or public facilities.

SPECIFIC APPROVALS-ANALYSES, RECOMMENDATIONS, FINDINGS

Section 402.4. of the Land Development Code (LDC) allows the Board of County Commissioners to make specific modifications to the general zoning and subdivision regulations, where the Board of County Commissioners makes a written finding that the public purpose of the regulations is satisfied to an equivalent or greater degree.

1. Request:

The applicant requests Specific Approval to deviate from the parking requirement in LDC Chapter 10, Table 10-2, Note #13, which requires “One (1) space per employee, plus one (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at any one time. An independent parking study shall be prepared to analyze the parking requirements. Said study shall be prepared by an engineer or architect, cost of which shall be borne by the applicant.

Staff Analysis and Recommendation:

The applicant has indicated that access to and from the private helistop can be by golf cart from the clubhouse parking lot. Given the private helistop will be within close proximity to the clubhouse, and will serve the golf course as an accessory use, staff do not oppose a deviation from the above parking requirement.

Finding for Specific Approval:

Notwithstanding the failure of this plan to comply with the requirements of LDC Chapter 10, Table 10-2, Note #13, the Board finds that the public purpose of the LDC regulations is satisfied to an equivalent degree by the proposed design because no parking is anticipated with the private helistop use.

The following listed Specific Approvals were granted with the previous approved Development Orders [PDR-04-39(Z)(G)] and [PDR-04-39 (G)(R)] and carried forward with this request.

1. Specific Approval of an alternative to LDC Section 712.2.8 (changed to LDC Section 1001.1.C) to allow an increase in the number of lots in the southeastern section of the project with one means of access from 115 to 122.
2. Specific Approval of an alternative to LDC Section 907.9.2.4 (changed to LDC Section 1001.4) to allow each travel way in the boulevard from 207th Street East to the cul-de-sac east of Cow Pen Slough to be 20 feet wide and still be considered as two means of access.
3. Specific Approval of an alternative to LDC Section 907.9.4 (changed to LDC Section 1001.4.D) to allow dead-end streets with lengths in excess of 800 feet.
4. Specific Approval of an alternative to LDC Section 907.9.4.2 (changed to LDC Section 1001.4.D) to allow a private dead end street with a length in excess of 800 feet.

ATTACHMENTS

1. Applicable Comprehensive Plan Policies
2. Maps – Future Land Use, Zoning and Aerials
3. Request for Special and Specific Approvals
4. Affidavit of Publishing
5. General Development Plan
6. Public Comments

APPLICABLE COMPREHENSIVE PLAN POLICIES

The project was specifically reviewed for compliance with the following policies:

- | | |
|-------------------|--|
| Policy: 2.1.1.2 | Designate on the Future Land Use Map land within existing developed areas at densities and intensities which are compatible with the existing development. |
| Policy: 2.1.2.3 | Permit the consideration of new residential and non-residential development with characteristics compatible with existing development, in areas which are internal to, or are contiguous expansions of existing development if compatible with future areas of development. |
| Policy: 2.1.2.4 | Limit urban sprawl through the consideration of new development and redevelopment, when deemed compatible with existing and future development, and redevelopment area planning efforts when applicable in areas which are internal to, or are contiguous expansions of the built environment. |
| Policy: 2.1.2.7 | <p>Review all proposed development for compatibility and appropriate timing. This analysis shall include:</p> <ul style="list-style-type: none"> - consideration of existing development patterns, - types of land uses, - transition between land uses, - density and intensity of land uses, - natural features, - approved development in the area, - availability of adequate roadways, - adequate centralized water and sewer facilities, - other necessary infrastructure and services. - limiting urban sprawl - applicable specific area plans - (See also policies under Objs. 2.6.1 - 2.6.3) |
| Policy: 2.2.1.8 | Ag/R: Establish the Agricultural/Rural future land use category as follows: |
| Policy: 2.2.1.8.1 | Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which have a long term Agricultural or Rural Residential character, such areas primarily located east of the "Future Development Area Boundary" (FDAB). Refer to the TSD, Land Use Element for location of the FDAB. |
| Policy: 2.2.1.8.2 | Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5, and Obj. 9.2.4): Farms, ranches, agro-industrial uses, agricultural service |

establishments, agriculturally-compatible residential uses, farmworker housing, rural residential uses, neighborhood retail uses, mining, mining-related uses, low intensity recreational facilities, rural recreational facilities, public or semi-public uses, schools, and appropriate water-dependent uses (see also Objectives 4.2.1, 2.10.3 and 2.10.4).

Policy: 2.2.1.8.3

Range of Potential Density/Intensity:

Maximum Gross Residential Density:
0.2 dwelling units per acre

Maximum Net Residential Density:
2 dwelling unit per acre
(except within WO and CHHA Overlay Districts pursuant to Policies 2.3.1.5, and 4.3.1.5)

Maximum Floor Area Ratio: 0.23

Maximum Square Footage for Neighborhood Retail
Uses: Small (30,000sf)

Policy: 2.2.1.8.4

Other Information:

- a) Mining-related uses, agro-industrial uses, and agricultural service establishments are exempt from the requirement for 0.23 maximum Floor Area Ratio, but may be limited in intensity by the application of other goals, objectives, or policies in this Comprehensive Plan or by other applicable development regulations.
- b) All mixed, multiple use and rural recreational use projects require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S.
- c) Where established in a manner consistent with applicable land development regulations, farmworker housing may exceed densities specified in Policy 2.2.1.8.3.

Policy: 2.6.1.1

Require all adjacent development that differs in use, intensity, height, and/or density to utilize land use techniques to mitigate potential incompatibilities. Such techniques shall include but not be limited to:

- use of undisturbed or undeveloped and landscaped buffers
- use of increased size and opacity of screening
- increased setbacks
- innovative site design (which may include planned development review)
- appropriate building design
- limits on duration/operation of uses
- noise attenuation techniques

	- limits on density and/or intensity [see policy 2.6.1.3]
Policy: 2.6.1.2	Require the use of planned unit development, in conjunction with the mitigation techniques described in policy 2.6.1.1, for projects where project size requires the submittal of a site development plan in conformance with the special approval process in order to achieve compatibility between these large projects and adjacent existing and future land uses.
Policy: 2.6.1.3	Require appropriate limits on net residential density to achieve compatibility between adjacent residential land uses. Limits on net density may reduce net density on a project, or part thereof, into less than the maximum net density associated with the future land use category or categories on the project site (see also policy 2.6.1.1).
Policy: 2.9.1.3	Provide vehicular access between neighborhoods, particularly (but not exclusively) when part of a planned unit development containing more than one neighborhood.
Policy: 2.9.1.4	Encourage the development of a variety of housing options and architectural styles within a community. (See also Obj. 6.1.1)
Policy: 2.9.1.5	Promote the development of pedestrian friendly designs.
Policy: 2.9.1.6	Promote the use of unifying design elements and features.
Policy: 2.9.1.7	Encourage the development of community spaces, including usable open space and public access to water features.
Policy: 2.9.1.8	Encourage the design of residential projects providing continuous green space connecting neighborhoods.
Policy: 2.9.1.9	Require where feasible, pedestrian and bicycle access to community spaces, schools, recreational facilities, adjacent neighborhoods, employment opportunities, professional and commercial uses. (See also Obj. 3.3.3)



LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors & Planners

ROBERT J. LOMBARDO, P.E.
JOHN R. FOLEY, P.E.
KENNETH C. KOLARIK, P.S.M.

JAN 26 2016

January 22, 2016

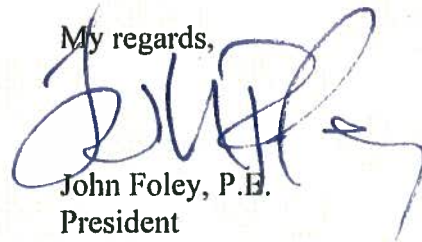
Ms. Stephanie Moreland
Manatee County Building and
Development Services Department
1112 Manatee Avenue West
Bradenton, FL 34206

**RE: The Concession Golf Club Helistop
PDR-04-39(G)(R2)
DTS #20150075**

Dear Stephanie:

Please accept this letter request for Special Approval for a project that will be partially in the Evers Reservoir Watershed and Special Treatment Overlay District.

My regards,



John Foley, P.E.
President

JRF:ja

ja/Letters/The Concession Golf Club Helistop.doc



LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors & Planners

ROBERT J. LOMBARDO, P.E.
JOHN R. FOLEY, P.E.
KENNETH C. KOLARIK, P.S.M.

January 27, 2016

Ms. Stephanie Moreland
Manatee County Building and
Development Services Department
1112 Manatee Avenue West, 4th Floor
Bradenton, FL 34206

**RE: The Concession Helistop
PDR-04-39(G)(R2)**

Dear Stephanie:

Please accept this letter as a request for Specific Approval to deviate from the parking requirements in Table 10-2 of the LDC. As you are aware, the helistop will be located at the Concession Club House where ample parking is available.

My regards,

A handwritten signature in black ink, appearing to read "John R. Foley", is written over the typed name and title.

John R. Foley
President

JRF:sc

cc: Mr. Otto Jack, Jr.
Mr. Ed Vogler

\\rf\Moreland_ConcHelistop.doc



LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors & Planners

ROBERT J. LOMBARDO, P.E.
JOHN R. FOLEY, P.E.
KENNETH C. KOLARIK, P.S.M.

March 6, 2015

Manatee County Building & Development
Services
PO Box 1000
Bradenton, FL 34206-1000

**RE: Specific Approval
The Concession Helistop**

This is a letter requesting specific approval for the helistop at the Concession Golf Course which is located on residentially zoned property. The Concession Development is made up of a residential component and a golf course component. The golf course component is to the north and the golf course property is where the helistop is proposed.

If you have any questions with regard to this request, contact us at your convenience.

Very truly yours,

Robert J. Lombardo, P.E.
President

RJL:sc

cc: Mr. Terry Kennelly
Mr. Otto Jack, Jr.

vjl\ConcHelistop_SpecAppr req.doc

BRADENTON HERALD

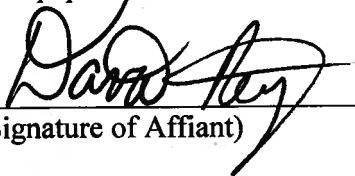
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Bradenton, FL 34206-0921
102 Manatee Avenue West
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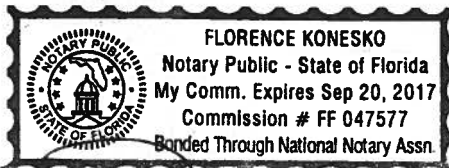
STATE OF FLORIDA
COUNTY OF MANATEE

Before the undersigned authority personally appeared Dava Reyes, who, on oath, says that she is a Legal Advertising Representative of The Bradenton Herald, a daily newspaper published at Bradenton in Manatee County, Florida; that the attached copy of the advertisement, being a Legal Advertisement in the matter of **Notice Of Zoning**, was published in said newspaper in the issue(s) of **03/30/2016**.

Affidavit further says that the said publication is a newspaper published at Bradenton, in said Manatee County, Florida, and that the said newspaper has heretofore been continuously published in said Manatee County, Florida, each day and has been entered as second-class mail matter at the post office in Bradenton, in said Manatee County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.


(Signature of Affiant)

Sworn to and subscribed before me this
30 Day of March, 2016



SEAL & Notary Public

Personally Known OR Produced Identification
Type of Identification Produced

NOTICE OF ZONING AND DEVELOPMENT OF REGIONAL IMPACT CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN, that the Planning Commission of Manatee County will conduct a Public Hearing on **Thursday, April 14, 2016 at 9:00 a.m. at the Manatee County Government Administrative Center, 1st Floor Chambers, 1112 Manatee Avenue West, Bradenton, Florida** to consider, act upon, and forward a recommendation to the Board of County Commissioners on the following matters:

PDMU-15-23(Z)(G) - LAKEWOOD RANCH COMMERCIAL PARK, LLC / LAKEWOOD RANCH BUSINESS PARK - DTS 20150394, MEPS#505

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 15-17 as amended, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for a rezoning of approximately 111.14 acres of land on the northwest quadrant of 44th Avenue East and Lakewood Ranch Boulevard, (Manatee County), from PDI (Planned Development Industrial) to the PDMU (Planned Development Mixed Use) zoning district; approving a General Development Plan for 08 multi-residential mixed use lots; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

ORDINANCE 16-16 (I.K. 15-27) - HERITAGE HARBOUR DRI #24

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, rendering an amended and restated Development Order pursuant to Chapter 380.06, Florida Statutes, for the Heritage Harbour Development of Regional Impact (Ordinance 14-37); to approve the following changes to the Master Development Plan (Map H) and the Ordinance:

- 1) Add a Land Use Equivalency Matrix (LUEM) applicable only to Parcel 35;
- 2) Add Multi-family, Commercial and Assisted Living Facility (ALF) as potential uses on Parcel 35 (without increasing DRI entitlements as entitlements may be attained through LUEM);
- 3) Realign Port Harbour Parkway Extension through Parcel 35 to Upper Manatee River Road and corresponding "update of notes";
- 4) Specify the amount and types of development that may be authorized on Parcel 35;
- 5) Update Wetland Information shown on Map H and Modify provisions related to wetland buffers and impacts for parcel 35;

Other minor updates, previously granted legislative extensions, terminology changes, and revisions to reflect consistency with prior approved changes and/or the LDA; Providing for development approval, conditions, and obligations; providing for severability; and providing an effective date.

The Heritage Harbour DRI is generally located at the intersection of I-75 and SR 64, south of the Manatee River, and west of Upper Manatee River Road, approximately one mile north of S.R. 64 (2,784.7± acres) (Manatee County). Present zoning is PDMU/WP-E/ST.

The Heritage Harbour DRI is approved in two phases for 788,837 square feet of commercial retail space, 170,000 square feet of office space, 300 hotel rooms, 600 beds for ACLF, 5,000 residential units (multi-family/single-family attached, single-family detached, single-family semi-detached), 45-Hole Golf Course and 41.2 Acre Park.

PDMU-98-08(G)(R-7) - HERITAGE HARBOUR (F.K.A. HERITAGE SOUND) - DTS20150773, MEPS#435

An Ordinance of the Board of County Commissioners of Manatee County, Florida, amending, consolidating and restating Ordinance PDMU-98-08(G)(R6), to amend the General Development Plan to:

- 1) Add a Land Use

Equivalency Matrix (LUEM) applicable only to Parcel 35; 2) Add Commercial, Retail, Multi-family and Assisted Living Facility (ALF) as potential uses on Parcel 35 (without increasing DRI entitlements); 3) Show a numerical range of dwelling units for Parcel 35; 4) Realign Port Harbour Parkway extension through Parcel 35 to Upper Manatee River Road and corresponding "update of notes"; 5) Specify the amount and types of development that may be authorized on Parcel 35, including recreational and open space requirements; 6) Provide flexibility in the separation between multi-family buildings and single-family development parcels; 7) Change the front yard setback for Parcel 35 from 25'/20' to 20'/15' in order to be consistent with residential development in the project; 8) Remove the requirement for a 30' buffer along the southern boundary of Parcel 35; 9) Remove the requirement for a noise mitigation study for parcel 35; 10) Update wetland information shown on GDP and modify provisions related to wetland buffers and impacts for Parcel 35; and 11) Other minor updates, terminology change, and corrections to reflect previously approved changes and to provide consistency with other approved documents; subject to stipulations as conditions of approval; providing a legal description; providing for severability and an effective date.

The Heritage Harbour DRI is generally located at the intersection of I-75 and SR 64, south of the Manatee River, and west of Upper Manatee River Road (2,784.7± acres) approximately one mile north of S.R. 64, (Manatee County). Present zoning is PDMUAWP-E/ST.

PDR-04-39(G)(R2) - THE CONCESSION GOLF CLUB HELISTOP - DTS# 20150075 MEPS #222

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a revised Zoning Ordinance and General Development Plan to: a) designate Tract 801 (owned by The Concessions) as recreation; and b) allow a private helistop as an accessory use to serve the golf course use, and delete stipulation #30 which prohibits a helipad at the golf course property (506.35± acres). The private helistop is approximately 100 feet northeast of the existing clubhouse in the PDR/WP-E/ST (Planned Development Residential/Evers Reservoir Watershed Protection/Special Treatment) zoning district. The Concession Golf Club is on the south side of S.R. 70, east of Lorraine Road and west of Panther Ridge Subdivision, which is commonly known as 7700 Lindrick Lane, Bradenton (Manatee County); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

ORD-16-25 - GATEWAY NORTH DRI #21 (AKA: ARTISAN LAKES)

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, rendering an amended and restated Development Order pursuant to Chapter 380, Florida Statutes, for the Gateway North Development of Regional Impact (Ordinance 10-44) (Manatee County DRI #21); A/K/A Tampa Bay Regional Planning Council (TBRPC) DRI #218; approving a Notice of Proposed Change (NOPC) to reflect previously granted legislative extensions, and provide an updated proportionate share calculation for Phase 1; make the necessary amendments to Map H and the Development Order to reflect these changes and any other revisions deemed necessary or appropriate during the public hearing process; providing for severability; and providing for an effective date.

The Gateway North DRI is northwest of the intersection I-75 and Moccasin Wallow Road, (Manatee County). The present zoning is PDMU (Planned Development Mixed Use) (1,039.2 ± acres).

PDMU-91-01(G)(R6) - GATEWAY NORTH (AKA: ARTISAN LAKES) - DTS20140043

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending and restating Ordinance PDMU-91-01(G)(R5) to amend the General Development Plan to provide an updated proportionate share calculation for Phase 1; reflect previously granted legislative extensions; modify conditions to reflect new standard language and delete language no longer applicable; and any other revisions deemed necessary or appropriate during the public hearing process; subject to stipulations as conditions of approval; providing for severability, and providing an effective date.

Gateway North is northwest of the intersection of I-75 and Moccasin Wallow Road, (Manatee County). Present zoning is PDMU (Planned Development Mixed Use) (1,039.2± acres).

PDMU-16-14(Z)(P) - 301 OXFORD LLP / 301 OXFORD - DTS20150287

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 15-17, as amended, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for a rezoning of approximately 19.49 acres at the southwest corner of U.S. 301 and Oxford Road, east of Chin Road, and commonly known as 5111 Oxford Road, Parrish (Manatee County) from PDC/NCO (Planned Development Commercial/North Central

Overlay) to the PDMU/NCO (Planned Development Mixed Use/North Central Overlay) zoning district, retaining the North Central Overlay; approving a Preliminary Site Plan for 22,500 square feet of office, commercial, and retail uses and 168 multi-family residential uses; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

It is important that all parties present their concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission hearing will be the primary basis for the final decision by the Board of County Commissioners. Interested parties may examine the Official Zoning Atlas, Local Development Agreements, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to planning.agenda@mymanatee.org.

ording to Section 280.01, Florida Statutes, if a person desires to appeal any decision made with respect to any matter considered at such meeting or hearings, he or she will file a record of the proceedings and for such purpose, he or she may need to ensure that a transcript record of the proceedings is made, which record should include any testimony or evidence upon which the appeal is to be based.

Persons with Disabilities:

Board of County Commissioners of Manatee County does not discriminate on the basis of any individual's disability status. This non-discrimination policy involves aspects of the Board's actions including one's right to and participation in hearings. Anyone requiring reasonable accommodation for a meeting as provided for in ADA, should contact the County Clerk at 742-5800; TDD 742-5802 and wait 60 minutes, or FAX 745-3790.

HEARING MAY BE CONDUCTED FROM TIME TO TIME DURING ADJOURNMENTS. MANATEE COUNTY PLANNING COMMISSION Manatee County Building Development Services Department Manatee County, Florida 07/16

AFFIDAVIT OF PUBLICATION

SARASOTA HERALD-TRIBUNE
PUBLISHED DAILY
SARASOTA, SARASOTA COUNTY, FLORIDA

STATE OF FLORIDA
COUNTY OF MANATEE

BEFORE THE UNDERSIGNED AUTHORITY PERSONALLY APPEARED SHARI BRICKLEY, WHO ON OATH SAID SHE IS DIRECTOR OF ADVERTISING FOR THE SARASOTA HERALD-TRIBUNE, A DAILY NEWSPAPER PUBLISHED AT SARASOTA, IN SARASOTA COUNTY FLORIDA; AND CIRCULATED IN MANATEE COUNTEE DAILY; THAT THE ATTACHED COPY OF ADVERTISEMENT BEING A NOTICE IN THE MATTER OF:

Legal description documented below:

IN THE COURT WAS PUBLISHED IN THE MANATEE EDITION OF SAID NEWSPAPER IN THE ISSUES OF:

3/30 1x

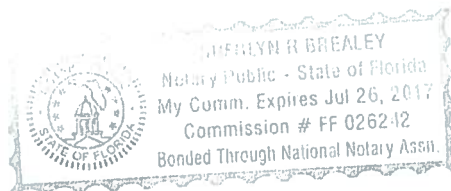
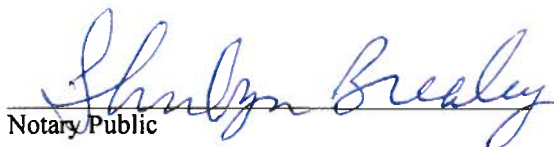
AFFIANT FURTHER SAYS THAT THE SAID SARASOTA HERALD-TRIBUNE IS A NEWSPAPER PUBLISHED AT SARASOTA, IN SAID SARASOTA COUNTY, FLORIDA, AND THAT THE SAID NEWSPAPER HAS THERETOFORE BEEN CONTINUOUSLY PUBLISHED IN SAID SARASOTA COUNTY, FLORIDA, EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MAIL MATTER AT THE POST OFFICE IN BRADENTON, IN SAID MANATEE COUNTY, FLORIDA, FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST PUBLICATION OF THE ATTACHED COPY OF ADVERTISEMENT; AND AFFIANT FURTHER SAYS THAT SHE HAS NEITHER PAID NOR PROMISED ANY PERSON, FIRM OR CORPORATION ANY DISCOUNT, REBATE, COMMISSION OR REFUND FOR THE PURPOSE OF SECURING THIS ADVERTISEMENT FOR PUBLICATION IN THE SAID NEWSPAPER.

SIGNED



SWORN OR AFFIRMED TO, AND SUBSCRIBED BEFORE ME THIS 30 DAY OF March, A.D., 2016
BY SHARI BRICKLEY WHO IS PERSONALLY KNOWN TO ME.

Notary Public



NOTICE OF ZONING AND DEVELOPMENT OF REGIONAL IMPACT CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN, that the Planning Commission of Manatee County will conduct a Public Hearing on Thursday, April 14, 2016 at 9:00 a.m. at the Manatee County Government Administrative Center, 1st Floor Chambers, 1112 Manatee Avenue West, Bradenton, Florida to consider, act upon, and forward a recommendation to the Board of County Commissioners on the following matters:

PDMU-15-23(Z)(G) – LAKEWOOD RANCH COMMERCE PARK, LLC / LAKEWOOD RANCH BUSINESS PARK - DTS 20150394, MEPS505

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 15-17 as amended, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for a rezoning of approximately 111.14 acres of land on the northwest quadrant of 44th Avenue East and Lakewood Ranch Boulevard, (Manatee County), from PDI (Planned Development Industrial) to the PDMU (Planned Development Mixed Use) zoning district; approving a General Development Plan for 33 non-residential mixed use lots; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

ORDINANCE 16-16 (f.k.a 15-27) – HERITAGE HARBOUR DRI #24

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, rendering an amended and restated Development Order pursuant to Chapter 380.06, Florida Statutes, for the Heritage Harbour Development of Regional Impact (Ordinance 14-37); to approve the following changes to the Master Development Plan (Map H) and the Ordinance:

- 1) Add a Land Use Equivalency Matrix (LUEM) applicable only to Parcel 35;
- 2) Add Multi-family, Commercial and Assisted Living Facility (ALF) as potential uses on Parcel 35 (without increasing DRI entitlements as entitlements may be attained through LUEM);
- 3) Realign Port Harbour Parkway Extension through Parcel 35 to Upper Manatee River Road and corresponding "update of notes";
- 4) Specify the amount and types of development that may be authorized on Parcel 35;
- 5) Update Wetland information shown on Map H and Modify provisions related to wetland buffers and impacts for parcel 35;
- 6) Other minor updates, previously granted legislative extensions, terminology changes, and revisions to reflect consistency with prior approved changes and/or the LDA; Providing for development approval, conditions, and obligations; providing for severability; and providing an effective date.

The Heritage Harbour DRI is generally located at the intersection of I-75 and SR 64, south of the Manatee River, and west of Upper Manatee River Road, approximately one mile north of S.R. 64 (2,784.7± acres) (Manatee County). Present zoning is PDMU/WP-E/ST.

The Heritage Harbour DRI is approved in two phases for 788,837 square feet of commercial retail space, 170,000 square feet of office space, 300 hotel rooms, 600 beds for ACLF, 6,000 residential units (multi-family/single-family attached, single-family detached, single-family semi-detached), 45-Hole Golf Course and 41.2 Acre Park.

PDMU-98-08(G)(R-7) – HERITAGE HARBOUR (F.K.A. HERITAGE SOUND) - DTS20150173, MEPS435

An Ordinance of the Board of County Commissioners of Manatee County, Florida, amending, consolidating, and restating Ordinance PDMU-98-08(G)(R6), to amend the General Development Plan to: 1) Add a Land Use Equivalency Matrix (LUEM) applicable only to Parcel 35; 2) Add Commercial, Retail, Multi-family and Assisted Living Facility (ALF) as potential uses on Parcel 35 (without increasing DRI entitlements); 3) Show a numerical range of dwelling units for Parcel 35; 4) Realign Port Harbour Parkway extension through Parcel 35 to Upper Manatee River Road and corresponding "update of notes"; 5) Specify the amount and types of development that may be authorized on Parcel 35, including recreational and open space requirements; 6) Provide flexibility in the separation between multi-family buildings and single-family development parcels; 7) Change the front yard setback for Parcel 35 from 25'/20' to 20'/15' in order to be consistent with residential development in the project; 8) Remove the requirement for a 30' buffer along the southern boundary of Parcel 35; 9) Remove the requirement for a noise mitigation study for parcel 35; 10) Update wetland information shown on GDP and modify provisions related to wetland buffers and impacts for Parcel 35; and 11) Other minor updates, terminology change, and corrections to reflect previously approved changes and to provide consistency with other approved documents; subject to stipulations as conditions of approval; providing a legal description; providing for severability and an effective date.

The Heritage Harbour DRI is generally located at the intersection of I-75 and SR 64, south of the Manatee River, and west of Upper Manatee River Road (2,784.7± acres) approximately one mile north of S.R. 64, (Manatee County). Present zoning is PDMU/WP-E/ST.

PDR-04-39(G)(R2) – THE CONCESSION GOLF CLUB HELISTOP - DTS# 20150075 MEPS #222

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, approving a revised Zoning Ordinance and General Development Plan to: a) designate Tract 801(owned by The Concessions) as recreation; and b) allow a private helistop as an accessory use to serve the golf course use, and delete stipulation #30 which prohibits a helipad at the golf course property (506.35± acres). The private helistop is approximately 100 feet northeast of the existing clubhouse in the PDR/WP-E/ST (Planned Development Residential/Evers Reservoir Watershed Protection/Special Treatment) zoning district. The Concession Golf Club is on the south side of S.R 70, east of Lorraine Road and west of Panther Ridge Subdivision, which is commonly known as 7700 Lindrick Lane, Bradenton (Manatee County); subject to stipulations as conditions of approval; setting forth findings; providing for severability; providing a legal description, and providing an effective date.

ORD-16-25 - GATEWAY NORTH DRI #21 (AKA: ARTISAN LAKES)

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, rendering an amended and restated Development Order pursuant to Chapter 380, Florida Statutes, for the Gateway North Development of Regional Impact (Ordinance 10-44) (Manatee County DRI #21); A/K/A Tampa Bay Regional Planning Council (TBRPC) DRI #218; approving a Notice of Proposed Change (NOCPC) to reflect previously granted legislative extensions, and provide an updated proportionate share calculation for Phase 1; make the necessary amendments to Map H and the Development Order to reflect these changes and any other revisions deemed necessary or appropriate during the public hearing process; providing for severability; and providing for an effective date.

The Gateway North DRI is northwest of the intersection of I-75 and Moccasin Wallow Road, (Manatee County). The present zoning is PDMU (Planned Development Mixed Use) (1,039.2 ± acres).

PDMU-91-01(G)(R6) – GATEWAY NORTH (AKA: ARTISAN LAKES) - DTS20140043

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending and restating Ordinance PDMU-91-01(G)(R5) to amend the General Development Plan to provide an updated proportionate share calculation for Phase 1; reflect previously granted legislative extensions; modify conditions to reflect new standard language and delete language no longer applicable; and any other revisions deemed necessary or appropriate during the public hearing process; subject to stipulations as conditions of approval; providing for severability, and providing an effective date.

Gateway North is northwest of the intersection of I-75 and Moccasin Wallow Road, (Manatee County). Present zoning is PDMU (Planned Development Mixed Use) (1,039.2± acres).

PDMU-15-14(Z)(P) – 301 OXFORD LLP / 301 OXFORD - DTS20150267

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the official zoning atlas (Ordinance 15-17, as amended, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for a rezoning of approximately 19.49 acres at the southwest corner of U.S. 301 and Oxford Road, east of Chin Road, and commonly known as 5111 Oxford Road, Parrish (Manatee County) from PDC/NCO (Planned Development Commercial/North Central Overlay) to the PDMU/NCO (Planned Development Mixed Use/North Central Overlay) zoning district, retaining the North Central Overlay; approving a Preliminary Site Plan for 22,500 square feet of office, commercial, and retail uses and 168 multi-family residential uses; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

It is important that all parties present their concerns to the Planning Commission in as much detail as possible. The issues identified at the Planning Commission hearing will be the primary basis for the final decision by the Board of County Commissioners. Interested parties may examine the Official Zoning Atlas, Local Development Agreements, the applications, related documents, and may obtain assistance regarding these matters from the Manatee County Building and Development Services Department, 1112 Manatee Avenue West, 4th Floor, Bradenton, Florida, telephone number (941) 748-4501x6878; e-mail to planning.agenda@mymanatee.org.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he or she will need a record of the proceedings, and for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

Americans with Disabilities: The Board of County Commissioners of Manatee County does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Board's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 seconds, or FAX 745-3790.

THIS HEARING MAY BE CONTINUED FROM TIME TO TIME PENDING ADJOURNMENTS.
MANATEE COUNTY PLANNING
COMMISSION
Manatee County Building and
Development Services Department
Manatee County, Florida

Date of pub: March 30, 2016

**AFFIDAVIT OF POSTING OF PUBLIC NOTICE SIGN, AND
NOTIFICATION BY U.S. MAIL TO CONTIGUOUS PROPERTY OWNERS**

STATE OF

COUNTY OF

BEFORE ME, the undersigned authority, personally appeared John R. Foley, P.E., who, after having first been duly sworn and put upon oath, says as follows:

1. That he/she is the Agent for Owner (owner, agent for owner, attorney in fact for owner, etc.) of the property identified in the application for PDR-04-39(G)(R2) – The Concession Golf Club Helistop – DTS20150075 – MEPS222 be heard before the Manatee County Planning Commission at a public hearing to be held on April 14, 2016 and to be heard before the Manatee County Board of County Commissioners at a public hearing to be held on May 5, 2016 and as such, is authorized to execute and make this Affidavit and is familiar with the matters set forth herein, and they are true to the best of his/her knowledge, information, and belief.

2. That the Affiant has caused the required public notice sign to be posted pursuant to Manatee County Ordinance No. 90-01, on the property identified in the application, and the sign(s) was conspicuously posted 10 feet from the front property line on the 31st day of March, 2016.

3. That the Affiant has caused the mailing of the required letter of notification to property owners within five hundred (500) feet of the project boundary pursuant to Manatee County Ordinance No. 90-01, as amended, by U.S. Mail, on the 31st day of March, 2016, and attaches hereto, as a part of and incorporated herein, a complete list of the names and addresses of the persons entitled to notice.

4. That Affiant is aware of and understands that failure to adhere to the provisions of Manatee County Ordinance No. 90-01, as it relates to the required public notice, may cause the above identified hearing to be postponed and rescheduled only upon compliance with the public notice requirements.

FURTHER YOUR AFFIANT SAITH NOT.


Property Owner/Agent Signature

SIGNED AND SWORN TO before me on April 1, 2016 (date) by John R. Foley
(name of affiant). He/she is personally known to me or has produced _____ (type
of identification) as identification and who did take an oath.

SEAL


Signature of Person Taking Acknowledgment

Shera Mays
Type Name

Title or Rank

Serial Number, if any

My Commission Expires:

Commission No.:

Parcel Owners within a 500 ft. Radius. 3/21/2016

OWNER	SECONDARY_OWNER	OWN_ADDR	OWN_ADDR2	CITY	ST	ZIP	CNTRY	CNT_ZIP	PARCEL_ID	LOCATION_ADD	UNIT
BAESMAN,RICHARD F JR		18820 GANTON AVE		BRADENTON	FL	34202			331936919	18820 GANTON AVE	
BULAGA,BRYAN	BULAGA,ABIGAIL	19429 GANTON AVE		BRADENTON	FL	34202			331933309	19429 GANTON AVE	
C 34-B/1 LLC		1650 ARCH ST 22ND FL		PHILADELPHIA	PA	19103			331933359	19433 GANTON AVE	
C 35-B/1 LLC		1650 ARCH ST		PHILADELPHIA	PA	19103			331933409	19437 GANTON AVE	
CHURCH BAY TRUST CO LTD	FINKBEINER,HORST E II	19208 GANTON AVE		BRADENTON	FL	34202			331936219	19208 GANTON AVE	
COZZI,ROBERT M	COZZI,MAUREEN R	8391 CATAMARAN CIR		LAKEWOOD RANCH	FL	34202			331936059	19312 GANTON AVE	
COZZI,ROBERT M	COZZI,MAUREEN R	8391 CATAMARAN CIR		LAKEWOOD RANCH	FL	34202			331936109	19306 GANTON AVE	
D R HORTON INC		12602 TELECOM DR		TAMPA	FL	33637			331933459	19441 GANTON AVE	
DIETTERLE,ANDREW C	DIETTERLE,MARY E	18915 GANTON AVE		BRADENTON	FL	34202			331937519	18915 GANTON AVE	
DIMARE,SCOTT		19004 GANTON AVE		BRADENTON	FL	34202			331936469	19004 GANTON AVE	
DRILLMANN,DANIELA D		7409 197TH ST E		BRADENTON	FL	34202			331717509	7409 197TH ST E	
DUBE,CLAUDE	DUBE,GINETTE LEGARE	19110 GAUTON AVE		BRADENTON	FL	34202			331936319	19110 GANTON AVE	
EAST MANATEE FIRE RESCUE DISTRICT		3200 LAKEWOOD RANCH BLVD		BRADENTON	FL	34211			586100509	NO ASSIGNED ADDRESS	
ESPINO,RICARDO A	ESPINO,DONNA L	18916 GANTON AVE		BRADENTON	FL	34202			331936619	18916 GANTON AVE	
EYRE,SCOTT	EYRE,LAURA	7010 190TH ST E		BRADENTON	FL	34211			331204059	7010 190TH ST E	

Parcel Owners within a 500 ft. Radius. 3/21/2016

FOXWOOD AT PANTHER RIDGE HOMEOWNERS		PO BOX 18809	SARASOTA	FL	34276		331205119	NO ASSIGNED ADDRESS
GANGLE,RANDOLPH A	GANGLE,ELLEN R	19310 70TH AVE E	BRADENTON	FL	34211		331204404	19310 70TH AVE E
HAGAN,MICHAEL W	HAGAN,JANET POULOS	1570 GULF VIEW DR	SARASOTA	FL	34236		331938659	19205 GANTON AVE
HALL,RICHARD M	HALL,MELISSA	19706 71ST AVE E	BRADENTON	FL	34211		331203802	19706 71ST AVE E
HIERHOLZER,DANNY MICHAEL	HIERHOLZER,MELINDA BETH	18912 GANTON AVE	BRADENTON	FL	34202		331936729	18912 GANTON AVE
HOLMES,JOHN BRADLEY	HOLMES,ERICA MARIE	19445 GANTON AVE	BRADENTON	FL	34202		331933509	19445 GANTON AVE
HUMPHREY,JOHN R	HUMPHREY,CHRISTINE M	7207 TEAL CREEK GLEN	BRADENTON	FL	34202		331932769	8205 JACK NICKLAUS CV
HUMPHREY,JOHN R	HUMPHREY,CHRISTINE M	7207 TEAL CREEK GLEN	BRADENTON	FL	34202		331932769	8205 JACK NICKLAUS CV
LIEBERMAN,LARRY P	BAGWELL,LISA E	19706 79TH AVE E	BRADENTON	FL	34202		331916908	19706 79TH AVE E
LLORCA,LLOMELL	LLORCA,KRISTEN	19457 GANTON AVE	BRADENTON	FL	34202		331933659	19457 GANTON AVE
LOSEE,JAMES T	LOSEE,AMY M	19705 77TH AVE E	BRADENTON	FL	34202		331717259	19705 77TH AVE E
MEB CAPITAL INC		520 KEITH POINTE DR	SARASOTA	FL	34236		331933009	19405 GANTON AVE
MEB CAPITAL INC		520 KEITH POINTE DR	SARASOTA	FL	34236		331933059	19409 GANTON AVE
MEB CAPITAL INC		520 KEITH POINTE DR	SARASOTA	FL	34236		331933159	19417 GANTON AVE
MEB CAPITAL INC		520 KEITH POINTE DR	SARASOTA	FL	34236		331933109	19413 GANTON AVE

Parcel Owners within a 500 ft. Radius. 3/21/2016

MESALAM,SAMUEL	MESALAM,SHERRI	19224 70TH AVE E		BRADENTON	FL	34211		331201905	19224 70TH AVE E	
MILLER,MARK G		18807 GANTON AVE		BRADENTON	FL	34202		331937169	18807 GANTON AVE	
NFI SARASOTA TWO LLC		11780 U S HIGHWAY ONE	STE 500	NORTH PALM BEACH	FL	33408		331932959	8221 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HIGHWAY ONE	STE 500	NORTH PALM BEACH	FL	33408		331932909	8217 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HWY 1 500		NORTH PALM BEACH	FL	33408		331932609	8212 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HWY 1 500		NORTH PALM BEACH	FL	33408		331932659	8208 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HIGHWAY ONE	STE 500	NORTH PALM BEACH	FL	33408		331932509	8220 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HWY 1 500		NORTH PALM BEACH	FL	33408		331932859	8213 JACK NICKLAUS CV	
NFI SARASOTA TWO LLC		11780 U S HIGHWAY ONE	STE 500	NORTH PALM BEACH	FL	33408		331932559	8216 JACK NICKLAUS CV	
NOUR INVESTMENTS LLC		425 NURSING HOME DR		ARCADIA	FL	34266		331936769	18826 GANTON AVE	
PANTHER RIDGE III HOMEOWNERS		PO BOX 110572		BRADENTON	FL	34211		331201152	NO ASSIGNED ADDRESS	
PANTHER RIDGE III HOMEOWNERS		PO BOX 110572		BRADENTON	FL	34211		331205009	NO ASSIGNED ADDRESS	
PANTHER RIDGE III HOMEOWNERS		PO BOX 110572		BRADENTON	FL	34211		331205219	NO ASSIGNED ADDRESS	
PATER,TODD A		10306 BALTUSROL PL		BRADENTON	FL	34202		331932809	8209 JACK NICKLAUS CV	
PLAY GOLF SARASOTA ENTERPRISES		15112 21ST AVE E		BRADENTON	FL	34212		331937409	18913 GANTON AVE	

Parcel Owners within a 500 ft. Radius. 3/21/2016

PLAY GOLF SARASOTA ENTERPRISES		15112 21ST AVE E	BRADENTON	FL	34212			331937359	18908 GANTON AVE
PLAY GOLF SARASOTA ENTERPRISES LLC		15112 21ST AVE E	BRADENTON	FL	34212			331937619	19005 GANTON AVE
RINEHART ELITE HOMES LLC		6906 RIVER BIRCH CT	BRADENTON	FL	34202			331937879	19307 GANTON AVE
RINEHART ELITE HOMES LLC		6906 RIVER BIRCH CT	BRADENTON	FL	34202			331933209	19421 GANTON AVE
ROBASOTA REAL ESTATE LTD		5379 OCEAN BLVD	SARASOTA	FL	34242			331936409	19008 GANTON AVE
ROBASOTA REAL ESTATE LTD		5379 OCEAN BLVD	SARASOTA	FL	34242			331936359	19012 GANTON AVE
ROTH,STUART		6911 BELMONT CT	LAKEWOOD RANCH	FL	34202			331937319	18821 GANTON AVE
SAXON,GEORGE E	SAXON,PATRICIA A	19010 70TH AVE E	BRADENTON	FL	34211			331201806	19010 70TH AVE E
SCHMIDT,DAVID T	SCHMIDT,SUZANNE F	8305 FARINGTON CT	BRADENTON	FL	34202			331933859	8305 FARINGTON CT
SCHNEIDERMAN,BARBAR A M		1136 NORMINISTER END	BLOOMFIELD HILLS	MI	48302			331933259	19425 GANTON AVE
SCHROEDER-MANATEE RANCH INC		14400 COVENANT WAY	BRADENTON	FL	34202			586100099	NO ASSIGNED ADDRESS
SCHROEDER-MANATEE RANCH INC		14400 COVENANT WAY	BRADENTON	FL	34202			589000069	8105 UNIVERSITY PKY
SEALS,JAMES C	SEALS,INGRID	18702 69TH AVE E	BRADENTON	FL	34211			331201301	18702 69TH AVE E
SEARS,CLIFFORD R	SEARS,MARGARET A	2050 BEN FRANKLIN DR	SARASOTA	FL	34236			331937669	19109 GANTON AVE

Parcel Owners within a 500 ft. Radius. 3/21/2016

STONE, MICHAEL J		18808 GANTON AVE	BRADENTON	FL	34202	331936989	18808 GANTON AVE
SUN, HENRY XH	XU, YONG XIAN	19451 GANTON AVE	BRADENTON	FL	34202	331933559	19451 GANTON AVE
SWANSON, CHARLES L III	KELLY, KATHLEEN ANN	18910 69TH AVE E	BRADENTON	FL	34211	331201608	18910 69TH AVE E
TAPPAN REAL ESTATE INVESTORS II LLC		PO BOX 110546	BRADENTON	FL	34211	331700509	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331935519	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331934959	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331210709	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331210659	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331934809	8098 LINDRICK LN
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331935559	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331934909	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		5284 PAYLOR LN	SARASOTA	FL	34240	331938059	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331211359	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		5284 PAYLOR LN	SARASOTA	FL	34240	331935609	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC		9916 E HARRY 104	WICHITA	KS	67207	331210609	NO ASSIGNED ADDRESS

Parcel Owners within a 500 ft. Radius. 3/21/2016

THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331935459	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331934839	19406 GANTON AVE
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331934809	8097 LINDRICK LN
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331935259	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331938409	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331935409	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331935309	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331937959	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331935559	NO ASSIGNED ADDRESS
THE CONCESSION COMMUNITY ASSOCIATION INC	9916 E HARRY 104	WICHITA	KS	67207	331938129	18804 GANTON AVE
THE CONCESSION GOLF CLUB LLC	7710 LINDRICK LANE	BRADENTON	FL	34202	331211109	NO ASSIGNED ADDRESS
THE CONCESSION GOLF CLUB LLC	7710 LINDRICK LANE	BRADENTON	FL	34202	331210959	NO ASSIGNED ADDRESS
THE CONCESSION GOLF CLUB LLC	7710 LINDRICK LANE	BRADENTON	FL	34202	331211009	NO ASSIGNED ADDRESS
THE CONCESSION GOLF CLUB LLC	7710 LINDRICK LANE	BRADENTON	FL	34202	331211159	NO ASSIGNED ADDRESS
THE CONCESSION GOLF CLUB LLC	7710 LINDRICK LANE	BRADENTON	FL	34202	331211309	NO ASSIGNED ADDRESS

Parcel Owners within a 500 ft. Radius. 3/21/2016

THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331210809	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331210859	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331211259	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331210759	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331211209	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331211459	7700 LINDRICK LN	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331211059	NO ASSIGNED ADDRESS	
THE CONCESSION GOLF CLUB LLC		7710 LINDRICK LANE		BRADENTON	FL	34202			331210909	NO ASSIGNED ADDRESS	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331946609	NO ASSIGNED ADDRESS	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331946959	NO ASSIGNED ADDRESS	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331200249	LINDRICK LN	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331946509	NO ASSIGNED ADDRESS	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331946559	NO ASSIGNED ADDRESS	
THE CONCESSION LAND DEVELOPMENT LLC		9916 E HARRY 104		WICHITA	KS	67207			331946909	NO ASSIGNED ADDRESS	
WAW AGENCY COMPANY LLC		8546 MOREHOUSE DR		ORLANDO	FL	32836			331933609	19453 GANTON AVE	

331936919
BAESMAN,RICHARD F JR
18820 GANTON AVE
BRADENTON, FL 34202

331933309
BULAGA,BRYAN
BULAGA,ABIGAIL
19429 GANTON AVE
BRADENTON, FL 34202

331933359
C 34-B/1 LLC
1650 ARCH ST 22ND FL
PHILADELPHIA, PA 19103

331933409
C 35-B/1 LLC
1650 ARCH ST
PHILADELPHIA, PA 19103

331936219
CHURCH BAY TRUST CO LTD
FINKBEINER,HORST E II
19208 GANTON AVE
BRADENTON, FL 34202

331936059
COZZI,ROBERT M
COZZI,MAUREEN R
8391 CATAMARAN CIR
LAKEWOOD RANCH, FL 34202

331933459
D R HORTON INC
12602 TELECOM DR
TAMPA, FL 33637

331937519
DIETTERLE,ANDREW C
DIETTERLE,MARY E
18915 GANTON AVE
BRADENTON, FL 34202

331936469
DIMARE,SCOTT
19004 GANTON AVE
BRADENTON, FL 34202

331717509
DRILLMANN,DANIELA D
7409 197TH ST E
BRADENTON, FL 34202

331936319
DUBE,CLAUDE
DUBE,GINETTE LEGARE
19110 GAUTON AVE
BRADENTON, FL 34202

586100509
EAST MANATEE FIRE RESCUE DISTRICT
3200 LAKEWOOD RANCH BLVD
BRADENTON, FL 34211

331936619
ESPINO,RICARDO A
ESPINO,DONNA L
18916 GANTON AVE
BRADENTON, FL 34202

331204059
EYRE,SCOTT
EYRE,LAURA
7010 190TH ST E
BRADENTON, FL 34211

331205119
FOXWOOD AT PANTHER RIDGE HOMEOWNERS
PO BOX 18809
SARASOTA, FL 34276

331204404
GANGLE,RANDOLPH A
GANGLE,ELLEN R
19310 70TH AVE E
BRADENTON, FL 34211

331938659
HAGAN,MICHAEL W
HAGAN,JANET POULOS
1570 GULF VIEW DR
SARASOTA, FL 34236

331203802
HALL,RICHARD M
HALL,MELISSA
19706 71ST AVE E
BRADENTON, FL 34211

331936729
HIERHOLZER,DANNY MICHAEL
HIERHOLZER,MELINDA BETH
18912 GANTON AVE
BRADENTON, FL 34202

331933509
HOLMES,JOHN BRADLEY
HOLMES,ERICA MARIE
19445 GANTON AVE
BRADENTON, FL 34202

331932769
HUMPHREY,JOHN R
HUMPHREY,CHRISTINE M
7207 TEAL CREEK GLEN
BRADENTON, FL 34202

331916908
LIEBERMAN,LARRY P
BAGWELL,LISA E
19706 79TH AVE E
BRADENTON, FL 34202

331933659
LLORCA,LLOMELL
LLORCA,KRISTEN
19457 GANTON AVE
BRADENTON, FL 34202

331717259
LOSEE,JAMES T
LOSEE,AMY M
19705 77TH AVE E
BRADENTON, FL 34202

331933009
MEB CAPITAL INC
520 KEITH POINTE DR
SARASOTA, FL 34236

331201905
MESALAM,SAMUEL
MESALAM,SHERRI
19224 70TH AVE E
BRADENTON, FL 34211

331937169
MILLER,MARK G
18807 GANTON AVE
BRADENTON, FL 34202

331932959
NFI SARASOTA TWO LLC
11780 U S HIGHWAY ONE STE 500
NORTH PALM BEACH, FL 33408

331936769
NOUR INVESTMENTS LLC
425 NURSING HOME DR
ARCADIA, FL 34266

331201152
PANTHER RIDGE III HOMEOWNERS
PO BOX 110572
BRADENTON, FL 34211

331932809
PATER, TODD A
10306 BALTUSROL PL
BRADENTON, FL 34202

331937409
PLAY GOLF SARASOTA ENTERPRISES
15112 21ST AVE E
BRADENTON, FL 34212

331937879
RINEHART ELITE HOMES LLC
6906 RIVER BIRCH CT
BRADENTON, FL 34202

331936409
ROBASOTA REAL ESTATE LTD
5379 OCEAN BLVD
SARASOTA, FL 34242

331937319
ROTH, STUART
6911 BELMONT CT
LAKEWOOD RANCH, FL 34202

331201806
SAXON, GEORGE E
SAXON, PATRICIA A
19010 70TH AVE E
BRADENTON, FL 34211

331933859
SCHMIDT, DAVID T
SCHMIDT, SUZANNE F
8305 FARINGTON CT
BRADENTON, FL 34202

331933259
SCHNEIDERMAN, BARBARA M
1136 NORMINISTER END
BLOOMFIELD HILLS, MI 48302

586100099
SCHROEDER-MANATEE RANCH INC
14400 COVENANT WAY
BRADENTON, FL 34202

331201301
SEALS, JAMES C
SEALS, INGRID
18702 69TH AVE E
BRADENTON, FL 34211

331937669
SEARS, CLIFFORD R
SEARS, MARGARET A
2050 BEN FRANKLIN DR
SARASOTA, FL 34236

331936989
STONE, MICHAEL J
18808 GANTON AVE
BRADENTON, FL 34202

331933559
SUN, HENRY XH
XU, YONG XIAN
19451 GANTON AVE
BRADENTON, FL 34202

331201608
SWANSON, CHARLES L III
KELLY, KATHLEEN ANN
18910 69TH AVE E
BRADENTON, FL 34211

331700509
TAPPAN REAL ESTATE INVESTORS II LLC
PO BOX 110546
BRADENTON, FL 34211

331935519
THE CONCESSION COMMUNITY
ASSOCIATION INC
9916 E HARRY 104
WICHITA, KS 67207

331938059
THE CONCESSION COMMUNITY
ASSOCIATION INC
5284 PAYLOR LN
SARASOTA, FL 34240

331211109
THE CONCESSION GOLF CLUB LLC
7710 LINDRICK LANE
BRADENTON, FL 34202

331200249
THE CONCESSION LAND DEVELOPMENT LLC
9916 E HARRY 104
WICHITA, KS 67207

331933609
WAW AGENCY COMPANY LLC
8546 MOREHOUSE DR
ORLANDO, FL 32836

REVISED GENERAL DEVELOPMENT PLAN

FOR

The Concession

GENERAL NOTES:

1. THE PURPOSE OF THIS REVISION IS TO ADD A HELISTOP ON THE CONCESSION GOLF CLUB, LLC. PROPERTY AND TO ADD THE "RECREATION AREA" TO TRACT 801, THE CONCESSION GOLF COURSE (306.35 AC.) AND TRACTS 800 AND 801 ARE PART OF "THE CONCESSION" DEVELOPMENT AND ARE OWNED BY THE CONCESSION GOLF CLUB, LLC.
2. THE CONCESSION DEVELOPMENT ACREAGE IS 1280.7 ACRES ± POR PORTION IS 1217.8± ACRES POC PORTION IS 1.34 ± ACRES UNIVERSITY PARKWAY R/W PORTION IS 51.77 ACRES. DAM RD R/W PORTION IS 9.89 AC.
3. PROPERTIES NORTH & EAST OF THE SUBJECT PARCEL ARE PREVIOUSLY APPROVED PHASES OF PANTHER RIDGE. PROPERTY ON WEST SIDE IS OWNED BY SCHROEDER MANATEE INC. AND IS USED FOR AGRICULTURAL PURPOSES. PROPERTY TO THE SOUTH IS IN SARASOTA COUNTY AND IS UNDEVELOPED.
4. EXISTING ZONING IS PDR, POR/WPE/ST. SITE AT NORTHWEST CORNER OF S.R. 70 EAST AND FUTURE DAM ROAD IS ZONED POC/WPE/ST.
5. THE SITE LIES IN FLOOD ZONE A & X, PANEL NO. 120810 365E (2014). THE HELISTOP SITE IS NOT IN THE 100 YEAR FLOODPLAIN.
6. WETLAND DELINEATION BY BIOLOGICAL RESEARCH ASSOCIATES, DATED FEBRUARY 1998.
7. PROJECT APPROVED FOR A MAXIMUM OF 255 DWELLING UNITS, AND AN 18 HOLE GOLF COURSE, ON 1280.7± ACRES. GROSS RESIDENTIAL DENSITY IS 0.20 UNITS PER ACRE. RESIDENTIAL PHASE I (BLK A, B, C), PHASE II (BLK A & B) & PHASE III HAVE FINAL SITE PLAN AND RECORD PLAT APPROVAL. THERE ARE 113 HALF ACRE LOTS AND 123 ONE ACRE LOTS. THERE IS A "SUPPLEMENTAL DECLARATION #1 TO DECLARATION OF PROTECTIVE COVENANTS FOR THE CONCESSION RESIDENCES" WHICH RESTRICTS THE 38 - 1/2 ACRE LOTS IN PHASE II, BLOCK A TO 18 - 1 ACRE COMBINED LOTS. THE SUPPLEMENTAL DECLARATION IS FOUND IN BK 2031, PG 6737 DKT 2152870 (1 OF 32) COUNTY PUBLIC RECORDS. THE 18 - 1 ACRE LOTS CANNOT BE REVISED WITHOUT COUNTY APPROVAL.
- 18 INDIVIDUAL MULTI-FAMILY DETACHED VILLAS ARE PROPOSED AS PHASE IV.
8. OPEN SPACE ACREAGE IS 951± ACRES (77%) THE FOLLOWING IS AN APPROXIMATE OPEN SPACE ACREAGE BREAKDOWN:
- | | ACRES | % OF PROJECT |
|---------------------------|-------|--------------|
| GOLF COURSE AND AMENITIES | 150 | 12% |
| SWAMP WETLANDS / BUFFERS | 183 | 15% |
| RETENTION PONDS | 179 | 14% |
| UPLAND OPEN SPACE | 443 | 36% |
| TOTAL | 951 | 77% |
9. THERE ARE NO KNOWN HISTORIC RESOURCES OR BUILDINGS ON-SITE.
10. SIGNS MEET THE REQUIREMENTS OF SECTION 724 OF THE LAND DEVELOPMENT CODE.
11. COMMON OPEN SPACE FOR THE RESIDENTIAL PROPERTY IS MAINTAINED, OWNED AND CONTROLLED BY THE HOMEOWNERS ASSOCIATION(S). THE GOLF COURSE IS OWNED AND MAINTAINED BY THE CONCESSION GOLF CLUB, LLC.
12. MAXIMUM BUILDING HEIGHT IS 35'.
13. CLOS #02-030 WAS ISSUED FOR THE RESIDENTIAL PORTION OF THE PROJECT (255 DWELLING UNITS) AND EXPIRED ON MARCH 22, 2005. THE CLOS #05-021 FOR THE GOLF COURSE, CLUBHOUSE & MAINTENANCE FACILITY EXPIRES ON FEB. 9, 2006.
14. ROADWAY BUFFERS HAVE BEEN PROVIDED PURSUANT TO SECTION 715 OF THE LAND DEVELOPMENT CODE. DETAILED PLANS WERE PROVIDED WITH THE PRELIMINARY AND FINAL SITE PLANS, AS APPLICABLE.
15. THE DESIGN AND MAINTENANCE OF THE ROADWAY BUFFERS, ON THE RESIDENTIAL PROPERTY, ARE BASED ON A LANDSCAPE PLAN UNDER THE CONTROL OF THE HOMEOWNERS ASSOCIATION(S).
16. THE ROADWAY BUFFER ALONG STATE ROAD 70 WILL CONSIST OF EXISTING PINES, OAKS AND SAW PALMETTOS TO REMAIN UNDISTURBED IN THIS AREA. EXISTING VEGETATION WILL FACILITATE GREENBELT BUFFER REQUIREMENT OF 1 CANOPY TREE EVERY 30'.
17. ROADWAY BUFFER ADJACENT TO FUTURE DAM ROAD FROM UNIVERSITY PARKWAY RIGHT OF WAY 150' NORTH TO FIRST ENTRANCE ROAD AND ALONG UNIVERSITY PARKWAY RIGHT OF WAY FROM DAM ROAD TO COW PEN SLOUGH TO BE LANDSCAPED PER SECTION 715.3.2 OF THE LAND DEVELOPMENT CODE. TREE COVERAGE SHALL BE AT A RATE OF AT LEAST 40 TREES (SLASH PINES, OAKS, OR BAX INVITED) PER ACRE OF BUFFER AND SHALL BE EVENLY SPACED AND RANDOMLY DISTRIBUTED THROUGHOUT THE BUFFER TO ACHIEVE THE LOOK OF A NATURAL FOREST. EXISTING TREES MEETING THE MINIMUM SITE REQUIREMENTS MAY BE APPLIED TO THE TREE COUNT. IF TREES SMALLER THAN THE MINIMUM REQUIREMENTS LISTED IN SECTION 715.4.B OF LAND DEVELOPMENT CODE ARE PLANTED, THEN THE SMALLER TREES SHALL BE PLANTED THE LEAST TWO YEARS PRIOR TO THE PLATING OF THE ADJACENT PHASE AND SHALL BE CERTIFIED BY A FLORIDA REGISTERED LANDSCAPE ARCHITECT FOR SURVIVABILITY PRIOR TO PLAT APPROVAL.
18. UTILITY EASEMENTS WERE PLACED IN ACCORDANCE WITH SECTION 907.10 OF THE LAND DEVELOPMENT CODE. EASEMENT WIDTHS ARE AS FOLLOWS:
- | | |
|------------|-----|
| FRONT YARD | 10' |
| SIDE YARD | 5' |
| REAR YARD | 5' |
19. DESIGN OF ALL STREETS MEET COUNTY ROADWAY STANDARDS. ALL STREETS WILL BE 24' OF PAVEMENT EXCEPT FOR THE ENTRANCEWAYS AND THE COW PEN SLOUGH CROSSING. ALL GATED ROADS WILL BE PRIVATELY MAINTAINED.
20. A 5' SIDEWALK IS PROPOSED ALONG ONE SIDE OF ALL INTERNAL ROADS.
21. SETBACKS FOR PHASES I & II WILL BE 35' FRONT, 10' SIDE AND 25' REAR. SETBACKS FOR PHASE III WILL BE 50' FRONT, 10' SIDE AND 25' REAR. SETBACKS FOR PHASE IV ARE 25' FRONT, 15' DISTANCE BETWEEN BUILDINGS AND 15' REAR.
22. HAMMERHEAD TURNAROUNDS ARE PROVIDED WHERE CUL-DE-SACS EXCEED 800' IN LENGTH. DETAILS ON TURNAROUNDS ARE PROVIDED AT THE PRELIMINARY/FINAL SITE PLAN REVIEW.
23. THE GOLF COURSE FACILITY WILL CONSIST OF 18 HOLES, WITH CLUBHOUSE DRIVING RANGE, PRACTICE GREENS AND MAINTENANCE AREA. THE MAINTENANCE BUILDING IS APPROXIMATELY 11,000 S.F. A SEPARATE SPORTS CLUBHOUSE FACILITY IS PLANNED FOR THE RECREATION AREA.
24. CONSTRUCTION SCHEDULE:
- | | START | COMPLETE |
|---------------------------|-------|----------|
| GOLF COURSE | - | - |
| RESIDENTIAL PH I, II, III | - | - |
| RESIDENTIAL PH IV | - | - |
| HELISTOP | 7/15 | 7/18 |
25. THE BOULEVARD CONTAINS TWO (2) TWENTY (20') FOOT WIDE TRAVEL LANES WITH VARIABLE WIDTH MEDIANS AT LEAST TWENTY-TWO (22') FEET WIDE.
26. STORMWATER IS TREATED TO 100% OF THE STANDARD FOR AREAS OF DISCHARGE WITHIN THE WPE OVERLAY AREA. NO RESIDENTIAL AREAS ARE PROPOSED IN THE WPE OVERLAY AREA. STORMWATER DETENTION DESIGN WITHIN THE EVERGLADES WATERSHED WILL PROVIDE A 25% REDUCTION IN PREDEVELOPMENT PEAK FLOWRATE. DETENTION DESIGN WITHIN THE COW PEN SLOUGH WATERSHED WILL MATCH PREDEVELOPMENT FLOWRATES PER COUNTY CRITERIA.
27. SINGLE FAMILY LOTS AND 18 MULTI-FAMILY DETACHED VILLAS AND GOLF COURSE AMENITIES TO BE SERVED BY CENTRAL SEWER SYSTEM AND WATER DISTRIBUTION SYSTEM VIA CONNECTION TO EXISTING MANATEE COUNTY SYSTEMS. ALL WATER AND SEWER LINES ON SITE WILL BE PRIVATELY MAINTAINED.
28. TRASH REMOVAL BY INDIVIDUAL CAN PICK-UP FOR SUBDIVISION AND DUMPSTER FOR GOLF CLUBHOUSE.
29. PARK MAY INCLUDE A TOT LOT, PICNIC AREAS AND BENCHES FOR PASSIVE RECREATION. THE RECREATION AREA MAY INCLUDE TENNIS COURTS, SWIMMING POOL, RECREATION BLDG, ETC.
30. WETLAND BUFFERS ARE MARKED WITH SIGNS INDICATING THAT THIS IS A WETLAND PROTECTION AREA.
31. THE SCREENING OF THE MAINTENANCE FACILITY, FROM S.R. 70, INCLUDES A SIX (6') FOOT SCREEN WALL WITH STUCCO PAINTED FINISH. IT IS CONSTRUCTED ALONG THE NORTHERN PROPERTY LINE, FROM THE WESTERN SITE BOUNDARY, TO THE ENTRANCE ROAD, THEN SOUTH TO THE GATE HOUSE.
32. HELISTOP TO MEET FAA REQUIREMENTS.



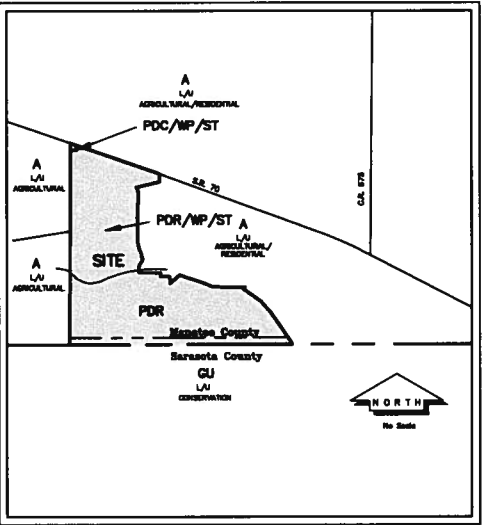
LOCATION MAP



Sections 30,31,32
And 33, TWP. 35S., RGE. 20E.
Manatee County, Florida
DATE: March, 2008
REVISED: March, 2015

INDEX

AERIAL PHOTOGRAPH	1
GENERAL DEVELOPMENT PLAN	2



ZONING MAP

Manatee County Building and Development Services Department Signature Block
GENERAL DEVELOPMENT PLAN
THE CONCESSION

Project number: _____ Project Name: _____
Approval Type: _____ DTS Number: _____

PROJECT PLANNER	_____	DATE	_____
PROJECT ENGINEER	_____	DATE	_____
CONCURRENCY	_____	DATE	_____
ENVIRONMENTAL PLANNING	_____	DATE	_____
ENVIRONMENTAL HEALTH	_____	DATE	_____
FIRE DISTRICT	_____	DATE	_____

Attention: The combination of this signed plan and accompanying approved letter constitutes the complete approved document. Both documents should be provided to interested parties and submitted with any building permit application. There may be other documents, including a CLOS that affect this project approval.

Rec'd by OWNER/AGENT: _____ DATE _____

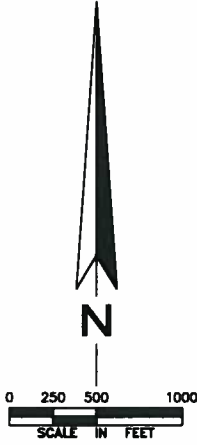
CLIENT: The Concession Golf Club, LLC.

REVISIONS

NO.	DATE	DESCRIPTION
1	5/03/15	ADD RECREATION AREA TO TRACT 801 AND REVISE HELISTOP LOCATION

LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors and Planners
P.O. Box 188 • 825 4th Street West • Palmetto, Florida 34221 • (941) 722-4551





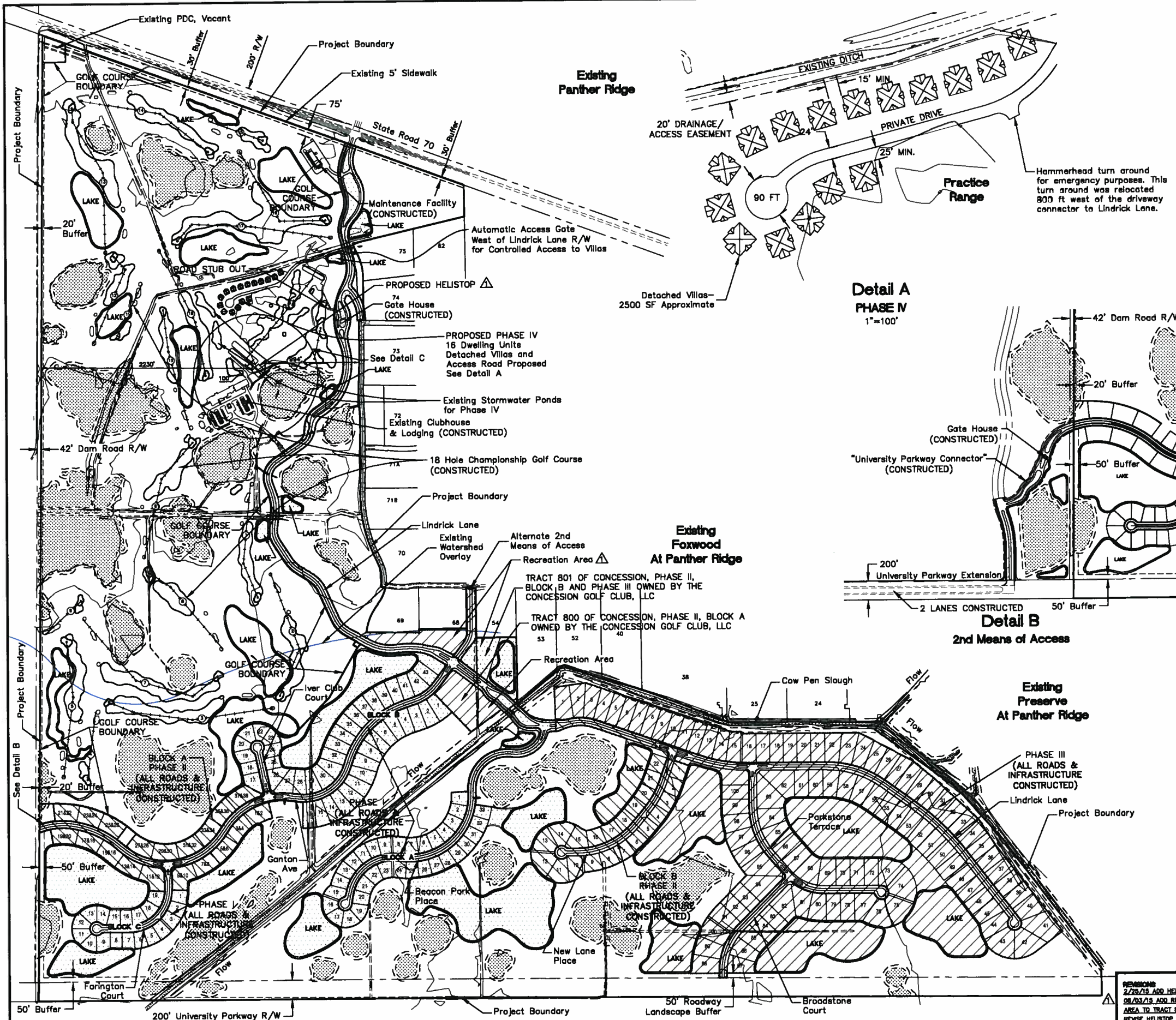
REVISIONS	
△	08/03/15 ADD RECREATION AREA TO TRACT 801 AND REVISE HELISTOP LOCATION
△	09/08/15 NEW AERIAL DIMENSIONS TO ADJACENT HOMES

**REVISED
GENERAL
DEVELOPMENT PLAN
AERIAL PHOTOGRAPH**
for
THE CONCESSION

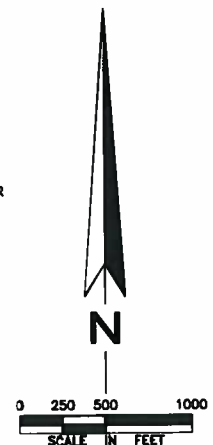
LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors and Planners
P.O. Box 188 • 825 4th Street West • Palmetto, Florida 34221 • (840) 722-4561



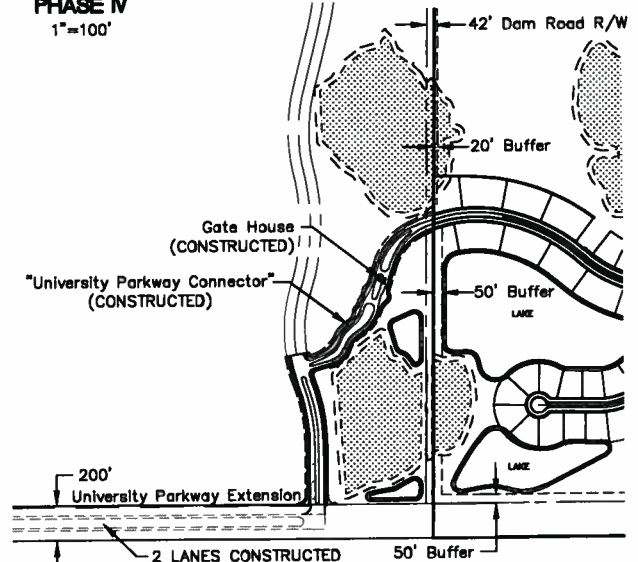
PROJECT ENGINEER ROBERT J. LOMBARDO 20528 P.E. REG. NO.	DESIGN <u>R.J.L.</u> DRAWN <u>P.B.</u> APPR. <u>R.J.L.</u>	DATE <u>2/25/15</u> SCALE <u>1"=500'</u> JOB NO. <u>7915</u>	SHEET NO. <u>1</u> / <u>2</u>
--	--	--	----------------------------------



- LEGEND**
- PROPOSED ROAD RIGHT OF WAY
 - EXISTING SWFWMD JURISDICTIONAL WETLAND & BUFFER
 - EXISTING DITCH
 - PHASE I
 - PHASE II
 - PHASE III

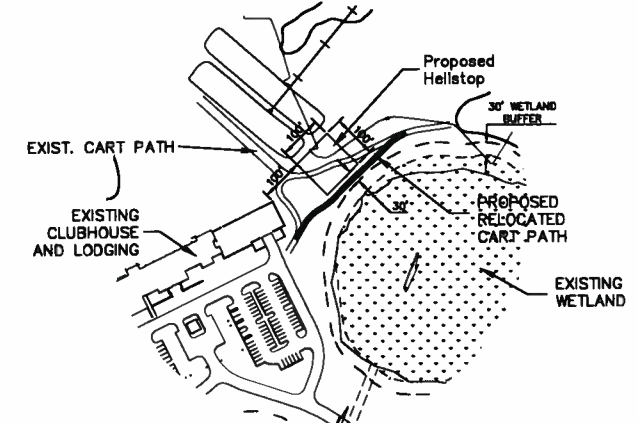


Detail A
PHASE IV
1"=100'



Detail B
2nd Means of Access

Detail C
HELISTOP
SCALE = 1/200



* NOTE: THERE ARE 104 LOTS PLATTED AT 1 AC AND 38 LOTS PLATTED AT 1/2 AC+ BUT DEED RESTRICTED TO 19 LOTS OF 1 AC+. THEREFORE THERE ARE 123 LOTS OF 1 AC+.

SIZE	PLATTED LOTS	# LOTS
1/2 AC	1 AC	
33	PH I BLOCK A	33
43	PH I BLOCK B	43
18	PH I BLOCK C	18
18	PH II BLOCK A	18
4	PH II BLOCK B	4
100	PH III	100
113		123
ALLOWABLE HOMESITES		236
PROPOSED DETACHED VILLAS		18
TOTAL UNITS		252 VS 255 ALLOWABLE

REVISED GENERAL DEVELOPMENT PLAN for **THE CONCESSION**

LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors and Planners
P.O. Box 188 • 825 4th Street West • Palmetto, Florida 34221 • (941) 722-4561



PROJECT ENGINEER	DESIGN	R.J.L.	DATE	2/25/15
ROBERT J. LOMBARDO	DRAWN	P.B.	SCALE	1"=500'
20528	APPR.	R.J.L.	JOB NO.	7915
P.E. REG. NO.				

SHEET NO.
2
2

REVISIONS:
2/25/15 ADD HELISTOP
08/03/15 ADD RECREATION
AREA TO TRACT 801 AND
REVISE HELISTOP LOCATION

Bobbi Roy

From: Stephanie Moreland
Sent: Thursday, April 07, 2016 7:53 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Concession Helispot
Attachments: helipad_flyer_updated.pdf; ATT00001.txt

Fyi public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: Diane [mailto:dcinofl@gmail.com]
Sent: Wednesday, April 06, 2016 4:11 PM
To: Stephanie Moreland
Subject: Concession Helispot

I am absolutely against a Helispot at the Concessions. Residents moved to Panther Ridge for peace & quiet & to enjoy our horses without flying objects overhead. As a resident in Panther Ridge since 1999 there has been a constant progression of noise. Isn't it enough we have to deal with gunfire from Lakewood Ranch Gun Club. Would you like helicopters flying over your house?

This is an equestrian community, horses are flight animals, helicopters flying overhead is a major noise nuisance & can cause catastrophic injury or death to horse and/or rider if a horse spooks. In addition to safety for equestrians, our homes will be devalued just for the "rich" people to get to their golf game quicker. I say No to the Helispot!!

Diane Cino

PANTHER RIDGE HOMEOWNERS

The Concession is planning to put a helistop directly adjacent to Foxwood at 197th St E and 77th Ave E. This will mean flights, take offs and landings over our houses and riding trails



Please get involved in the following way(s)

- **Attend the following meetings and voice your objections:**

Planning Commission Meeting, April 14th, 9a

County Commission Meeting, May 5th, 9a

Both meetings take place at 1112 Manatee Avenue West, 1st Floor Chambers. You will need to sign in to speak.

- **Send emails or letters explaining your objections to Manatee County:**

Contact Stephanie Moreland at the Manatee County Planning Dept.

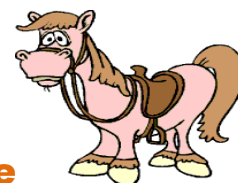
stephanie.moreland@mymanatee.org

Contact Vanessa Baugh (County Commissioner)

vanessa.baugh@mymanatee.org

Please indicate in your letters or emails that you are concerned about the safety of your horses and properties, the peace and tranquility of our community and the safety of you or your loved ones riding. The planning department in their report to the Planning Commission made NO mention of our equestrian communities or riding trails directly adjacent to the helistop area. At the very least we need a NO FLY ZONE over our communities.

Please contact Daniela ddrillmann@icloud.com or Cindy csimonbray@verizon.net for a copy of the report. If you would like to come to our pre-planning meeting, please let me know, Sunday Apr 10, 2p.



Help Protect Foxwood and Panther Ridge

Bobbi Roy

From: Marianne Lopata
Sent: Tuesday, April 05, 2016 4:17 PM
To: 'Daniela Drillmann'
Cc: Bobbi Roy; Debbie Bassett; Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh
Subject: FW: objection to Helistop and concern that safety is being ignored
Attachments: article_horsespooked_eastsussex.pdf; article_horsespooked_newyorkshire.pdf; article_personkilled_bell.pdf; article_personkilled_dodds.pdf; article_blog_newmexico.docx; article_descanso_ca.pdf; article_child_injured.pdf; article_horsekilled_drone.pdf; article_Wmalborough.pdf

RE: PDR-04-39(G)(R2) – The Concession Golf Club LLC/The Concession Golf Club Helistop

Thank you for writing to Commissioner Baugh to express your concerns regarding this project. Since your remarks concern an upcoming land use item, your comments are being shared with the other commissioners as well as staff from Building and Development Services and the County Attorney's Office for review.

She has recently been made aware that this project is scheduled for public hearing before the Planning Commission (April 14), and the Board of County Commissioners (May 5). She and the other commissioners will be able to discuss this project publicly at that time.

You are welcome to attend the public hearings to voice your concerns and opinions. On behalf of Chairman Baugh and the other Commissioners, thank you for your interest and participation.

Marianne Lopata

Executive Administrative Assistant
Board of County Commissioners
Phone: (941) 745-3707; Fax: (941) 745-3790
E-mail: marianne.lopata@mymanatee.org



From: Daniela Drillmann [mailto:ddrillmann@icloud.com]
Sent: Tuesday, April 05, 2016 2:42 PM
To: Stephanie Moreland; Vanessa Baugh
Subject: objection to Helistop and concern that safety is being ignored

Ms Moreland and Ms Baugh,

I am writing again to renew my objection to the Helistop at the Concessions. Furthermore, I am shocked that the report put out by the Planning Department fails to mention anywhere in their report that an equestrian community (Foxwood) sits directly adjacent to the Concessions and the proposed Helistop site. Homeowners in this community as well as other Panther Ridge equestrian communities nearby bought homes in these specific areas to be able to enjoy the equestrian lifestyle, which includes having their horses on their property and using the 15 miles of equestrian trails that are not available anywhere else in Manatee county and very limited in the state of Florida.

Horses and riders will not be safe with helicopters coming in and out for take offs and landings. Horses are easily spooked. Our community should not be subjected to this. There are noise ordinances in Manatee County for unruly dogs and cats, but its OK to let helicopters fly over its only residential equestrian community. Where is our quality of life after many of us have made large investments into our properties?

I have attached several articles found online where horses and people have been injured and killed when horses were spooked by helicopters. I truly hope the Commission takes this safety issue under careful consideration.

Sincerely,
Daniela Drillmann



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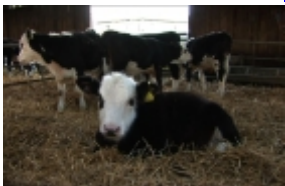
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A horse has been rescued from a river after bolting from her field, apparently spooked by a low-flying helicopter.

Blind panic

Grace fell around 7ft into a narrow river after crashing through the fence in her field in the early hours of Tuesday morning (2 June).

Owner Tiffany Sharp from Hassocks in East Sussex believes the six-year-old Friesian was spooked by a low flying RAF aircraft.

“I’m 99 percent sure a Chinook came over, as I heard something around 2am that morning,” Tiffany told H&C. “I live right by the yard and they frequently fly over. I can’t see any other reason for her running away in a blind panic.”

Seven-foot drop

Tiffany was alerted to her missing horse by the local farmer, who came banging on her door to tell her the fence was down and her horse was gone. The other three horses were still in the field.

“I went into mass panic,” said Tiff. “Grace is a young horse, and she is very stressy with severe separation anxiety, so things must have been bad for her to leave the herd.”

Tiff went searching for her mare and eventually she spotted an area where the dense shrubbery and trees had

been trampled. There were also broken fence posts, which Grace had torn down in her panic to get away.

Tiffany knew beyond the dense vegetation was a 7ft drop into a river – which was where she found her horse.

Catatonic shock

“Miraculously Grace was upright, but she was in total, catatonic shock,” said the owner. “She must have been struggling all night.”

Tiffany called the fire brigade, who sent out the search and rescue team. Four cars turned up, along with a huge off-road truck and six crew, who got in the river with the horse.

A vet was also in attendance, and chose to sedate Grace to help keep her calm throughout the rescue.

Couldn't stand

“She didn’t need much as she was quiet anyway from the shock – she was literally shaking,” said Tiffany. “The rescue guys said how lucky it was she is so calm – normally she is anything but!”

The rescue team managed to drive their truck down to the riverside so they could get a harness around the mare and lift her to safety. The whole operation took around three hours.

“When she was lowered down she was so wobbly she couldn’t stand,” said Tiffany. “She just wanted to lie down. It took around 20 minutes for her to recover and then we walked her back to the yard. The fire crew stopped all the traffic for us – they were just fantastic.”

Official complaint

A week after the ordeal, Grace is still suffering. She has a bad cough, either from water on her lungs or from getting cold while trapped in the river. She is also very lame after coming off her pain relief, which is being investigated by her vet.

Tiffany hopes it’s not a long-term problem as she plans on doing dressage with the mare in future.

As well as dealing with an injured horse, Tiffany has lodged an official complaint with the Ministry of Defence who has referred the case to the RAF police.

“According to the RAF there was a lot of rain and wind that night so they would need to fly lower than normal,” said Tiffany. “I can only assume it was less than 100feet, which would definitely explain why she panicked so much.”

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RAF helicopter blamed for death

00:00, 11 JUN 2004 | **UPDATED** 01:43, 27 JUN 2013 | **BY** THE JOURNAL

A woman horserider was killed after her horse was panicked by noise from a low-flying RAF helicopter, an inquest heard yesterday.



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A woman horserider was killed after her horse was panicked by noise from a low-flying RAF helicopter, an inquest heard yesterday.

Melanie Stephenson Dodds, 39, was riding on a grass verge by the A48 in the Caerwent area of south Wales when the accident happened last December.

Gwent coroner David Bowen recorded a verdict of accidental death. The Newport inquest heard the mother-of-two was "an experienced and proficient horserider".

She and friend Sonia Jones had been riding in the direction of the traffic towards Newport when their horses panicked.

Mrs Jones managed to bring her horse under control, but Ms Stephenson Dodds struggled to gain control and her horse bolted into the path of a car.

She was thrown from the horse, which rolled over her.

A statement read to the hearing by RAF Flight Lt Piers Hammond said authorisation had been given for a training exercise in the area.

Instruction had been given on avoiding farms and built-up areas as well as the dangers of flying low near horses.

A pathologist's report said Ms Stephenson Dodds had died from internal injuries.

The coroner said it was essential for armed services crews to be fully trained in all manner of conditions and terrain.

There were bound to be risks, despite care being taken.



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Child injured in low-flying incident with military helicopters

Horse & Hound (http://www.horseandhound.co.uk/author/horseandhound)
12:22 - 9 November, 2007



An angry Pony Club mother has hit out at the Ministry of Defence (MoD) after her daughter was badly injured when her pony was spooked by two military helicopters. Anita Rose and her children, Gabrielle (13) and Nathaniel (8), were at a Ludlow Hunt Pony Club rally in Greete, Shropshire on 22 October when two Chinooks flew overhead.

Mrs Rose said Fern, the pony being ridden by Gabrielle, reared and fell over backwards, landing on the child. Her daughter was airlifted to hospital with a broken neck and thighbone. "She [Gabrielle] is lucky she had no internal injuries. She should have no lasting damage but will be off school for at least three more weeks and will not be able to go back to riding until February," Mrs Rose told H&H. "It's strange the helicopters were that low in an area where there were lots of horses. There must be more unoccupied places to fly."

In a separate incident last Wednesday (31 October) three riders hacking along a country lane near Market Harborough were "buzzed" by a military helicopter which came directly over the horses. "He was low-flying and came over the horizon from our left," said Davina Wilson, who was out on her six-year-old ex-racehorse. "All three of us had hi-vis clothing on and I'm sure he could see us, but he came right over us and we could feel the downdraught. Luckily my horse seemed rooted to the spot. One of the others panicked but didn't bolt." A spokesman for the Ministry of Defence (MoD) said: "Events around the world demonstrate that there is a continuing requirement for highly trained armed forces that are able to defend the UK, its people and its interests, whenever the need arises."

Article continues below...

"Low-flying is a perishable skill that can only be perfected through rigorous training and continuous practice in a realistic environment." He added: "All complaints from the public about military low flying are taken very seriously and are carefully examined. An investigation has been opened into the incident on 22 October. It is being looked into very carefully and the air staff will respond to the complainant."

In March 2005 the MoD released a hotline number for riders to check for low-flying helicopters in their area, following the death of rider Heather Bell, after her horse took fright due to a military helicopter. Tel: 0800 515544 8am – 5pm (and until 8pm during BST), Monday to Friday.

This news story was first published in Horse & Hound (8 November, '07)

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Child injured in low-flying incident with military helicopters

Horse & Hound (http://www.horseandhound.co.uk/author/horseandhound)
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Low-flying RAF helicopter spooked horses, trainer claims

A racehorse trainer claims an RAF helicopter deliberately flew 50 feet above her valuable horses, putting their lives at risk by almost causing them to bolt into the road.



The Ministry of Defence has launched an inquiry after a racehorse trainer claimed a Chinook flew too low over her horses Photo: JULIAN SIMMONDS

By Daily Telegraph Reporter

6:00AM BST 20 Oct 2011

The Ministry of Defence has begun an investigation after Ann Duffield and her husband, the former jockey George Duffield, complained after the Chinook swooped low over their animals.

Instead of flying off, the pilot turned around and “buzzed” the riders again, according to Mrs Duffield. It was only by good luck and “exceptional” horsemanship by the jockey that the animals were prevented from bolting.

The trainer, who has had more than 30 winners this year, said the pilot had shown no regard for the safety of horses and riders as it flew near her stables at Constable Burton, North Yorkshire.

Although there is an informal no-fly zone over the immediate area following a similar incident eight years ago, Mrs Duffield said the Chinook pilot may have been unaware of the restriction and put the lives of the riders and their horses at risk.

She has complained to her MP, William Hague, the Foreign Secretary, and the Ministry of Defence.

Mrs Duffield, who trains horses owned by Harry Redknapp, the Tottenham Hotspur manager, said: “We could have easily been mourning the death or serious injury of one of us, or that of a horse or two.”

Both she and her husband were riding hunters when they spotted the giant twin-rotor helicopter heading for them.

They expected the pilot of the 100ft long aircraft to turn away but instead he followed the eight horses and riders.

The noise prompted one horse, the five-year-old Whispering Spirit “to jam the anchors on” before trying to bolt. “All the horses panicked,” she said.

“Some of them ran onto the nearby lane with their jockeys hanging on for dear life.

“Worse was to come. As the last horses were panicking, the helicopter flew perilously close to the roof of the farmhouse on the crossroads, just yards from the end of our gallops.

“He was so low that we all thought he was in serious trouble and going down. He circled dangerously low over a nearby farm and then came back towards us.” As the helicopter came closer, Mrs Duffield said the noise became “unbearable”.

“Both George and I lost the plot as he continued playing games with lives of horses and their riders.”

She added: “This was a deliberate act. He came over us once, circled and then came back again. When we flicked two fingers, he came back again.

“There is no excuse whatsoever for flying directly at horses and riders in what can only be described as a highly dangerous, irresponsible manoeuvre.”

It was clear, she said, that the MoD had failed to learn the lessons from the death of Heather Bell, 38, who was thrown from her horse in Lincolnshire in 2003 when a Chinook passed overhead.

The MoD is investigating the incident, which involved an aircraft based at RAF Odiham in Hampshire but which had flown to RAF Dishforth in North Yorkshire for a routine low-level training mission.

hc130radio

Location: Sanford, NC
205 posts, read 352,965 times
Reputation: 186

I am in the Air Force and am assigned to Ft Bragg. At my previous assignment in New Mexico, the unit I was assigned at - we routinely flew special ops C-130s [low level](#) for several hours each flight mostly over unpopulated areas throughout the state - typically twice a day five days a week! We had a no-fly area where we had to deviate from our route by 1/4 mile because a few years back we flew over a farm and scared several horses. One horse ended up wrapping itself in barbed wire and needed to be put down. The owner of the farm contacted the base commander, and reported the incident. After that, all the C-130 units were notified to not ever fly over that particular area unless there was an [emergency](#) with the aircraft.

There are certain FAA regulations and [USAF](#)/Army regulations, or local operating procedures that normally dictate how low an aircraft can fly over populated areas.

You have every right to complain to the base. Be polite and respectful. They will listen to you. You are a tax payer. Provide the base with the coordinates of your [residence](#) and dates/times when they typically fly over your house.

Read more: <http://www.city-data.com/forum/raleigh-durham-chapel-hill-cary/1060384-complaint-military-helicopters-buzzing-residential-areas-5.html#ixzz44h7NzmWk>

'Drone may have spooked' police horse Fimber before he died

10 November 2015 | [Leeds & West Yorkshire](#)

A police horse may have been spooked by a drone before his death, West Yorkshire Police have said.

Fimber, 14, died after an incident at Carr Gate police headquarters near Wakefield on 15 October.

CCTV footage showed the horse, who had been with the force for 11 years, looking "spooked" in the paddock before vaulting a fence and colliding with a wooden post.

Police have appealed to the owner of a drone found nearby to come forward.

Updates on this story and more from West Yorkshire

Officers are now investigating the possibility that Fimber's death was linked to a radio-controlled drone found nearby a few days later by the crew of a police helicopter as it came in to land.



West Yorkshire Police

The drone is a widely-available model, the Walkera Runner 250. Measuring about nine inches (27cm) long, they cost about £200.

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Last Updated: Wednesday, 27 October, 2004, 16:11 GMT 17:11 UK

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MoD criticised over woman's death

The Ministry of Defence failed to take sufficient precautions to prevent an accident where a woman was thrown from her horse, a jury has decided.

An inquest jury said not enough was done to reduce the risk of low-flying military aircraft to the public.



Heather Bell was a novice rider, the inquest heard

Heather Bell, 38, was riding with two friends in Middle Rasen, Lincs, when the horse bolted, hurling her to the ground after a Chinook passed overhead.

She was wearing protective gear but died from severe head injuries.

Detailed verdict

The jury agreed the noise from the low-flying RAF Chinook helicopter had contributed to Mrs Bell being thrown from her horse in June 2003.

The members responded to 16 questions set by coroner Stuart Fisher.

Under new inquest rules which allow a more detailed verdict where public organisations are involved, the jury at Market Rasen Festival Hall found the MoD's low-flying policy was "insufficient".

"The military are apparently not subject to the full laws of the land and ...are not accountable for their deeds and actions."

Bell family statement

The jury had heard from witnesses and saw a reconstruction of the incident over eight days.

The MoD came in for criticism during the hearing and witnesses said the case is set to affect the way the RAF carries out low-level flying.

'More simulators'

The hearing produced ideas, including the possibility of horse riders wearing radio beacons visible to aircraft.

The Chinook, from a base in Hampshire, had clearance to fly down to 50ft and it was travelling at 120mph.

The jury did not criticise the crew, which flew within guidelines.

BBC NEWS: VIDEO AND AUDIO

Inquest criticises low-level flying

[VIDEO](#)



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It recommended the MoD and RAF made more use of simulators for training.

The military services said there was a review under way of flying practices.

In a statement after the inquest, Wing Commander Jon Taylor, of the RAF Directorate of Air Staff (Lower Airspace), said: "The death of Mrs Bell was a tragedy and the Ministry of Defence extends its deepest sympathy to her family.



Simon Bell said if one life is saved, Heather's death will not be in vain.

"We have listened carefully to the findings of the inquest and will, of course, consider very seriously the recommendations of the coroner."

Mrs Bell's family released a statement which said: "The military are apparently not subject to the full laws of the land and therefore as far as they are concerned, are not accountable for their deeds and actions.

"We have lost a much-loved daughter and a sister to her two brothers and nothing can ever take away the heartache that we feel.

"Our consolation is that she will always be remembered in the hearts and memories of all those who loved her."

The family revealed Mrs Bell had been an organ donor to three women. A bell at St Peter's and St Paul's Church, Middle Rasen, is to be dedicated to Mrs Bell, who was a keen churchgoer.




The low-flying policy of Chinook helicopters was criticised.

Her husband Simon said his 12-year-old daughter Emma would continue to ride horses and wanted to buy Midget, the horse her mother was riding when she died.

He said of the inquest verdict: "I think that anger has dissipated because we feel this inquiry has been thorough.

"That was our main objective from the start. Even if it just saves one life, her death will not be in vain."

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SDG&E LOW-FLYING HELICOPTER CAUSED HORSE INJURY IN DESCANSO, OWNER CLAIMS

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By Miriam Raftery

August 29, 2014 (Descanso) –A helicopter chartered by San Diego Gas & Electric Company to survey lines in Descanso was flying below the legal height limit on Wednesday, startling a horse that was injured as a result, says owner Rita Gallant.

Tim Garland, a ferrier who works for Garland, was shoeing horses on her property and called Gallant to report that horses were being spooked by the low-flying chopper.

“He said, ‘You’ve got this helicopter hovering above your property. It’s right at the top of your gate and your horses are going crazy,” Gallant told East County Magazine. She added that Garland told her the helicopter was just 150 to 200 feet above the gate—close enough to get a good look at the pilot. Anything under 1,000 feet would be illegal, according to the Federal Aviation Administration (FAA).

Later, Gallant said one horse that panicked and bolted was found with a gash on its side, which required suturing by a veterinarian. She told ECM that SDG&E has agreed to reimburse her for the veterinary bill.

Other Descanso residents also complained about the low-flying helicopter. Gallant said her neighbor, Robin, also called her to ask what was going on at the property after seeing the unmarked gold and black helicopter flying back and forth repeatedly over Gallant’s property.

Peggy Martin told ECM that she, too, saw the helicopter and was worried that it could be a Border Patrol or Sheriff’s helicopter in pursuit of a suspect. “It was worrisome,” said Martin, who adds that she called 911. “This was right over

our property for about 20 minutes.”

our property for about 20 minutes.

The 911 operator assured her that the helicopter did not belong to law enforcement and referred her to the FAA, but the FAA didn't know who owned the helicopter or why it was there.

After walking with a friend, Martin learned that a horse had been injured and that the helicopter belonged to SDG&E. She then called Todd Voorhees, SDG&E representative to ask if the utility company could provide notice to area residents in the future, since additional flights are planned as the company continues surveying lines and poles for possible replacement.

"He said that would be difficult, due to weather and other conditions," Martin says, adding, "I told him I don't want to hear about 'difficult' when there are injuries and people are afraid."

East County Magazine has asked SDG&E for comment on this incident.

If you see a helicopter that you believe is flying too low, authorities encourage you to take photos or video and then contact the FAA and in the case of a utility helicopter, the California Public Utilities Commission (CPUC). The CPUC has imposed fines and grounded SDG&E helicopters in the past when they were found to be in violation of no-fly zones around eagle nests or other regulations.

 [Log in](#) or [register](#) to post comments

Comments

How to deal with SDG&E flying too low.

Submitted by Andrei on Wed, 09/03/2014 - 11:23

Stay calm and document the aircraft's tail/ID numbers if possible. Make a note of the time of day, date and location. Contact the San Diego FSDO (Flight Standards District Office) Link: https://www.faa.gov/about/office_org/field_offices/fsdo/san/ Address: 8525 Gibbs Drive Suite 120 San Diego, California 92123 Phone: (858) 502-9882 Fax: (858) 502-9985 Office Hours: 7:30 a.m. to 4:00 p.m., Monday - Friday (Office hours by appointment only) There's a link to email the San Diego FSDO on the contact page. SDG&E isn't above flight standards and rules, especially in an airspace like ours that borders plenty of MOA/SUAs. Enough complaints will get FAA enforcement attention.

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SDGE

Submitted by Doninsandiego on Fri, 08/29/2014 - 21:13

They continually and legally patrol the power lines that you don't want to fall and start fires. You can't have your cake and eat it too

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Neighbors take off against copter pad The noise could frighten their horses, they argue. W. Marlborough neighbors fret over resident's plan for copter pad

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By Reid Kanaley **INQUIRER STAFF WRITER**

POSTED: October 21, 2003

WEST MARLBOROUGH — While horses remain a common sight on the dirt paths and gravel roads of this rural township, one resident among the horse lovers has dreams of more modern transport.

But folks are aghast at John J. Geewax, who wants the choice of getting to and from his secluded estate of meadows and thickets surrounding a stone mansion - by helicopter.

The thought of the financial adviser's chartered, jet-propelled copter thundering over their pastures has a passel of neighbors in an uproar. They say the sudden din, and even the looming sight of a helicopter, could spook their valuable horses and cause them to injure themselves or their riders.

Geewax, 47, doesn't see the problem. "It's no big deal," he said of his proposal to put a helicopter landing pad on his property.

In a phone message left for a reporter, he called it "just a small little private thing on over 300 acres." Other than that, he said, "I really don't have much to comment on." He has not responded to additional inquiries.

His lawyer said Geewax, who once taught finance at the University of Pennsylvania's Wharton School, and whose firm manages more than \$3 billion in assets, needs the helicopter for business jaunts to Washington, New York, and Chicago, and to make airplane connections for longer trips.

"For him, it's a mode of transportation," said the lawyer, Thomas A. "Buck" Riley of Paoli.

Horsefeathers, say Geewax's neighbors.

"You don't land that thing without a lot of noise coming down over the horses' heads. People have gotten pretty upset about this thing," said Nancy Penn Smith Hannum, township resident, matriarch of the Chester County foxhunting set, and an open-space preservationist.

"This is not why you live in Chester County," added Gretchen Winterstein, Geewax's neighbor, who keeps 10 horses in paddocks that she fears could end up on the landing or takeoff path of a Geewax helicopter.

Hannum, 83, refers frequently to the helicopter by an archaic term, calling the noisy vehicle an "autogiro."

She and Winterstein were among about 50 people who sat on folding chairs one evening last week in the township garage - the only municipal venue big enough to hold a crowd - for an ongoing hearing on Geewax's plan. An estimated 100 showed up for the first go-round on Sept. 16.

That's a huge turnout in horse country.

West Marlborough, a land of rail fences, horse barns, and rolling, tree-topped hills, has seen virtually no population growth in two centuries, residents said.

It is home to about 200 horses and just 856 humans, said Denis E. Forrest, the municipal code officer. Some lanes, including Hicks Road, where Geewax lives, are still little more than gravel paths.

Geewax himself was notably absent from the hearing last week. Officials, townsfolk, and his own lawyer had expected him to testify. But Riley announced that, at the last minute, Geewax had come down with the flu.

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"It's terribly disappointing," George Winterstein, Gretchen's husband, said of his next-door-neighbor's absence.

The Wintersteins are leaders of Safety First, a group of about 20 residents who hired lawyer Benjamin E. Zuckerman of Philadelphia to press their case in the township hearing. They must now wait until the hearing resumes on Nov. 18 to question Geewax on his plan.

Geewax needs approval - in the form of a conditional use permit - from West Marlborough's three-member board of supervisors to build and use the 6,400-square-foot concrete helipad.

Geewax is a principal of Geewax, Terker & Co., an investment counseling firm tucked into an unmarked, restored barn in Chadds Ford. The company turns down accounts of less than \$5 million.

Among the assets that Geewax manages is the \$10 million Noah Fund, a faith-based mutual fund that refuses to invest in companies with ties to alcohol, tobacco, gambling, pornography or abortion.

At last week's four-hour meeting, conducted in the municipal garage with a snowplow for a backdrop, Henry A.F. Young, an aviation consultant testifying for opponents of the helipad, said the twin-turbine Sikorsky S-76 series of helicopters of the type chartered by Geewax produce noise that would be perceived as "deafening" on approach and takeoff.

A hit with boardroom commuters, the 52-foot-long Sikorsky S-76, built by the Sikorsky Aircraft Corp. of Stratford, Conn., costs \$6 million to \$8 million, depending on configuration, and seats from four to 12 passengers. Its main propeller blades span 44 feet, and the tail rotor is 8 feet in diameter. The helicopter flies up to 178 miles per hour.

Real estate broker and former horse trainer W. Duncan Patterson testified that a nearby helipad might threaten horse farm property values, because the coming and going of a helicopter "has the potential to scare and startle horses."

Riley, Geewax's attorney, afterward called the dispute a tempest in a teapot, and a case of "nimby - not in my backyard." He said Geewax keeps four horses on his own property.

"Once this thing is in, nobody will even care, or know," he said.

Hannum, the foxhunt matriarch, said she was lobbying Geewax on her own. She called him "a very good guy."

"It would be much easier for Mr. Geewax . . . to go out of his front door, turn a key in his car, and go 15 minutes to this helicopter" at Chester County Airport, near Coatesville, she said.

And, she said, "I think we can persuade him that he must be here" at the next meeting.

Contact staff writer Reid Kanaley at 610-701-7637 or rkanaley@phillynews.com.

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Bobbi Roy

From: Marianne Lopata
Sent: Tuesday, April 05, 2016 2:35 PM
To: 'Audra Danko'
Cc: Bobbi Roy; Debbie Bassett; Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh
Subject: RE: Helistop for the Concession??

RE: PDR-04-39(G)(R2) – The Concession Golf Club LLC/The Concession Golf Club Helistop

Thank you for writing to Commission Baugh to express your concerns regarding this project. Since your remarks concern an upcoming land use item, your comments are being shared with the other commissioners as well as staff from Building and Development Services and the County Attorney's Office for review.

This project is scheduled to be presented during a public hearing before the Planning Commission (April 14), then the Board of County Commissioners (May 5), at which time the commissioners will be able to discuss this project publicly.

You are welcome to attend the public hearings to voice your concerns and opinions. On behalf of Chairman Baugh and the other Commissioners, thank you for your interest and participation.

Marianne Lopata

Executive Administrative Assistant
Board of County Commissioners
Phone: (941) 745-3707; Fax: (941) 745-3790
E-mail: marianne.lopata@mymanatee.org



From: Audra Danko [mailto:dankoaj@gmail.com]
Sent: Tuesday, April 05, 2016 12:53 AM
To: Vanessa Baugh
Subject: Helistop for the Concession??

Hello Vanessa,

I live in the Panther Ridge community and am very concerned that there is consideration being given to allowing helicopters to fly just over our rooftops and properties. When I first heard

about this issue I thought there was no way Manatee County (which we chose to live in over Sarasota County because of the incredible planning Manatee County has done out east) would even entertain a helicopter pad in our back yards. Clearly I was wrong and somewhere along the way a person or two, who are not at risk of having helicopters fly over their homes, decided to let this idea get legs. Here are the issues and, frankly the risks, Manatee County would be held accountable to should this thing come to fruition.

1. Safety- Me, my wife and our two daughters ages 5 and 8 thoroughly enjoy the miles of nature trails we have wrapped around our community. We are on these trails almost daily because we have a trail head in our back yard. We encounter other families, all the time, also spending time with their kids on these trails. Because of the trail head in our back yard we see plenty of 10+ year old kids riding their bikes and walking these trails without their parents. We see senior citizens out enjoying these trails. We often encounter horses and their riders on these trails. The LAST thing we need is to have a 1,000 pound horse barreling down one of these narrow trails or around a blind corner out of control because it was spooked by a helicopter buzzing just overhead. The idea that Manatee County would allow a helicopter pad to go into a neighborhood that in turn can create a VERY real risk of injury or death to a child or parent or grandparent out enjoying one of the amenities of their own neighborhood boggles my mind. Your biggest responsibility to your residents is our safety. Period. Manatee County would consider risking our safety because someone wants to fly their helicopter in to play golf twice per month?

2. Property Value (obviously)- I mean seriously, let's just open up an outdoor bar and music venue in the center of the Concession and see how they feel about noise ordinances and property values. I have no issue with any community adding amenities as long as those amenities are not at the expense of another community. If anybody in Panther Ridge wanted to live near an airport we could have saved hundreds of thousands of dollars and bought homes near existing helicopter pads and airports. If the Concession (or any neighborhood) wants a helicopter pad, put the damn thing in the center of their neighborhood AND keep all flight patterns over THEIR neighborhood. To say the property values in my neighborhood would plummet is an understatement. Run all the surveys you want but if you give someone the chance to buy a home next to a helicopter pad or one not next to a helicopter pad.....you get the idea.

3. Peace and quiet- Why on earth does someone in the Concession get to shatter the peace and quiet I rightfully deserve that came with the home I purchased? They don't any more than they would need to tolerate me driving through their neighborhood blasting music from my car.

Let's consider the line of You-know-what coming from the Concession attorneys/salesmen:

-We will open the helipad to residents of Panther Ridge

(If we wanted one, we have a heck of a lot more land to put it on than the concession has....and by the way, we wouldn't be fighting it.)

-We will let the residents of Panther Ridge use our helipad if one of them ever needed to be airlifted to a hospital.

(How thoughtful of them!!! But let me get this straight, Panther Ridge residents would wave off the medical helicopter from the open landing spaces in their own back yards on their 1 to 15 acre lots so they could drive themselves, injuries and all, over to the guard gate at the concession to ask permission to catch the medical helicopter on the helipad? Are you laughing? I'm laughing. This is such nonsense!!)

-We only expect two flights per month

(Tell me you aren't rolling your eyes every time you hear the concession gang rattle that one off)

-We ran a noise study with a professional acoustics firm and they came back that the noise would be “negligible”.

(I’m no acoustics expert, but I do have ears and I have heard helicopters up close.....and am confident this is the biggest line of BS coming from these guys yet)

I keep asking myself “why?” Why is this project even being considered? Why would Manatee County run the very real risk of injury or death to a child, a parent or a grandparent who enjoy our miles of trails daily and then the unfathomable lawsuits that would follow against the county when the risks are so clear and the concerns have been raised? Why would Manatee County allow our property values to get crushed and risk the subsequent law suits for residents rightfully seeking damages (maybe the Concession will pay the differences with their increased property values because they can boast a helipad)? Why would Manatee County allow someone to shatter the peace and quiet of our community, a community that has been here far longer than the Concession? How on earth can the answer to these questions, ESPECIALLY the safety question, be something like this: “We, Manatee County, are approving the helicopter pad, at the expense of the safety concerns raised by Panther Ridge residents, so someone visiting the Concession doesn’t have to drive their car from a REAL airport with an EXISTING helicopter pad”. As I mentioned, and of course you know, the proposal suggests only two landings per month as though that should make me feel better. If it is that little of an inconvenience or safety concern for HUNDREDS of us, then it certainly should not be an issue for one or two visitors/residents of the concession to fly into the closest actual airport and catch a ride to the Concession.....it’s only twice per month AND they must be doing currently since, of course, there is not helipad at the Concession at the moment.

It’s not like Manatee County is being asked to consider a fire station or helicopter pad for a hospital or other NECESSARY project that would benefit the majority of people around it. Manatee County is being asked and, unfortunately seems to be considering, a project that is nothing more than a convenience for a few at the expense, and possibly grave expense, of so many.

This whole thing is a terrible idea. It is such a bad idea at the expense of so many just to appease so few. When my safety concerns come to pass (and they will because these trails are used so heavily and because the horses out here have no experience with helicopters zipping overhead) we will have to get a full understanding why the decision was made to approve a helipad for only “twice per month use”.

Assure me that helicopters won’t be coming or going on two days per month that my two little girls are enjoying their nature walks and I’ll reconsider my position.

Thank you.

Jim, Audra, Maddie and Emery Danko
Panther Ridge Preserve Residents

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, April 05, 2016 7:20 AM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Opposition to helipad

[Fyi, public comment.](#)

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Al Kaspar [<mailto:dralkaspar@yahoo.com>]
Sent: Monday, April 04, 2016 9:28 PM
To: Stephanie Moreland; Vanessa Baugh
Cc: kmoschella@bradenton.com
Subject: Opposition to helipad

As the father of a son who has severe autism and sensory sensitivity, I am strongly opposed to the new helipad being planned near our home. We moved to Panther Ridge in 2008, about as far back from SR 70 as one can get, to be away from noise and where he can have an open space to be a kid. Prior to that we lived in the city. Our son's autism is such that he startles easily and is terribly affected by loud and/or unexpected noises.

Moving here was like moving to a refuge, where he can enjoy peaceful quiet. As a result, we (his parents) also get a semblance of peace when he isn't 'set off' by noise, among other stimuli.

We did not choose to live next to an interstate or near an airport runway. We chose to be as far away as possible from noise for our son's sake.

I'm sure the people who planned this helipad have stated that they will use it sparingly. That does not matter to me as once is one time too many. There would be a gradual increase in usage, I'm sure, to where multiple flights would occur daily.

We do not think it is fair that, regardless of other's needs, someone can just bully their way into imposing their way on others - even when it interferes with their health and civil rights, especially as it pertains to their disability.

Algirdas Kaspar, M.D. (Emeritus)
6405 189th Street E.
Bradenton, FL 34211

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 04, 2016 2:02 PM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Concessions Heliport

Public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Maggie Boyer [mailto:magwal55@gmail.com]
Sent: Monday, April 04, 2016 1:53 PM
To: Stephanie Moreland
Subject: Concessions Heliport

I am a resident and horse owner in Panther Ridge (The Trails). I am OVERWHELMINGLY against a heliport in the Concessions Subdivision. We have heard the copters flying over our home and my horses nearly jump out of their stalls.

This is also extremely dangerous when riding in our trail system. We not only ride on our side, but also in Foxwood. It won't be long before someone is seriously hurt or killed when a horse spooks at the noise overhead.

Please do not allow this to be approved.

Maggie Boyer

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 04, 2016 2:01 PM
To: Bobbi Roy
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: heliport at consession

[Public comment](#)

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: walt boyer [mailto:magwal46@yahoo.com]
Sent: Monday, April 04, 2016 1:15 PM
To: Stephanie Moreland
Cc: Debbie From Miller Management
Subject: heliport at consession

Ms Moreland

Please consider carefully your position on the above.

It's not an exaggeration to say lives of current residents , those who have lived in P Panther Ridge for two decades, could be In the balance. For what purpose?

The only people who will be effected adversely will be those unfortunate who will be required to settle for a limousine from the airport.

[Sent from Yahoo Mail on Android](#)

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, December 15, 2015 9:01 AM
To: Bobbi Roy; Danielle Walker
Cc: Nicole Knapp; Robin Meyer
Subject: FW: Proposed Helipad in the Concessions

Public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Marc Olarsch [mailto:mjolarsch@gmail.com]
Sent: Tuesday, December 15, 2015 8:25 AM
To: Stephanie Moreland
Subject: Fwd: Proposed Helipad in the Concessions

----- Forwarded message -----

From: **Marc Olarsch** <mjolarsch@gmail.com>
Date: Tue, Dec 15, 2015 at 8:22 AM
Subject: Proposed Helipad in the Concessions
To: stephanie_moreland@mymanatee.org
Cc: ddrillmann@icloud.com, csimonbray@verizon.net

Good Morning Stephanie Moreland

I am writing you about the proposed Concession Helistop.

It's my understanding that some changes have been made to their proposal but it is not enough. There is no need for such a noisy and dangerous site here in such a beautiful and quiet area. I did not purchase my home to be hear this type of environment. We purchased our home to have quiet and safety for our family and animals.

We are law abiding, taxing paying, voting & quiet people that typically keep to ourselves. We would be very grateful if this proposal could be completely removed from the area. The Sarasota/Bradenton airport is within 30 minutes and is a fine facility that is already functioning for these types of needs. I would suggest that all these types of inquires in the future in our county then be directed to land their aircraft in the Sarasota/Bradenton airport.

--

Marc & Nikki Olarsch
7929 209th Street East
Bradenton, FL 34202-8309

P [941.677.6171](tel:941.677.6171)
F [760.597.5400](tel:760.597.5400)
C [352.895.4884](tel:352.895.4884)
mjolarsch@gmail.com

--

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7929 209th Street East
Bradenton, FL 34202-8309
P 941.677.6171
F 760.597.5400
C 352.895.4884
mjolarsch@gmail.com

Bobbi Roy

From: Stephanie Moreland
Sent: Wednesday, November 04, 2015 2:06 PM
To: Bobbi Roy
Cc: Robin Meyer; Nicole Knapp
Subject: FW: Updated Perspective on The Concession's Helistop Proposal

Public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Justin Norwood [mailto:justin.o.norwood@gmail.com]
Sent: Wednesday, November 04, 2015 8:02 AM
To: Stephanie Moreland; Vanessa Baugh
Subject: Updated Perspective on The Concession's Helistop Proposal

Stephanie and Commissioner Baugh,

James Jones ran an article in the Bradenton Herald today regarding the proposed helistop at The Concession in the light of their study on the noise impacts of low flying helicopters:

<http://www.bradenton.com/news/local/article42674460.html>

I was quoted in the article, but wanted to share with you my full perspective. Before I do, I wanted to commend Commissioner Baugh for honoring the Myakka City man who pulled the 15 year old from the burning car. That was a very classy move - nice job!

Back to the matter at hand... James Jones asked me the following question:

We have reported in prior stories that there has been concern among Panther Ridge residents about the helistop. We have also reported that the developer has been working with Panther Ridge residents to alleviate their concerns about noise.

In checking the most recent paperwork filed with the county, I saw that Keane Acoustics of Oldsmar conducted a survey of helicopter noise that would be generated and determined that it would be within the county's allowable limit. Potential noise impact would be "negligible," according to the study.

What are residents at Panther Ridge saying? Are the folks in Panther Ridge OK with the proposed helistop, or do they have concerns?

My full response was:

James,

From my vantage point as a full time resident of Panther Ridge, **I have not seen any outreach from The Concession to alleviate my concerns**, nor have I seen the report from Keane Acoustics. My my concerns have NOT been alleviated. If The Concession was serious about alleviating concerns for Panther Ridge residents, I would have been invited to a town hall meeting, workshop, or something similar. That has not happened.

Nor am I surprised that The Concession's self funded study gave them favorable findings. This is to be expected. However, I would obviously question the validity of such findings since they were paid for by the organization requesting helistop special approval.

That said even if validated, **comparing the noise level of a helicopter to lawn mowers does not validate the need for a helistop.** Helistops are not permitted without Commission special approval for a reason. If every neighborhood had a helistop, there would be mass chaos in Manatee County.

There are presently only three helistops/heliports in all of Bradenton - and ALL THREE ARE HOSPITALS (Manatee, Blake and LWR) for which there is a compelling life & death need. There is no compelling life & death case to be made for The Concession -- it is simply a case of American greed and opulence run amok -- that golfers would need to be airlifted to their golf course of choice is ridiculous from my vantage point. Furthermore, all three existing Bradenton helipads are in relatively URBAN areas with relatively high ambient noise levels and high population density. It should take a special need - such as the life & death considerations of a hospital or the business needs/benefits in lower Manhattan - in order to approve a helistop. The Concession has not adequately made the case for why their community NEEDS a helistop. We all know why their community needs lawn mowers, and we accept that. **There is no compelling NEED for a helistop nor any significant benefit to the county to adding one.** There is only a significant, negative impact to The Concession's neighbors if this helistop is approved.

My crux of my concern is that when **Panther Ridge residents bought into this neighborhood, they bought into a quiet, rural, equestrian lifestyle.** The introduction of a helistop, even if within the county's noise ordinance limits, negatively impacts that lifestyle in a significant way. Helicopters are the antithesis of all things quiet, rural and equestrian. Horses can be easily spooked by cars, much less helicopters! ...and the main draw of Panther Ridge is its 15 miles of horse trails. Approving a helistop in The Concession effectively negates the entire reason why people live in Panther Ridge -- the quiet, equestrian lifestyle.

At a recent County Commission meeting regarding speed limits in Whitfield, both Commissioner Baugh and Commissioner Chappie expressed the sentiment that Whitfield residents "bought into a golf cart community lifestyle and that raising the speeding limits would **negatively impact that lifestyle.**" I have urged both Commissioners to keep this same logic in place when evaluating the helistop at The Concession. When judging the competing interests of two neighboring communities, the County Commission typically sides with the community who's interests have been long since established. Since Panther Ridge has been a quiet, equestrian community since the 1990's, I hope that this logic will again prevail.

Lastly, to my knowledge **the county does not have adequate infrastructure to govern any self proposed limits on The Concession's use of the helistop** - whether that be frequency of use, time of day, or flight patterns. In Hillsborough County, where they have far more resources to govern such flight activity (aka they have their own helicopters), they have a more restrictive county ordinance that states that private helipads/helistops must be at least 500 ft from any dwelling OR **property zoned for residential use.** I believe that Manatee County, like its neighbor to the north, should put more restrictive ordinances on the books to proactively deal with rouge residents and neighborhoods that make ridiculous requests such as the one from The Concession.

Thanks for listening,
Justin Norwood

Bobbi Roy

From: Stephanie Moreland
Sent: Wednesday, September 23, 2015 12:05 PM
To: Bobbi Roy; jfoley@lfk-inc.com
Cc: Nicole Knapp; Robin Meyer
Subject: FW: Helistop at Concession Golf Club

Fyi, public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

-----Original Message-----

From: Cindy [mailto:csimonbray@verizon.net]
Sent: Wednesday, September 23, 2015 11:41 AM
To: Vanessa Baugh; Stephanie Moreland
Subject: Helistop at Concession Golf Club

To Vanessa Baugh, Stephanie Moreland, Planning Commission and County Commissioners,

I hope this day finds you well. I am writing in opposition to the new proposed location of the Helistop beside the Clubhouse at Concession Golf Club. As I started to write this, a bald eagle swooped through our yard right beside our lanai, makes me smile at all of the nature that surrounds our area and Panther Ridge. My husband and I looked for years for an equestrian community to move to from Virginia. We searched every state south until we found our little gem in Foxwood. How many neighborhoods can boast that you can ride your horse right down your own driveway and go see the neighbors. Trails intertwine throughout all of the homes on each side of state road 70 for 15 miles of riding trails. The new location for the Helistop is located close to 900ft from the Foxwood property line along 197th street, a stretch that regular trail riders take most every weekend. Why should we ride in fear not knowing when a helicopter is descending to land or getting ready to take off. We do not even allow motorized bikes or 4-wheelers on our trails. Our equestrian community should not have to suffer for the wants of a very few. I'm sure none of you could say you would love to have helicopters landing next to your home.

I am also very concerned at the precedent this is going to set in Manatee County. What's next, Helicopter's at every golf course? Who is going to police the Helistop if they exceed what they say is the minimum flights, not at night, only small helicopters? And who do we sue and hold accountable if our riders and horses are injured or worse from being spooked at an incoming or outgoing helicopter? Worth the risk to the well being of human life and animal life? Please consider this very carefully and imagine it being next to your home.

Thank you, Ronnie and Cindy Bray Sent from my iPad

Stephanie Moreland

From: Scott <potsie92@hotmail.com>
Sent: Tuesday, September 22, 2015 12:42 PM
Subject: Concession Helistop-OPPOSED

Dear Commissioner Baugh:

We are currently in the final stages of construction of our house at 19711 75 Avenue East in the Panther Ridge Foxwood community, and registered our objection to the initial site with Ms. Stephanie Moreland, Principal Planner with the Manatee County Planning and Development Services Department. It has come to our attention that The Concession is now proposing a revised location closer to their clubhouse. This location is only approximately 800 feet further from our residence than the original proposal. The selection of this revised site does virtually nothing to mitigate any of the concerns in our original objections, as this location is still well within the immediate proximity of an established equestrian community as well as wildlife nesting and habitat areas. We remain vehemently opposed to the helistop at the revised site for the following reasons:

- In what appears to be an attempt at deception, The Concession Golf Club continues to submit outdated aerial photos with their applications that do not accurately portray the character of the adjoining residential community as part of their application grossly misrepresents the negative impact a helicopter takeoff/landing site will generate. This is in spite of the availability of more recent photos that depict our property under development, as well as other residences in the vicinity.
- The loud noise level of helicopters as they descend and take off at low altitudes over our property while accessing the site.
- The danger to horses and riders due to the noise level and low altitudes of the helicopters as they land and take off.
- The adverse impact to property values due to our immediate proximity to the site.
- The potential negative impact to our homeowner's insurance premiums and coverage due to the increased risks incurred with these low level arrivals and departures over our home and property.
- The environmental impact to the habitat and nesting areas of protected species ie. Sand Hill Cranes and Eagles, that surround the site, and include our property.

- The lack of any meaningful enforcement action to limit the applicants to the two dozen daylight aircraft movements per annum as set forth in their permit application.
- The Concession Golf Club, with over 500 acres, obviously remains unwilling to consider other locations that can accommodate their desire for this amenity without impacting neighboring previously established residential equestrian communities, such as Panther Ridge Foxwood.

Thank you for your consideration in this matter. Should you or a member of your staff require additional information, please feel free to contact us at (305) 962-3785.

Sincerely,

Scott V. and Jennifer Andress

571 Park Shore Drive

Naples, Florida 34103

Scott V. and Jennifer Andress
571 Park Shore Drive
Naples, Florida 34103

September 15, 2015

Ms. Stephanie Moreland, Principal Planner
Manatee County Building and Development Services Department
1112 Manatee Avenue West
Bradenton, Florida 34206

RECEIVED
SEP 17 2015

RE: Proposed revised location for The Concession Golf Club Helistop (PD04-39(G)(R2))

Dear Ms. Moreland:

We are currently in the final stages of construction of our house at 19711 75 Avenue East in the Panther Ridge Foxwood community. We registered our strong opposition to a helistop at The Concession Golf Club in a previous letter to your office. It has come to our attention that The Concession is now proposing a revised location closer to their clubhouse. This location is only approximately 800 feet further from our residence than the original proposal. The selection of this revised site does virtually nothing to mitigate any of the concerns in our original objections, as this location is still well within the immediate proximity of an established equestrian community and wildlife nesting and habitat areas. Further, the use by The Concession Golf Club of outdated aerial photos that do not accurately portray the character of the adjoining residential community as part of their application grossly misrepresents the negative impact a helicopter takeoff/landing site will generate. We remain vehemently opposed to the helistop at the revised site for the following reasons:

- The loud noise level of helicopters as they descend and take off at low altitudes over our property while accessing the site.
- The danger to horses and riders due to the noise level and low altitudes of the helicopters as they land and take off.
- The adverse impact to property values due to our immediate proximity to the site.
- The potential negative impact to our homeowner's insurance premiums and coverage due to the increased risks incurred with these low level arrivals and departures over our home and property.
- The environmental impact to the habitat and nesting areas of protected species ie. Sand Hill Cranes and Eagles, that surround the site, and include our property.
- The lack of any meaningful enforcement action to limit the applicants to the two dozen daylight aircraft movements per annum as set forth in their permit application.
- The Concession Golf Club, with over 500 acres, obviously remains unwilling to consider other locations that can accommodate their desire for this amenity without impacting neighboring previously established residential equestrian communities, such as Panther Ridge Foxwood.

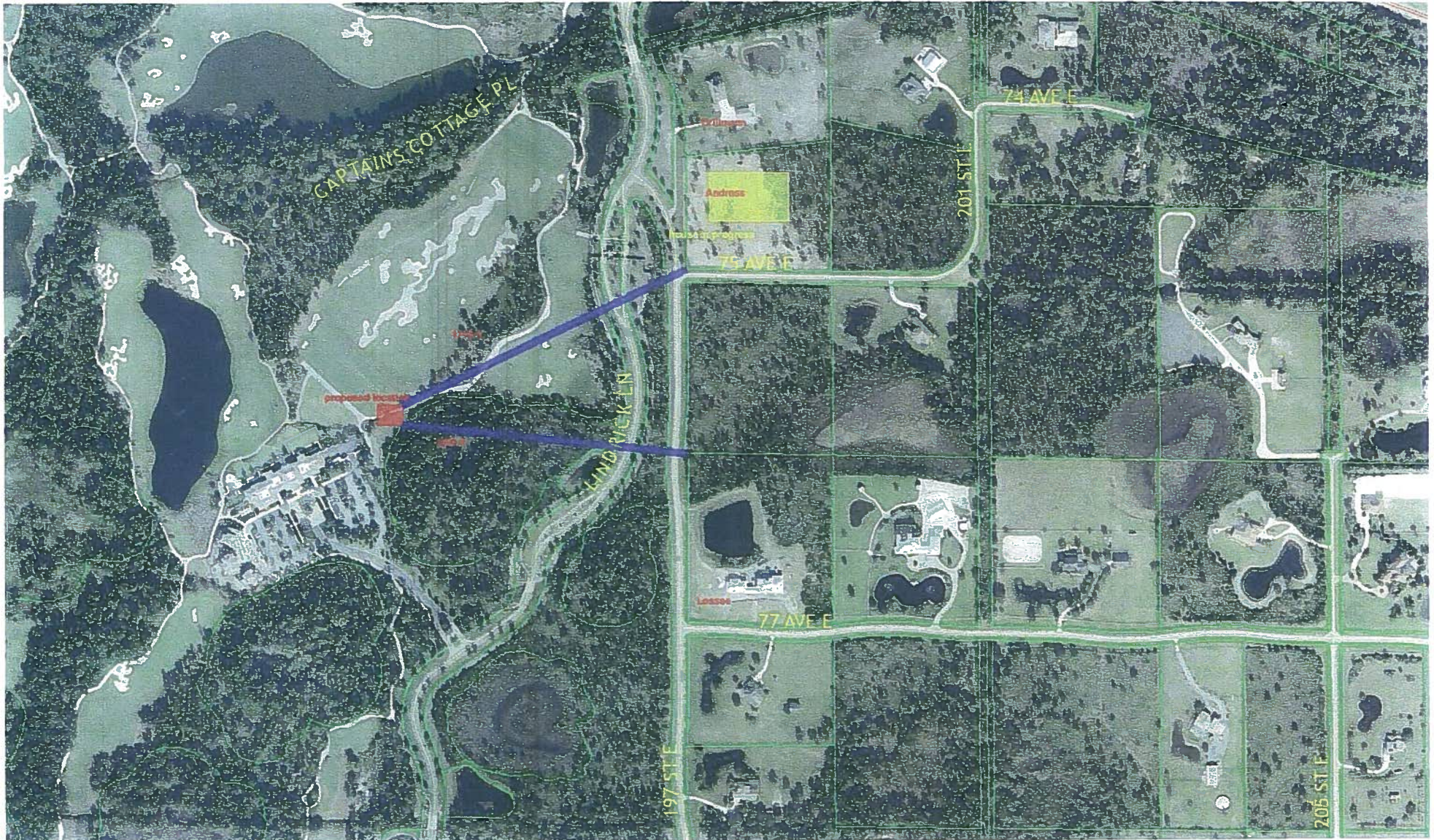
Thank you for your consideration in this matter. Should you or a member of your staff require additional information, please feel free to contact us at (305) 962-3785.

Sincerely,


Scott V. and Jennifer Andress

Enclosure (updated aerial photograph)

Manatee County GIS Map



Bobbi Roy

From: Marianne Lopata
Sent: Thursday, September 17, 2015 9:50 AM
To: d4sunshine@gmail.com; Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh
Cc: Stephanie Moreland; Bobbi Roy; Debbie Bassett
Subject: FW: helistop.docx
Attachments: vanessa baugh helistop.docx; ATT00001.txt

Dear Ms. Lynch:

On behalf of Commissioner Vanessa Baugh, thank you for your email. This reply serves as an acknowledgment that your correspondence has been received. Because you have indicated your position on a land use matter, your email will be forwarded to all Commissioners, the County Attorney's Office, and the Building and Development Services Department staff for their information and files. Please know that your input is very important to the commissioners and your active participation in the political process is always encouraged and welcome.

Marianne Lopata

Executive Administrative Assistant
Board of County Commissioners
Phone: (941) 745-3707; Fax: (941) 745-3790
E-mail: marianne.lopata@mymanatee.org



vanessa.baugh@mymanatee.org

Vanessa Baugh

County Commissioner

Re: THE CONCESSIONS GOLF COURSE HELISTOP PROPOSAL

Dear Ms. Baugh,

Please find this letter as my vehement objection to the proposed HELISTOP at the Concessions Golf Course! The increased air traffic and noise pollution would not only be a disruption to the residents of neighboring communities, but also would blatantly endanger the lives and welfare of the numerous riders and their horses. Miles of horse trails surround the proposed helistop site. A HELISTOP will lower our property values, increase unwanted and unnecessary traffic of both vehicles and people, compromise our quality of life, and endanger our loved ones.

As East County residents, we continue witness the encroachment of development and its direct destruction of the safe, peaceful, open environment where we have chosen to live and raise our families. Please do not rob us of the dwindling peace and tranquility by bombarding us with “progress” in our own homes.

Please do not allow the Concessions Golf Course HELISTOP proposal to pass.

Sincerely,

Deborah D. Lynch

Concerned Manatee County Voter and Resident

Bobbi Roy

From: Yvonne Tryon
Sent: Wednesday, September 09, 2015 1:18 PM
To: walt boyer
Cc: Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh; Bobbi Roy; Debbie Bassett
Subject: RE: Helipad

Dear Mr. and Mrs. Boyer:

On behalf of the Board of County Commissioners, thank you for your email. This reply serves as an acknowledgment that your correspondence has been received. Because you have indicated your position on a land use matter, your email will be forwarded to all Commissioners, the County Attorney, and the Building and Development Department staff for their information and files. A copy will also be entered into the public record of the meeting by the Clerk of the Circuit Court. Please know that your input is very important to the commissioners and your active participation in the political process is always encouraged and welcome.



Yvonne C. Tryon
Executive Assistant
Manatee County Government
Board of County Commissioners
Post Office Box 1000
1112 Manatee Avenue West, Su. 902
Bradenton, Florida 34206-1000
941-745-3708
yvonne.tryon@mymanatee.org

From: walt boyer [mailto:magwal46@hotmail.com]
Sent: Wednesday, September 09, 2015 11:16 AM
To: Carol Whitmore; Betsy Benac
Subject: FW: Helipad

Madam Commissioners
Wanted to send you a copy of our e mail to Ms Baugh
Please consider your position carefully
Respectfull
walt and maggie Boyer

From: magwal46@hotmail.com
To: vanessa.baugh@mymanatee.org

Subject: Helipad

Date: Wed, 9 Sep 2015 15:01:35 +0000

Ms Baugh

As a 15 year residents of Panther Ridge my wife Maggie and I would like to register our strongest objection to the proposed Helipad. This area has been habitat for people and their animals and people seeking tranquility for two decades. It seems to us that the interests of the few who will supposedly benefit from this unusual development are far outweighed by the interests of the many who will find no offsetting advantage. Please consider you decision carefully.

Respectfully

Walt Boyer

Maggie Boyer

19717 62nd ave e

Bradenton Fl 34211

3220992

2244281 Cell

Sent from Windows Mail

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, September 08, 2015 11:45 AM
To: Bobbi Roy
Cc: jfoley@lfk-inc.com; Nicole Knapp; Robin Meyer
Subject: FW: Revised Helistop proposal from Concessions
Attachments: Helistop pg2.pdf; helistop_gis_map_w_tags.pdf

Fyi, public comment below.

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Daniela Drillmann [mailto:ddrillmann@icloud.com]
Sent: Tuesday, September 08, 2015 11:23 AM
To: Stephanie Moreland; Vanessa Baugh
Subject: Revised Helistop proposal from Concessions

Ms Moreland and Mrs Baugh

I would like to renew my objections to the relocation proposal for the Helipad being put forth by the Concessions. It is still a great concern to the adjacent homeowners and riders. Many of our riders use 197th St. E. to get to and from trails in our area and it is still an unsafe situation for our Equestrian Community. There is no reason that our Community should be made to put up with helicopters landing and taking off when we purchased our homes in an area where we have our horses and chose a quiet rural community in which to live. Our community is highly unique Equestrian and a helistop is out of character for the entire Panther Ridge community.

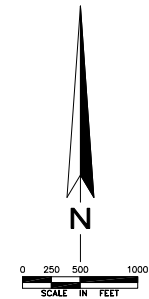
I would also like to say, I find it dishonest of The Concession that they have AGAIN submitted an out of date aerial, not showing the 3 closest homes to the area of the proposed helistop. I feel this is being done on purpose and I don't see why this should not invalidate their entire application. I have attached the aerial document submitted by the Concession (which is a map from prior to 2013) and a document I put together based on the current map available via manateepao.com showing the area as it is currently.

I also have concerns about who will monitor and/or enforce the parameters for which they are seeking approval. The Concession is claiming flights will be limited to small helicopters, no more than 24 flights a year and no night flights. If they are given approval and they do not heed those restrictions, then what? Is there some one we complain to? What happens? Do they need to seek additional approval for parking, fuel, lights, etc? This is rural Manatee County. Why would our community need to be subjected to this? I do not find that the issue of noise abatement or flight path has been addressed. This is still a major area of concern to residents, horse owners and riders.

Lastly, there was already a helicopter seen landing at the Concession Golf Club area on Sept 1. Would you please clarify what the rules regarding helistop or helicopter landing is in Manatee County or refer me to who I should contact for that information.

Sincerely,

Daniela Drillmann
Foxwood Resident



REVISIONS
 08/03/15 ADD
 RECREATION AREA TO
 TRACT 801 AND REVISE
 HELISTOP LOCATION

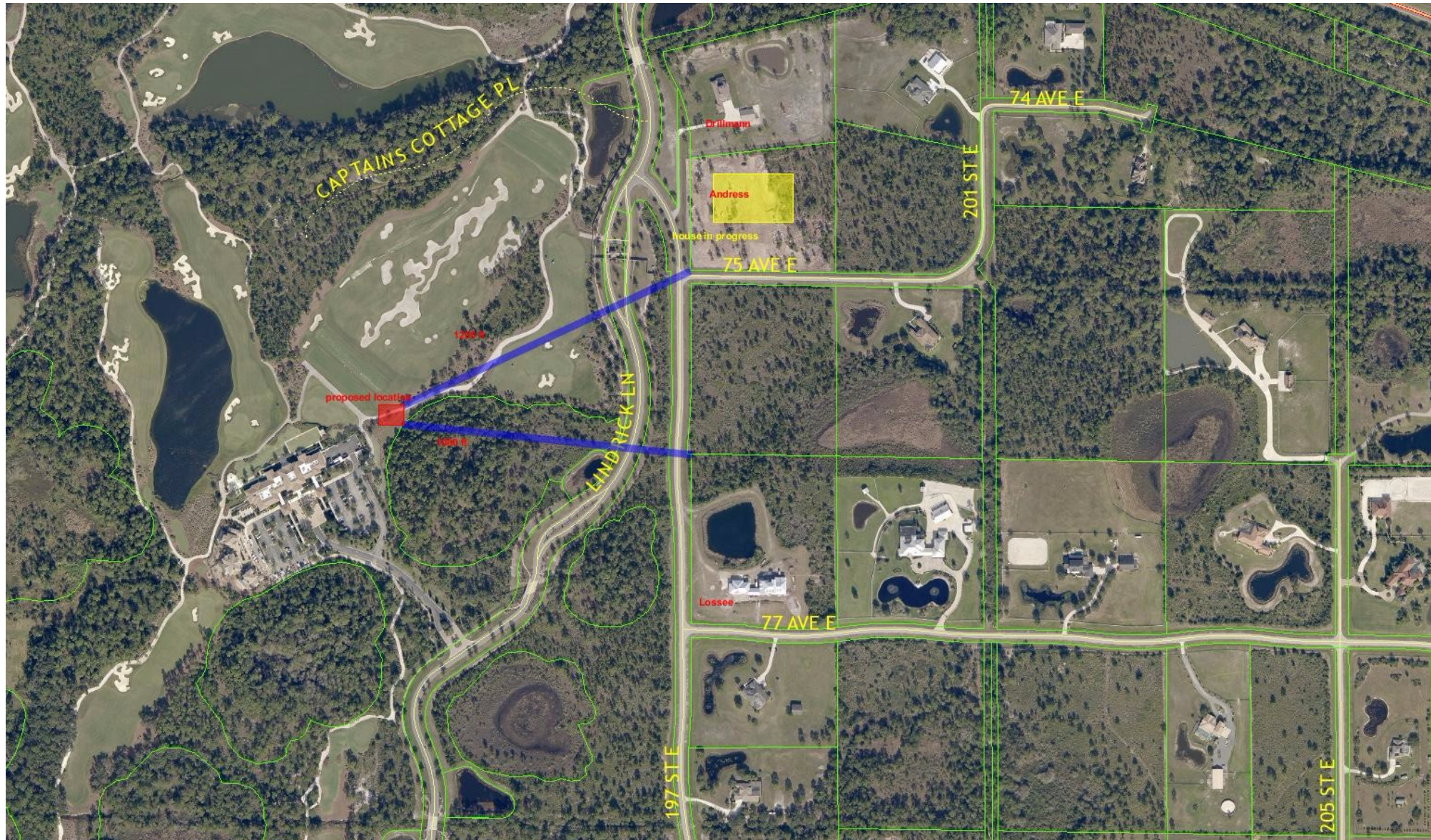
**REVISED
 GENERAL
 DEVELOPMENT PLAN
 AERIAL PHOTOGRAPH**
 for
 THE CONCESSION

LOMBARDO, FOLEY & KOLARIK, INC.
 Consulting Engineers, Surveyors and Planners
 P.O. Box 188 • 625 4th Street West • Palmetto, Florida 34221 • (840) 722-4581



PROJECT ENGINEER		DESIGN	<i>RLL</i>	DATE	2/25/15	SHEET NO. 1 / 2
ROBERT J. LOMBARDO 20528		DRAWN	<i>P.S.</i>	SCALE	1"=500'	
P.E. REG. NO.		APPR.	<i>RLL</i>	JOB NO.	7915	

Manatee County GIS Map



Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, September 08, 2015 10:03 AM
To: Bobbi Roy
Cc: Robin Meyer; Nicole Knapp
Subject: FW: Concession Helipad ?
Attachments: PastedGraphic-3.pdf; ATT00001.htm; PastedGraphic-1.tiff; ATT00002.htm

Fyi, please see public comment below.

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Letitia Zilar [mailto:letitiazilar@mac.com]
Sent: Saturday, September 05, 2015 3:04 AM
To: Stephanie Moreland
Subject: Concession Helipad ?

Just wanted to introduce myself. I'm an LPGA Golf Professional who just moved to Florida a few years ago and live in the Panther Ridge area, near the Concession.

When I first heard about the helipad coming to the Concession GC, I did not think anything of it. In the back of my mind and thinking of ALL the wonderful prestigious golf courses I have been at, I never remember seeing one. Matter of fact, the most prestigious courses with memberships of 35 members who own the land and the golf course far from housing developments DO NOT EVEN have one on their premises. Michael Jordan, #23 seems to drive a car to his golf course in Illinois.

Golf is already an elites sport. We will be getting several "NEW" golf courses off of 70 near the already new golf course "Esplanade". There is suppose to be the 36 hole course going in SE, between there and Concession. Are we going to allow helipads at ALL the courses?

With ALL the building that the county is allowing to go in and ALL the wildlife that are already getting displaced, is it really that necessary to allow helicopters to come in and out without any supervision. We have patrol cars all along 70, flashing yellow lights for school zones etc. all for safety and yet with the monitoring there is in place, we still have several wrecks a week. This area is already is growing and growing.

I can not imagine Manatee county planning on monitoring the helipad and flights? The FAA isn't going to set up an office at the helipad to monitor flights. I've never been in a state that had more police presence on a Sunday morning as we have along 70, just to direct traffic. Will there be someone along the horse trails in Panther Ridge, monitoring when I ride my horse? Because when a helicopter flies by, or a horse gets spooked by the noise, I'd like to know who to call. I do not think the Concession will be taking on that LIABILITY.

Funny story, my partner and I owned a golf facility in MN. It was in a rural area, like Lorraine Rd, cr 675. It happened to be between a couple of farms on a hwy and the farmers used helicopters to spray in their fields. Our insurance company had to pay out to the pilot of the helicopter as he stated that a golf ball from our driving range when he was flying a golf ball from our driving range, somehow broke the helicopter windshield and cracked his helmet. Now, I do not know exactly what in the world this pilot was doing flying over our golf facility, and this was after hours when no one was there, but things do happen.

Why can't the few golfers that will utilize a helicopter pad from The Concession just take a LIMO from SRQ airport up University to the Clubhouse? Convenience? The Ritz Carlton has it's hotel and golf course separated, by over 20 miles, that golf course practically backs up to the Concession and yet they do not have a helipad. Their golfers have to pay an absurd amount to come from the hotel to the golf course, so the "convenience" factor for the members of the Concession GC seems well, ridiculous. The Ritz Carlton golf course is also a **Certified Audubon Cooperative Sanctuary** designation through the Audubon Cooperative Sanctuary Program for Golf Courses, an Audubon International program and with great reason, the land in this area is abundant with wildlife.

What is going to happen to that Audubon Program? What have the studies shown the impact will be on the wildlife in the area or any environmental studies for that matter, a study of the noise decibel of the helicopters landing or taking off on the wildlife environment?

The last time I was in a helicopter, it was quite loud and the noise decibel did not change for the whole ride.

I'm all for change. But to allow something that will devastate the wildlife in the area that are already getting displaced by the masses, to have our horses bothered and spooked so that a handful, can land their helicopter at a golf course, that really does not seem like our county officials are looking at what the best interest of its citizens, instead the minority must be paying a pretty penny somewhere or to someone.

I appreciate you reading letters on this matter and hopefully looking at all sides concerned, If you can direct this concern to anyone else that will make a decision on this matter, I would appreciate it.

respectfully,
letitia zilar

Letitia Zilar
LPGA Class A Teaching Professional
612.387.6580
www.letitiazilargolf.com
letitiazilar@me.com

Varsity Girls & JV Boys Golf Coach
St Stephens Episcopal School
GO FALCONS!

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, April 04, 2016 7:20 AM
To: Bobbi Roy
Cc: Nicole Knapp
Subject: FW: helistop

Public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Daniela Drillmann [mailto:ddrillmann@me.com]
Sent: Saturday, April 02, 2016 1:43 PM
To: Stephanie Moreland
Cc: Vanessa Baugh
Subject: helistop

From: [Brett Barth](#)
To: [Debbie from Miller Management](#)
Sent: Friday, September 04, 2015 4:41 PM
Subject: RE: The Concession's Helistop proposal

Debbie, please distribute.

Hi all,

As a Panther Ridge resident I'd like to go on record as being opposed to the helipad proposal. My family and I don't own horses but many of my neighbors do. I don't think horses and helicopters are a good combination.

Many of us if not all of us moved into Panther Ridge for the community it is, peaceful and quite, as in no helicopters flying overhead. Lastly, I wholeheartedly agree that the stretch of State Rd. 70 running past Panther Ridge needs no more distraction as it would only increase the already existing safety issue we have with motorists.

Thank you,

Brett Barth
American Wireless Alarm & Video Surveillance
4450 Northgate Ct.
Sarasota, Fl. 34234
office: 941-358-8808 cell: 941-915-9858

email: brett@awaf1.com
website: www.awaf1.com

Bobbi Roy

From: Stephanie Moreland
Sent: Thursday, September 03, 2015 6:55 AM
To: Bobbi Roy
Subject: FW: The Concession's Helistop proposal

Please include for Helistop hearings.

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Justin Norwood [mailto:justin.o.norwood@gmail.com]
Sent: Wednesday, September 02, 2015 2:11 PM
To: Stephanie Moreland
Cc: Daniela Drillmann; Cindy
Subject: Re: The Concession's Helistop proposal

Stephanie,

As best as I can tell from 531.24 of County Ordinance No. 15-17, helistops are "not to be located directly adjacent to any residential zoning or uses, except in A districts for private residential uses only."

I suspect that the revised plan that The Concession has put forward would not be in compliance because the proposed helistop location is adjacent to The Concession's golf course clubhouse, which has many residential uses - a lodge, casitas and cottages. See: <http://www.theconcession.com/Amenities/Accommodations.aspx>

Furthermore, their prior proposal put it RIGHT on their property line, bordering the residences in Foxwood at Panther Ridge, so my understanding is that the old location would not be within county ordinances either, right?

Please advise.

Thanks

On Tue, Sep 1, 2015 at 8:06 PM, Justin Norwood <justin.o.norwood@gmail.com> wrote:

Stephanie

In Hillsborough county, private helipads must be at least 500 ft from any residence or any lot zoned as residential.

See:

<http://www.abcactionnews.com/news/region-east-hillsborough/valrico-neighborhood-angry-about-frotn-lawn-helipad>

Is there a similar law in Manatee County?

Also, can you tell me how close the new proposed location of the helistop is to a residence or residential zoned lot? I suspect that the nearest residential dwelling is the Lodge and/or Cottages at The Concession, which are adjacent to the clubhouse.

Thanks
Justin

Sent from my iPhone

On Aug 31, 2015, at 10:01 PM, Justin Norwood <justin.o.norwood@gmail.com> wrote:

Hi Stephanie,

I just wanted to go on record as remaining opposed to the helistop at The Concession despite its revised position, as reported by The Observer:

<http://www.youobserver.com/article/concession-navigates-helistop-placement>

As a Panther Ridge resident, I find this request to be HIGHLY irregular in Florida. Despite having many friends who live in some of the most affluent neighborhoods in all of Tampa Bay (e.g. Avila), I have never heard of a neighborhood requiring a helistop/helipad. I believe that the burden should be on The Concession to prove why it is absolutely necessary. This is not Lower Manhattan, after all - it is rural eastern Manatee County.

Furthermore, I find the helistop to be out of character with the surrounding neighborhoods - including the equestrian neighborhoods of Panther Ridge, but also out of character with the dense, golf course-oriented neighborhoods of Del Webb, Lakewood National and Bridgewater East. Neither horse owners nor golfers are going to appreciate low flying helicopters landing near them.

Lastly and most importantly, I believe that this proposed helistop will be a distraction to drivers on an already fatal/dangerous stretch of highway. I will be reaching out to the FDOT, Rep. Greg Stube and Commissioner Baugh with this concern.

Thanks for taking my input into consideration.

-Justin Norwood

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, September 01, 2015 7:10 AM
To: Bobbi Roy
Cc: Robin Meyer; Nicole Knapp
Subject: FW: The Concession's Helistop proposal

FYI, public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Justin Norwood [mailto:justin.o.norwood@gmail.com]
Sent: Monday, August 31, 2015 10:01 PM
To: Stephanie Moreland
Subject: The Concession's Helistop proposal

Hi Stephanie,

I just wanted to go on record as remaining opposed to the helistop at The Concession despite its revised position, as reported by The Observer:

<http://www.yourobsERVER.com/article/concession-navigates-helistop-placement>

As a Panther Ridge resident, I find this request to be HIGHLY irregular in Florida. Despite having many friends who live in some of the most affluent neighborhoods in all of Tampa Bay (e.g. Avila), I have never heard of a neighborhood requiring a helistop/helipad. I believe that the burden should be on The Concession to prove why it is absolutely necessary. This is not Lower Manhattan, after all - it is rural eastern Manatee County.

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Lastly and most importantly, I believe that this proposed helistop will be a distraction to drivers on an already fatal/dangerous stretch of highway. I will be reaching out to the FDOT, Rep. Greg Stube and Commissioner Baugh with this concern.

Thanks for taking my input into consideration.
-Justin Norwood

Bobbi Roy

From: Stephanie Moreland
Sent: Thursday, July 16, 2015 9:21 AM
To: Bobbi Roy; Bob Lombardo
Subject: FW: helicopter pad

Please see public comment below.

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: BOB and KATHY WILDEY [mailto:allpocketsfull@gmail.com]
Sent: Thursday, July 16, 2015 8:03 AM
To: Stephanie Moreland
Subject: helicopter pad

Dear Stephanie,

Our HOA has called to my attention the proposed helicopter pad for the Concessions. Initially, this would probably not be an earthshaking event. However, over time, once the horse is out of the barn so to speak, the problem will become greater. So much easier to shut the barn before the horse is running loose. Right now, the FAA is considering drone regulation. I suspect complete rules will come to pass in two years or so, and that will set this pad up for more intrusive flights. These drone flights will be much more difficult for our present police infrastructure to handle, and I can foresee all sorts of potential problems as the results. Because of this, I am definitely against such a pad being installed. We have a perfectly good, local airport that needs the business, and I do not think it is appropriate to pander to such a small minority of the population as is found in one, localized subdivision.

Sincerely,

Katherine Wildey (The Ranches at Panther Ridge)

Bobbi Roy

From: Stephanie Moreland
Sent: Monday, July 06, 2015 7:50 AM
To: Bobbi Roy; Danielle Walker
Subject: FW: I am strongly opposed to the proposed helipad at the Concession

Please see below for public comment on helistop
Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Al Kaspar [mailto:dralkaspar@yahoo.com]
Sent: Saturday, July 04, 2015 12:51 PM
To: Stephanie Moreland
Cc: Vanessa Baugh; Al Kaspar
Subject: I am strongly opposed to the proposed helipad at the Concession

As the father of a son who has severe autism and sensory sensitivity, I am strongly opposed to the new helipad being planned near our home. We moved to Panther Ridge in 2008, about as far back from SR 70 as one can get, to be away from noise and where he can have an open space to be a kid. Prior to that we lived in the city. Our son's autism is such that he startles easily and is terribly affected by loud and/or unexpected noises.

Moving here was like moving to a refuge, where he can enjoy peaceful quiet. As a result, we (his parents) also get a semblance of peace when he isn't 'set off' by noise, among other stimuli.

We did not choose to live next to an interstate or by an airport runway. We chose to be as far away as possible from noise for our son's sake.

I'm sure the people who planned this helipad have stated that they will use it sparingly. That does not matter to me as once is one time too many. There would be a gradual increase in usage, I'm sure, to where multiple flights would occur daily.

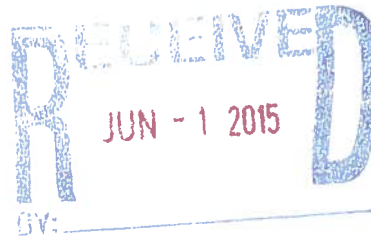
We do not think it is fair that, regardless of other's needs, someone can just bully their way into imposing their way on others - even when it interferes with their health and civil rights.

Please keep us updated as to your decision and events as they evolve.

Algirdas Kaspar, M.D. (Emeritus)
6405 189th Street E.
Bradenton, FL 34211

Scott V. and Jennifer Address
571 Park Shore Drive
Naples, Florida 34103

Ms. Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton, Florida 34206



RE: The Concession Golf Club Helistop (PD04-39(G)(R2))

Dear Ms. Moreland:

We are currently building a home at 19711 75 Avenue East, in the Panther Ridge Foxwood community. Our property is approximately 400 feet east of the proposed helistop project presently under consideration, as depicted in the enclosed aerial photographs. We are strongly opposed to the placement of the helistop at this site for the following reasons:

- The loud noise level and rotor turbulence from helicopters as they descend and take off at low altitudes over our property while accessing the site.
- The adverse impact to property values due to our immediate proximity to the site.
- The potential negative impact to our homeowner's insurance premiums and coverage due to the increased risks incurred with these low level arrivals and departures over our home and property.
- The negative environmental impact of excessive noise, rotor turbulence, and engine exhaust from low altitude helicopters skirting over the tree lines surrounding the site, including our property, that houses habitat and nesting areas of Eagles, Sand Hill Cranes, Owls, and other indigenous birds and wildlife.
- The high potential for serious injury or death of persons using the large network of horseback riding trails throughout Foxwood and adjoining Panther Ridge communities (enclosure) due to horses reacting uncontrollably to the noise and turbulence of low flying helicopters descending into and leaving the landing site.
- The lack of any meaningful enforcement action to limit the applicants to the two dozen daylight aircraft movements per annum as set forth in their permit application.
- With over 500 acres, The Concession Golf Club can provide the helistop amenity to their residents and guests without impacting the environment, property value and quality of life of neighboring, previously established residential equestrian communities such as Panther Ridge Foxwood, by moving the site of the helistop to another area within their development where such impacts won't be felt.

Thank you for your consideration in this matter. Should you or a member of your staff require additional information, please feel free to contact us at (305) 962-3785.

Sincerely,

Scott V. Address

Jennifer Address

Enclosures (3)



Riding Trail

1971 75 Avenue



Stub Drive

Concession Front Gate

19711 75 Ave E
Currently under
Construction

PANTHER RIDGE

NORTHSIDE

- ① Dangerous Crossing
- ② Mucky Wetland

FOXWOOD

1. Rail Trail
2. Ray Bridge
3. Lucy Bridge
4. Linda Trail
5. Lydia Trail
6. Beth Trail
7. Beth Bridge
8. Jeff Bridge
9. Julie Trail
10. Cheyenne Bridge
11. Julie Bridge
12. Creekwalk
13. Judy Trail
14. Nancy Trail
15. Nancy Bridge
16. Bamboo Trail
17. Scrub Jay Trail
18. Old Oak Creek Trail
19. Ryan Bridge
20. Macaulr Bridge

THE POINTE

- ③ Future (Kimberly) Bridge
- ④ Potential Trail
- ⑤ Dry Season Trail

**NO
MOTORIZED
VEHICLES
ALLOWED ON
TRAILS.**

Produced for all Panther Ridge Communities by Foxwood HOA

It is important to note that wear and tear does not mean that the system is not working properly.

Bobbi Roy

From: Stephanie Moreland
Sent: Thursday, May 07, 2015 11:18 AM
To: Bobbi Roy; Bob Lombardo
Cc: Robin Meyer
Subject: FW: Concessions Helistop site plan and aerial
Attachments: helipad_county.docx; helipiadMAPS_highres.pdf

FYI, revised public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Daniela Drillmann [mailto:ddrillmann@icloud.com]
Sent: Thursday, May 07, 2015 11:02 AM
To: Stephanie Moreland
Subject: Concessions Helistop site plan and aerial

Ms Moreland,

I have attached an addendum to my letter that I sent last week regarding my opposition to the Concession helipad.

I have made and attached current aerial maps using the Property Appraiser's Office online map tool of the area directly adjacent to the proposed helipad as well as the individual lots most directly affected by the proposal.

I find the aerial map that was submitted to your department to be deceitful. That aerial map is well over 2 years old, as my lot had not even been cleared yet, which was done in early 2013.

I would appreciate your consideration of my additional information. I have also attached a copy of my original letter. I would urge the Commissioners to review current maps or to survey the area in person.

Your help is greatly appreciated.

Sincerely,

Daniela Drillmann

Homes adjacent to proposed Helipad.

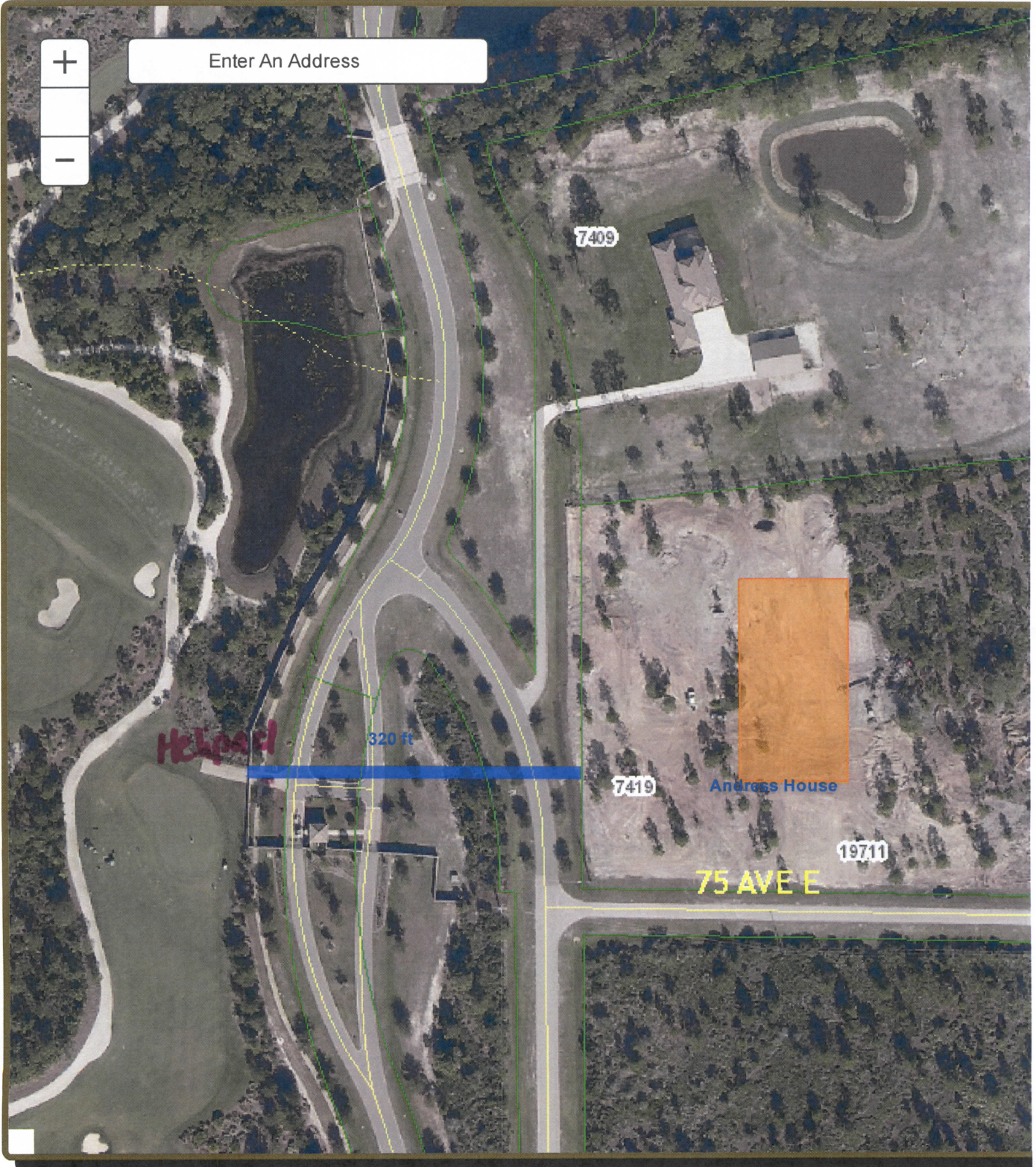
Widgets



Widgets

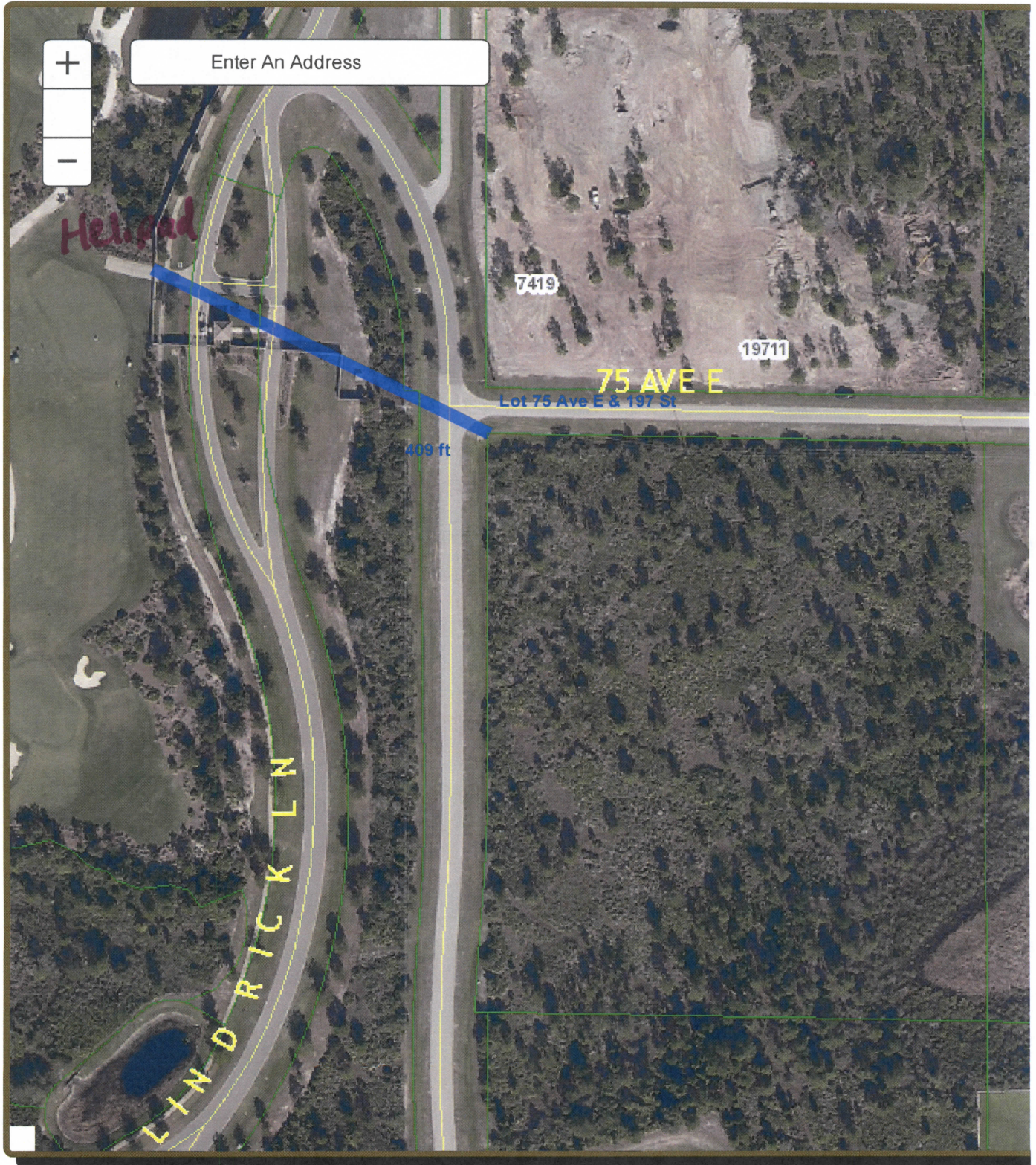


Widgets



75th Ave / 197th Lot

Widgets



Widgets



Bray

Widgets



Bobbi Roy

From: Stephanie Moreland
Sent: Wednesday, May 06, 2015 11:18 AM
To: Bobbi Roy; Bob Lombardo
Cc: Robin Meyer
Subject: FW: Helipad at Concessions Golf Course

FYI, Public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Keri Cooper [mailto:keri_cooper@hotmail.com]
Sent: Wednesday, May 06, 2015 10:57 AM
To: Stephanie Moreland; Vanessa Baugh; Tabitha Abrams; Maggie Boyer; Leanne Northfield; Denise Olverson; Wendy B; Trisha; Leslie Emery; Tracee McEwen; Ronnie DeWitt; Keri Cooper; KERI COOPER; baylis93@hotmail.com; csimonbray@verizon.net
Subject: Helipad at Concessions Golf Course

My name is Keri Cooper. I am a homeowner in Foxwood of Panther Ridge, which is an "Equestrian Home" Association in Bradenton, FL, Manatee County. I also own land in "The Trails", which is also an Equestrian Home Association directly across the street.

Foxwood is directly East of the "Concessions Golf Course" which owns over 500 of acres of land between University Blvd of Sarasota, FL and State Road 70 of Bradenton, FL.

Foxwood resides on the south side of State Road 70, again right beside the Concessions. There are 4 more "Equestrian" Home Associations on the north side of State Road 70, directly across from Concessions and Foxwood.

The four equestrian Home Associations north of SR 70 are:

Bridle Creek
The Forest
The Trails
The Ranches

All of Panther Ridge, also.

All of these homes and lots are zoned for Equestrians. Most are usually 9 1/2 acres, with a house and barn.

The People who live in these areas live here because of their love of horses and horse riding. Between 5 Equestrian home associations we have 14 miles of trails to ride our horses on. These trails exist on both sides of S.R.70. We all ride together in various groups, riding on both sides of S.R. 70. Sometimes those of us that live on the south side of S.R. 70 cross over to the north side, and then sometimes the equestrians that live on the north side cross over to the south side of S.R. 70. We usually take turns.

We cross in two different paths across 70, usually dependent on the horses that are in the group. The safest crossing is directly across the street onto Lindrick Lane, which is exactly where Concessions plans to place their Heli Pad directly west of.

I **cannot, cannot express** just how **dangerous** it would be if a group of horses and their riders were crossing S.R. 70, when a Helicopter was trying to land beside them. Horses are flight animals, and no matter how good of horse you own, if something like a helicopter was to hover over them, they would immediately spook and could dart out into ongoing traffic onto S.R. 70, or any street they might happen to be on in our HOA's. When one horse spooks, the rest light up light a string of firecrackers, so you then have all horses swirling, maybe bucking, and definitely trying to flee.

I am not asking that Concessions **NOT BE ALLOWED** to have a Helipad. I am asking that they choose a different place inside their acreage either further down towards University, or somewhere in the middle of their land.

I have heard they do not want to place it down towards University because that is where their million dollar homes reside. What about the million dollar homes in Panther Ridge?

I would also think if they were bringing in people to impress them with their Golf Course, you would want to start at the First Hole and drive them through the course, finishing at the 18th Hole and Clubhouse. Not beyond the 18th hole where all of the maintenance and landscaping buildings reside, again, directly by Foxwood, just south of S.R. 70.

I am asking you to please help the equestrians! We need Concessions to find another spot for their helipad, further south from Foxwood and State Road 70.

Foxwood plans to hold a meeting on this issue on May 19th at 6:30 p.m. at the Fire Station that resides just east of Lorraine, behind the Lakewood Ranch Post Office. I am asking everyone that is concerned about this issue to please attend.

Sincerely,
Keri Cooper

Bobbi Roy

From: Yvonne Tryon
Sent: Monday, May 04, 2015 3:34 PM
To: Cindy
Cc: Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh; Bobbi Roy; Debbie Bassett
Subject: RE: Helipad/Helistop at Concessions Golf Club

Dear Ms. Bray:

On behalf of Commissioner Vanessa Baugh, thank you for your email. This reply serves as an acknowledgment that your correspondence has been received. Because you have indicated your position on a land use matter, your email will be forwarded to all Commissioners, the County Attorney, and the Building and Development Department staff for their information and files. A copy will also be entered into the public record of the meeting by the Clerk of the Circuit Court. Please know that your input is very important to the commissioners and your active participation in the political process is always encouraged and welcome.



Yvonne C. Tryon
Executive Assistant
Manatee County Government
Board of County Commissioners
Post Office Box 1000
1112 Manatee Avenue West, Su. 902
Bradenton, Florida 34206-1000
941-745-3708
yvonne.tryon@mymanatee.org

From: Cindy [mailto:csimonbray@verizon.net]
Sent: Friday, May 01, 2015 2:19 PM
To: Vanessa Baugh
Subject: Fwd: Helipad/Helistop at Concessions Golf Club

Dear Ms. Baugh, my name is Cindy Bray, my husband and I recently moved to the Foxwood subdivision of Panther Ridge. We searched extensively for an equestrian neighborhood to bring our 2 horses to live in Florida from Virginia and found this gem of a neighborhood and Lakewood Ranch area. Our neighborhood boasts 15 miles of bridle paths intertwined throughout both sides of State Rd. 70 in Panther Ridge. Our neighborhood is in a preserve as I believe most of Concessions is. We saw our resident pair of bald eagles the other night while bike riding, a newborn fawn and newly born sandhill cranes. We absolutely love the peace and quiet and the abundance of nature here. We have spent over \$200,000.00 adding a barn and fencing and improvements to this property which was a foreclosure. I am forwarding you the letter I sent to Ms. Moreland at the County Review Board. I hope you will consider our concerns and thank you very much for your time, Cindy and Ronnie Bray

(if you would like to contact us, my cell is 757-621-3859)

Sent from my iPad

Begin forwarded message:

From: Cindy <csimonbray@verizon.net>
Date: April 29, 2015 at 4:04:49 PM EDT
To: "stephanie.moreland@mymanatee.org" <stephanie.moreland@mymanatee.org>
Subject: Helipad/Helistop at Concessions Golf Club

Hello Ms. Moreland, my name is Cindy Bray, my husband Ronnie and I reside at 7310 201st St E Bradenton FL 34202, in the Foxwood section of Panther Ridge. We spoke the other day on the phone and I am writing today with concerns and opposition to the proposed Helistop pad being proposed at Concessions Golf Club, 7700 Lindrick Lane Bradenton FL 34202, project/permit #PDR04-39(G)(R2)

Having a landing and take off area for helicopters is not compatible with an adjacent equestrian community and residential housing. We can see the area that this is to be considered for this pad from our lanai and pool area and right beyond our pastures. It's unsafe for the many trail riders on both sides of State Rd. 70 in Panther Ridge to be subjected to descending flights and flights taking off, not to mention terrifying our horses just grazing in their pasture. Mr. Jacks, the lawyer for the applicant explained to me that these would be small helicopters and no louder than a leaf blower. Trust me, you don't want a flying leaf blower over a horse's head. We feel this is more of a want than a need for this golf course. We suspect that if they were to relocate this helipad to another area of Concessions that their own residents would be objecting.

Of course there are concerns for property values and resale if trying to sell a horse property or really any residential property near a landing/take off helicopter pad. Also increasing flight activity would mean more chances of a crash near our homes and barns.

Lastly we live on a preserve and much of Concessions is a preserve. We have so many animals and nature around us, nesting bald eagles, sandhill cranes, bobcats etc. I truly don't feel this is a place for helicopter landings when there are airports nearby and many other means of transportation.

I thank you your time and hope that you will consider our concerns,

Sincerely, Cindy and Ronnie Bray

Sent from my iPad

Bobbi Roy

From: Yvonne Tryon
Sent: Monday, May 04, 2015 1:58 PM
To: Daniela Drillmann
Cc: Betsy Benac; Carol Whitmore; Charles Smith; John Chappie; Larry Bustle; Robin DiSabatino; Vanessa Baugh; Bobbi Roy; Debbie Bassett
Subject: RE: Letter regarding Helipad in East County PDR04-39(G)(R2)

Dear Ms. Drillmann:

On behalf of the Board of County Commissioners, thank you for your email. This reply serves as an acknowledgment that your correspondence has been received. Because you have indicated your position on a land use matter, your email will be forwarded to all Commissioners, the County Attorney, and the Building and Development Department staff for their information and files. A copy will also be entered into the public record of the meeting by the Clerk of the Circuit Court. Please know that your input is very important to the commissioners and your active participation in the political process is always encouraged and welcome.

Yvonne C. Tryon, Executive Assistant
Manatee County Government
Board of County Commissioners
Post Office Box 1000
1112 Manatee Avenue West, Su. 902
Bradenton, Florida 34206-1000
941-745-3708
yvonne.tryon@mymanatee.org

-----Original Message-----

From: Daniela Drillmann [mailto:ddrillmann@me.com]
Sent: Friday, May 01, 2015 11:05 AM
To: Vanessa Baugh
Subject: Letter regarding Helipad in East County PDR04-39(G)(R2)

Mrs.,. Baugh

I am a resident for Foxwood at Panther Ridge off SR 70. I have recently come to find out that the Concession Golf Club wants to put a helipad directly across the street from our residence.

Foxwood is an Equestrian community which boasts extensive bridle paths, 5-15 acre lots and extensive wild life preserves.

My house, barn and pastures would be in the direct line of helicopters landing and taking off.

I bought in this community specially for a safe, quiet environment for my horses that catered to our lifestyle. Several of my neighbors and other horse owners in Panther Ridge share my concern.

We strongly urge Manatee County government to not let this project move forward.

I have attached a copy of my letter sent to the planning department.

I would appreciate your help in this matter. I can be contacted via email ddrillmann@icloud.com or phone 941-374-6714

Daniela Drillmann

Stephanie Moreland

From: Cindy <csimonbray@verizon.net>
To: Wednesday, April 29, 2015 4:05 PM
From: Stephanie Moreland
Subject: Helipad/Helistop at Concessions Golf Club

Hello Ms. Moreland, my name is Cindy Bray, my husband Ronnie and I reside at 7310 201st St E Bradenton FL 34202, in the Foxwood section of Panther Ridge. We spoke the other day on the phone and I am writing today with concerns and opposition to the proposed Helistop pad being proposed at Concessions Golf Club, 7700 Lindrick Lane Bradenton FL 34202, project/permit #PDR04-39(G)(R2)

Having a landing and take off area for helicopters is not compatible with an adjacent equestrian community and residential housing. We can see the area that this is to be considered for this pad from our lanai and pool area and right beyond our pastures. It's is unsafe for the many trail riders on both sides of State Rd. 70 in Panther Ridge to be subjected to descending flights and flights taking off, not to mention terrifying our horses just grazing in their pasture. Mr. Jacks, the lawyer for the applicant explained to me that these would be small helicopters and no louder than a leaf blower. Trust me, you don't want a flying leaf blower over a horses head. We feel this is more of a want than a need for this golf course. We suspect that if they were to relocate this helipad to another area of Concessions that their own residents would be objecting.

Of course there are concerns for property values and resale if trying to sell a horse property or really any residential property near a landing/take off helicopter pad. Also increasing flight activity would mean more chances of a crash near our homes and barns.

ely we live on a preserve and much of Concessions is a preserve. We have so many animals and nature around us, nesting bald eagles, sandhill cranes, bobcats etc. I truly don't feel this is a place for helicopter landings when there are airports near by and many other means of transportation.

I thank you your time and hope that you will consider our concerns,

Sincerely, Cindy and Ronnie Bray

Sent from my iPad

Bobbi Roy

From: Stephanie Moreland
Sent: Tuesday, April 28, 2015 3:38 PM
To: Bobbi Roy
Subject: FW: Concession Helipad Application-OPPOSED

Public hearing comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Scott [mailto:potsie92@hotmail.com]
Sent: Tuesday, April 28, 2015 3:33 PM
To: Stephanie Moreland
Cc: nicole@sunstatemanagement.com
Subject: Concession Helipad Application-OPPOSED

Good afternoon Ms. Moreland:

In regard to the captioned matter (PD04-39(G)(R2)), we are registering our opposition to the proposed location of a helipad filed by representatives of the Concession.

As owners of a home currently under construction at 19711 75 Avenue East, in the Panther Ridge Foxwood residential community, we will be directly impacted by this project as it's location is within the immediate vicinity of our property.

We have a number of specific objections to this project which we are presenting to the Foxwood Homeowner's Association (HOA). It is our understanding that a response from the HOA will be forthcoming.

Thank you for your consideration in this matter. We may be contacted at potsie92@hotmail.com, or the mailing address below.

Scott and Jennifer Andress
571 Park Shore Drive
Naples, Florida 34103

Bobbi Roy

From: Stephanie Moreland
Sent: Thursday, April 14, 2016 1:28 PM
To: Bobbi Roy; John Foley
Cc: Nicole Knapp; Robin Meyer; Sarah Schenk
Subject: FW: Concession's Helistop Concerns

Fyi, public comment

Stephanie Moreland, Principal Planner
Building and Development Services Department
1112 Manatee Avenue West
Bradenton Florida 34206
Telephone: (941) 748-4501, Ext. 3880

From: Michael Valentino [mailto:mikieval@gmail.com]
Sent: Thursday, April 14, 2016 10:51 AM
To: Stephanie Moreland; Vanessa Baugh
Subject: RE: Concession's Helistop Concerns

Dear Ms. Moreland & Ms. Baugh,

My name is Mike Valentino and I am a resident of Panther Ridge where Concessions Golf Club is planning to put the helistop. I am writing to you both with the hope of expressing my concerns about this project. Currently, I already battle several noise issues. The Desoto Speedway on SR-64 roars louder then you could imagine well past 11pm to the point my 7 year old daughter cant fall asleep and is scared of the engine noises. Farmers during picking season blare Latino music while the migrant workers are working in the fields adjacent to our homes and now I am possibly going to deal with helicopters landing and taking off over my home.

I am asking you to stop this helistop from being approved. It is not needed and the risks and damage it will cause to the surrounding residents is unjust! We all invested a lot of money in our homes out here with the purpose of seeking a peaceful, tranquil and a

calming environment for our families and animals. There is no doubt that this helistop will disrupt this and destroy the very essence of why the residents of Panther Ridge call this area home!

I am also concerned about the safety of driving on SR-70. It is already a dangerous road with huge trucks flying up and down it. Drivers are often speeding and passing cars while oncoming traffic is ahead. Wildlife at any moment can run across the street! This single lane road will become more dangerous when helicopters are landing and taking off! I can not even imagine how bad drivers will be distracted with this in sight while driving 60 + MPH in a one lane road with no protection against on coming cars and trucks.

Thank you for your time! I hope you find my concerns valid and will consider turning down this helistop project or at least relocate this helistop to another area away from residential communities.

Sincerely,
Mike and Toni Anne Valentino
19612 62nd Avenue East



September 25, 2015

John R. Foley, P.E.
Lombardo, Foley & Kolarik, Inc.
825 4th Street West
Palmetto, Florida 34220

RE: Concession Golf Course Helistop

Dear John,

The following is a summary of Keane Acoustics' site visit and acoustical evaluation for the proposed helistop at the Concession Golf Course in Bradenton, Florida.

Background

It is understood that a proposed helistop will be located just north of the existing clubhouse and nearby residential neighbors, roughly 1000 feet away. Sound level measurements of a helicopter arriving and departing at the location of the proposed helistop were conducted to help assess the potential for noise complaints from nearby residents. It is understood that these events will occur very infrequently, typically less than twice a month. It is also understood that the flights will only occur between 7 am and 10 pm.

Investigation

A visit to Concession was conducted on September 1st, 2015 to conduct the sound level measurements. Keane Acoustics measured averaged A-weighted sound levels from the arrival and departure of the helicopter at the property line due east of the proposed helistop location. The helicopter was traveling eastward from the Sarasota airport and wind was blowing from the SW at a speed of 10-15 mph, which should result in higher sound level readings at the measurement location than with a still wind. Measurements were conducted between 1:50 pm and 2:30 pm.

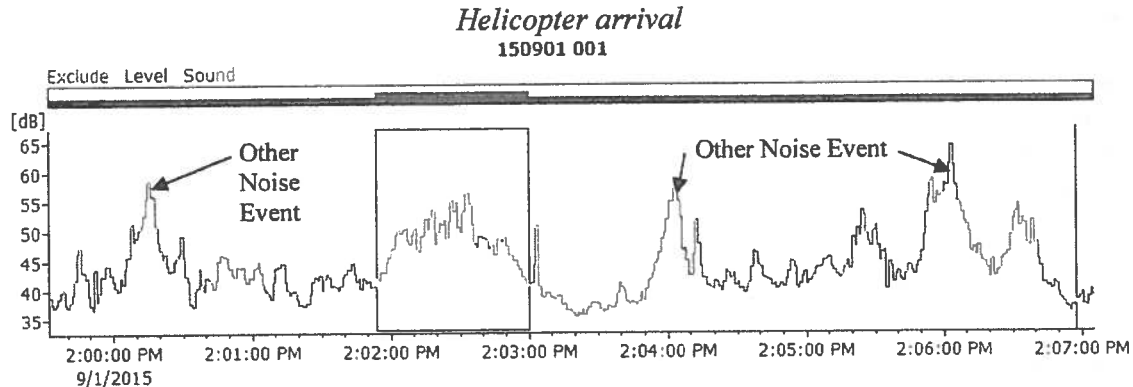
Measurement instrumentation for the ambient sound measurements consisted of one Bruel and Kjaer Type 2250 Hand Held Analyzer, Serial No. 2548160, which meets ANSI standards for Type 1 instruments. The calibration of the instrument was checked before and after measurements with a Bruel and Kjaer Calibrator Type 4231, Ser. No. 2545588. Calibration levels were verified on both instruments to be < 0.1 dB of the previous calibration.

Ambient noise at the property line of the nearest residence typically ranged between 35 and 45 dBA Leq.

4764 Stoneview Cir. Oldsmar, FL 34677 • 727.644.3445 • keaneacoustics@aol.com

Arriving Helicopter

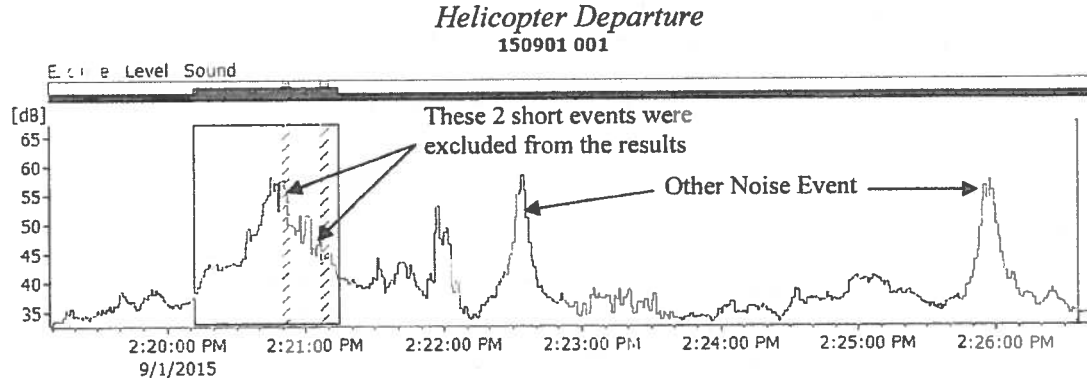
The sound level at the property line of the nearest residence was 49.7 dBA Leq for the 67 seconds in which the arriving helicopter was audible (see shaded gray area below).



The maximum sound level during the helicopter arrival was 56 dBA. Sound Levels exceeded 50 dBA for about 12 seconds and exceeded 55 dBA for 2 seconds. Other events were higher in sound level than the helicopter (see below).

Departing Helicopter

The sound level at the property line of the nearest residence was 49.6 dBA Leq for the 63 seconds in which the departing helicopter was audible (see shaded gray area below).



Note the two 2 second intervals where traffic noise impacted the sound measurement. These areas were excluded in the computation of the sound level.

Other Noise Events

Higher sound levels were measured for other noise sources during both events.

Various vehicles (including delivery and lawn maintenance trucks) exceeded 60 dBA at the measurement location.

A propeller aircraft flyover measured at 65 dBA, which is significantly higher than the helicopter noise emissions. Aircraft events occur throughout the day on a daily basis.

Noise Ordinance

The Manatee County Code of Ordinances Article II allows the following A-weighted sound levels at the property line adjacent to a residential property.

60 dBA 7 am-10 pm

55 dBA 10 pm-7 am

It is understood that helicopter events will only occur between the hours of 7 am and 10 pm.

It is also understood that a correction for "character of sound" is given in Sec. 2-21-34, paragraph 2b.

Correction for character of sound. ... For any source of sound which is of short duration and is nonrepetitive, the maximum sound level limits set forth in subsection (2)a. shall be increased by five (5) dBA from 7:00 a.m. to 10:00 p.m.

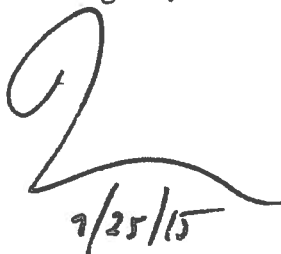
Given the entire helicopter arrival or departure is audible for roughly one minute and the arrival and departure are likely to be 5 or more hours apart (presuming the passengers are there to play an 18 hole round of golf), it is likely that the short duration condition would apply which would increase the permitted sound level to 65 dBA during the time of operation for the proposed helistop.

Based on the fact that the helicopter did not exceed 60 dBA with a wind condition that yields a sound level increase, it is likely that proposed helicopter flights will be in compliance with the noise ordinance, whether the 5 decibel correction is used or not.

Conclusion

Keane Acoustics has visited the Concession Golf Course and conducted a survey of helicopter noise emissions. Due to the infrequent nature of the helicopter events and the likely compliance with the Manatee Noise Code, the potential noise impact of the use of the proposed helistop is negligible.

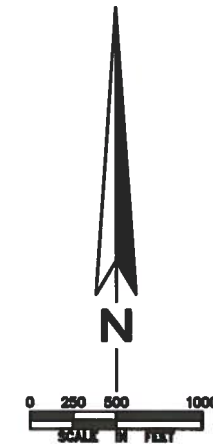
Best regards,



9/25/15

Michael Keane, P.E.
President and Principal Consultant, Keane Acoustics, Inc.

Z:\Master Drawing\THECON\THECON GDP RENEWAL 2015\THECON-AE-REV-2015.dwg, 4/11/2016 3:44:19 PM, pte, 1.1120.21



- REVISIONS
- | | |
|---|--|
| 1 | 08/03/15 ADD RECREATION AREA TO TRACT 801 AND REVISE HELISTOP LOCATION |
| 2 | 09/08/15 NEW AERIAL DIMENSIONS TO ADJACENT HOMES |

**REVISED
GENERAL
DEVELOPMENT PLAN
AERIAL PHOTOGRAPH**
for
THE CONCESSION

LOMBARDO, FOLEY & KOLARIK, INC.
Consulting Engineers, Surveyors and Planners
P.O. Box 188 • 825 4th Street West • Palmetto, Florida 34221 • (941) 722-4201



PROJECT ENGINEER	DESIGN	R.J.L.	DATE	2/25/15	SHEET NO.
ROBERT J. LOMBARDO	DRAWN	P.R.	SCALE	1"=500'	1
20528	APPR.	R.J.L.	JOB NO.	7915	2
P.E. REG. NO.					

The Concession Golf Club Helistop

Revised General Development Plan PDR-04-39(G)(R2)

dts 20150075, Meps #222



**Planning Commission
04/14/16**

Presented by:

Stephanie Moreland, Principal Planner

History

- **10/24/2000 – The Board of County Commissioners (BOCC) approved a General Development Plan (GDP) for 255 single-family residences, 19-hole golf course & 3,000 sq. ft. commercial use. GDP expired.**
- **12/4/2004 - the BOCC approved rezone and GDP to allow 18-hole golf course, clubhouse, and maintenance facility, and the approved 255 lots. Stipulation prohibited use of helipad.**



History (Continued)

- **2/5/2009, the BOCC approved a revised GDP to add 16 multi-family units (38 lots were combined into 19 lots in Block A, Phase II) and revised certain stipulations. The multi-family units were never constructed. The prohibition of the helipad was carried forward as stipulation #30.**

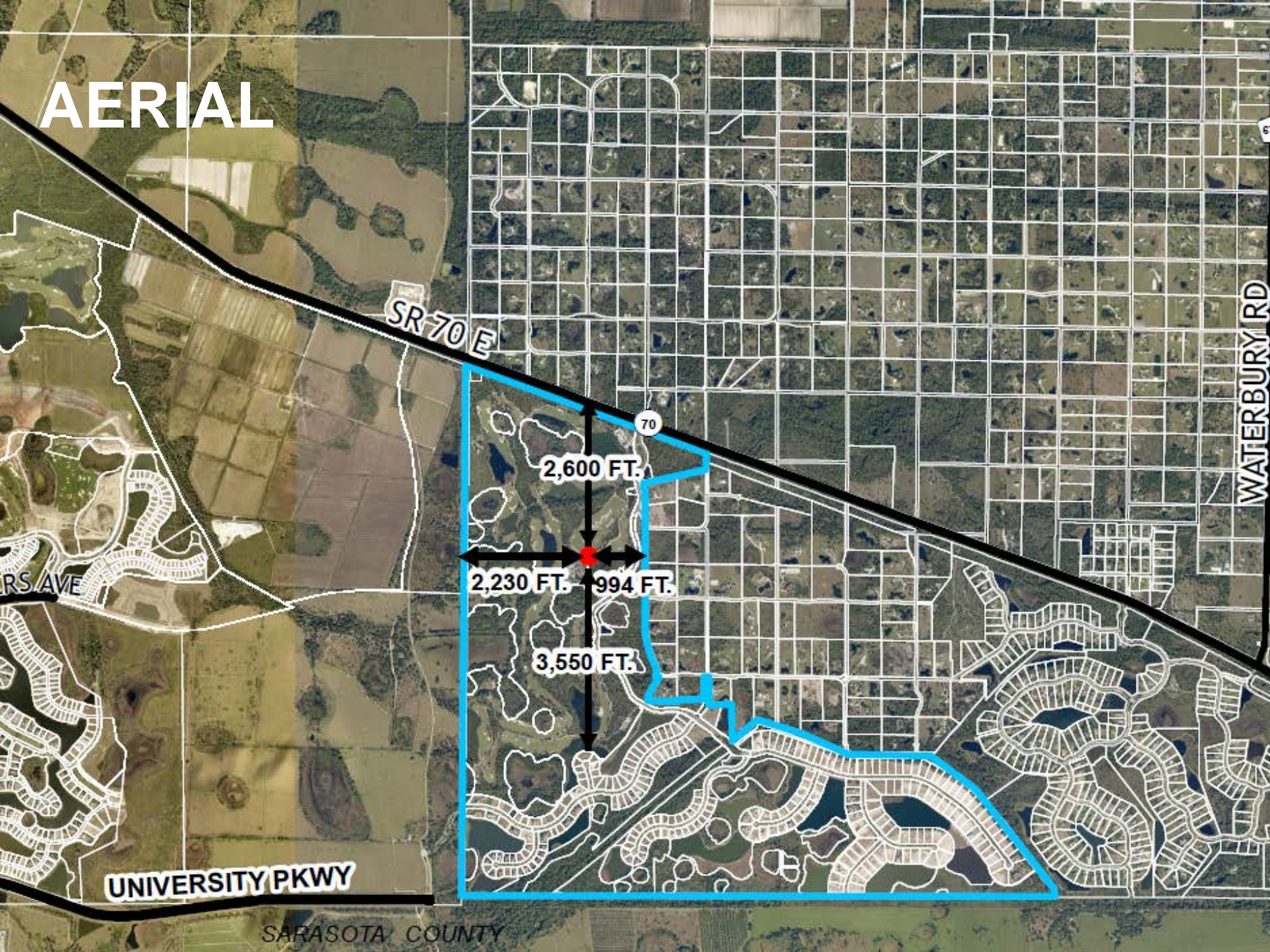


Request

- a) Designate Tract 801 of The Concession's property as recreation; and**
- b) Allow a private helistop as an accessory use to serve the golf course and delete stipulation #30 which prohibits a helipad use.**



AERIAL



MU-C

FUTURE LAND USE MAP

MU-C

AG-R

SR 70 E

MU-C

70

2,600 FT.

2,230 FT.

994 FT.

3,550 FT.

WATERBURY RD

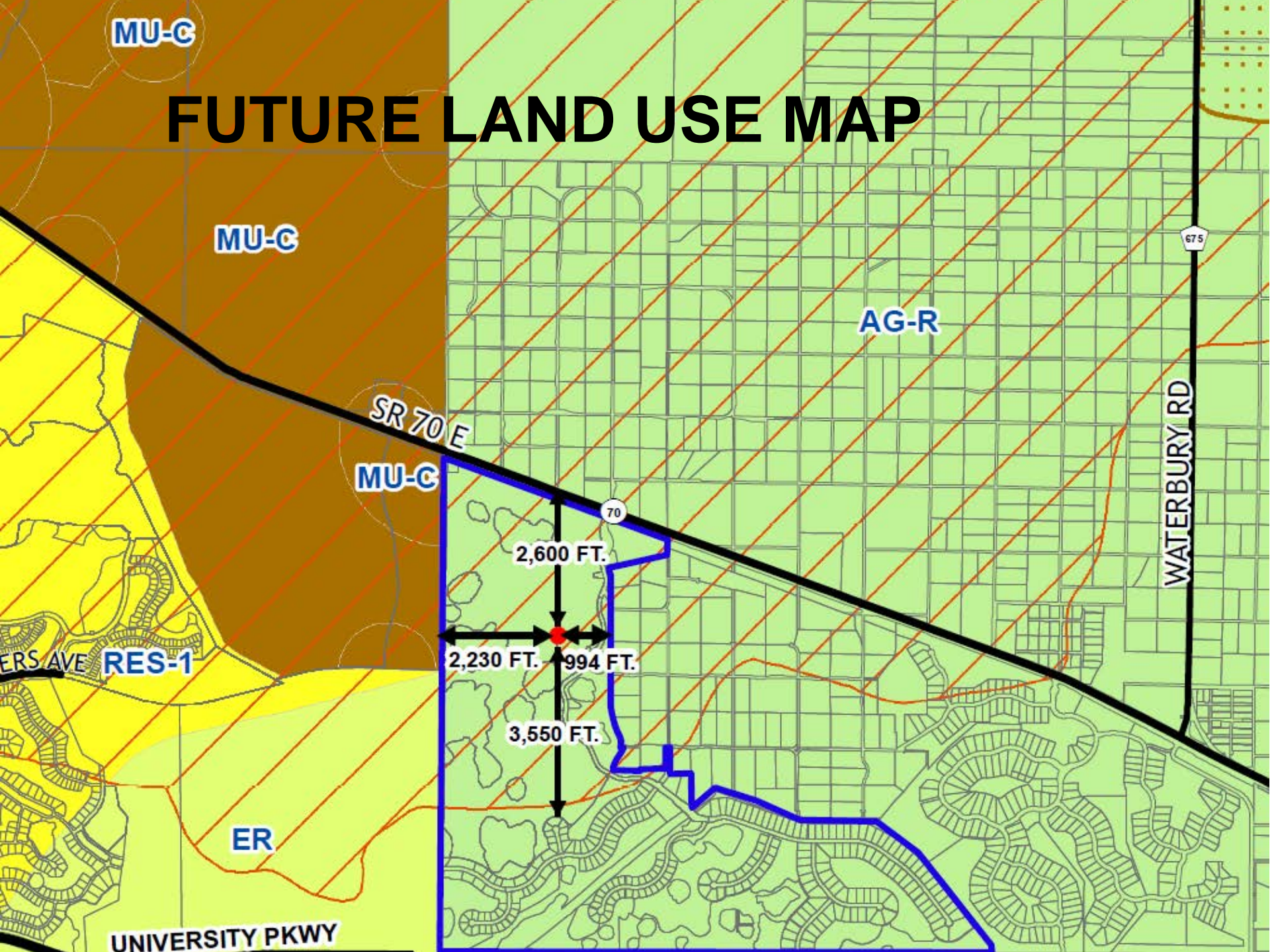
675

ERS AVE

RES-1

ER

UNIVERSITY PKWY



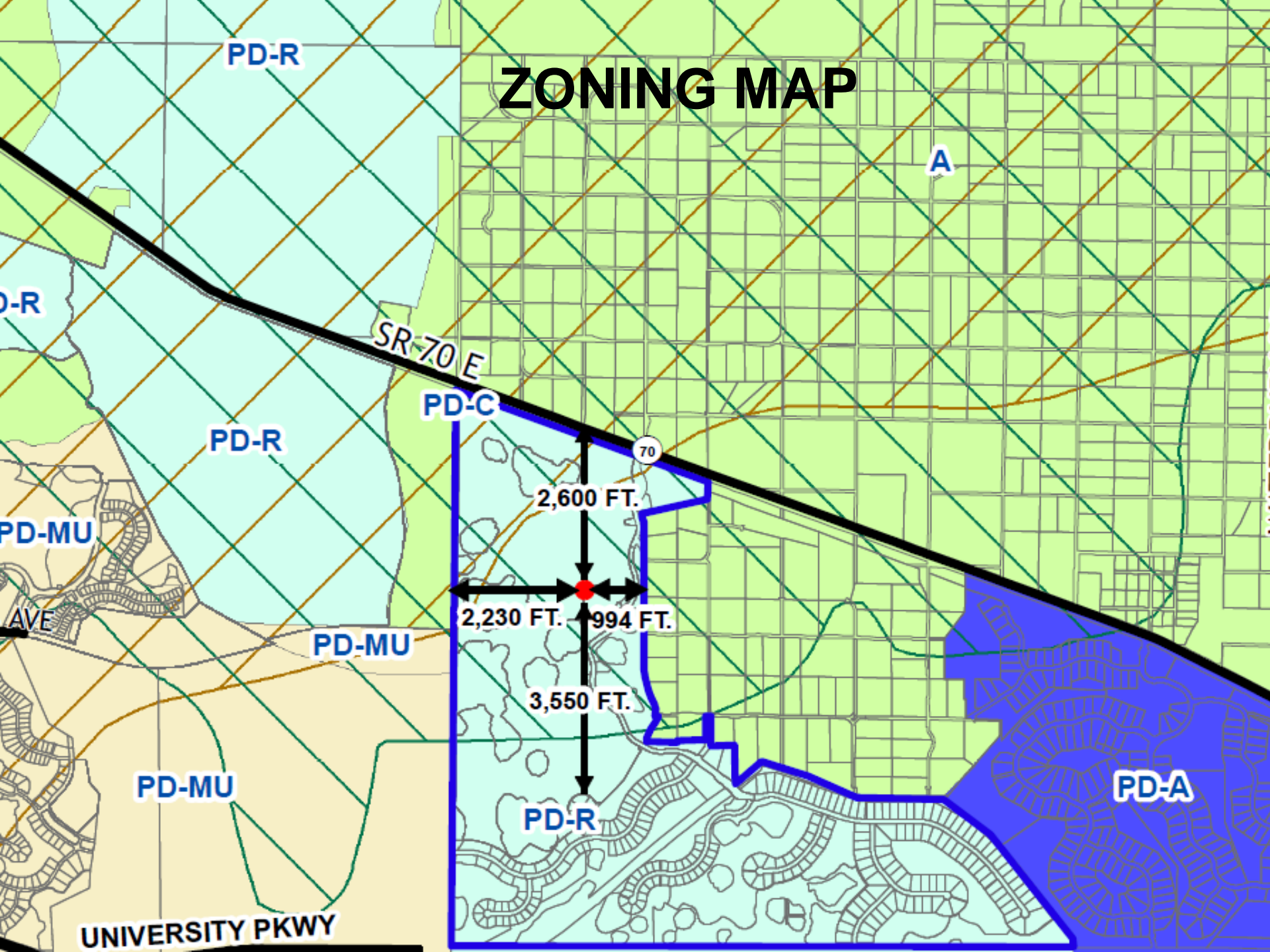
Special Approval(s)

Special Approval is required for:

- **a project partially in the Evers Reservoir Watershed Protection and Special Treatment Overlay Districts.**



ZONING MAP

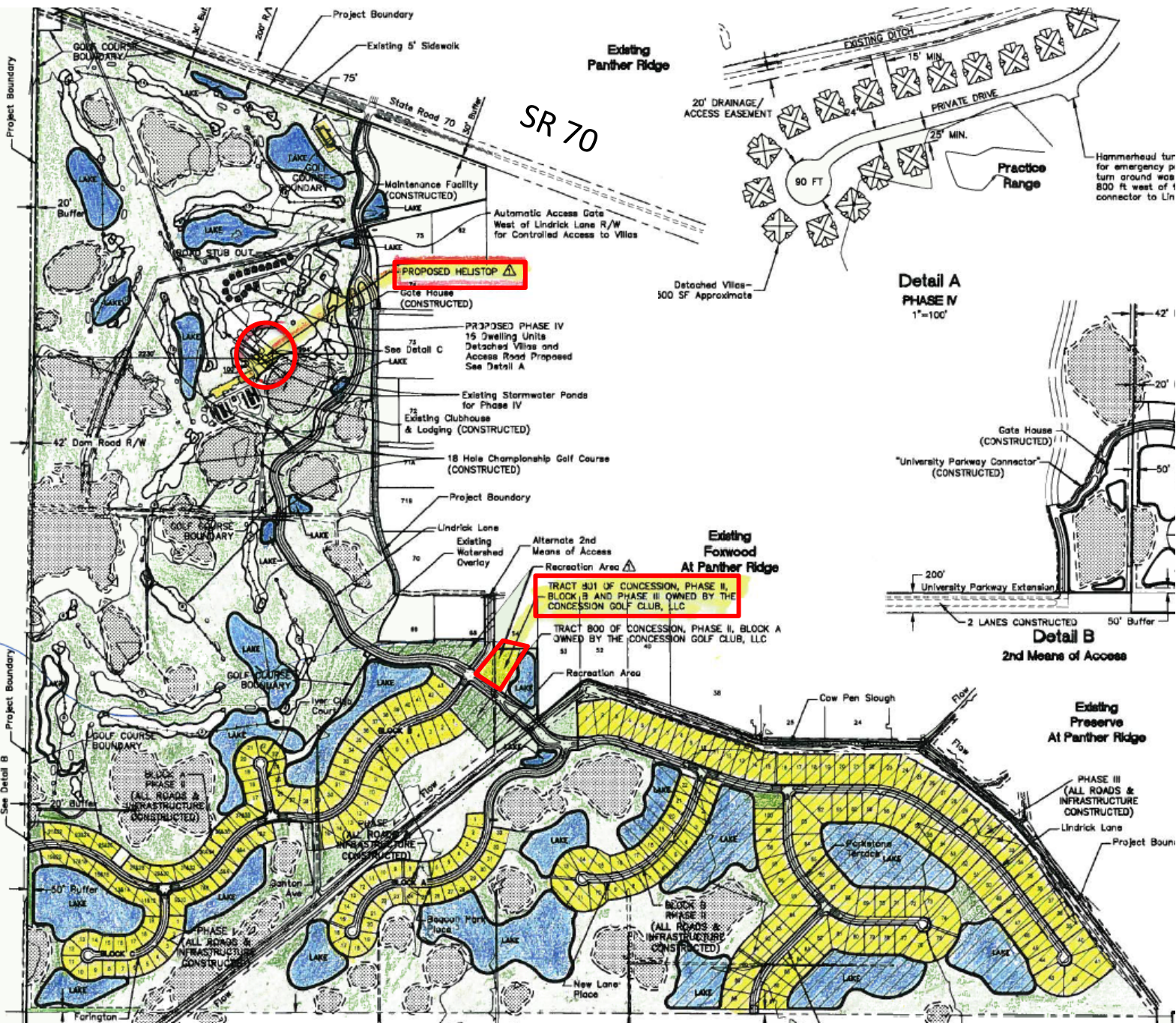


Site Characteristics

- **Gross Site Acreage: 1280.7± acres**
- **Developed with single-family residences, golf course, maintenance building & club house.**
- **Flood Zone: A and X (12081C 0365 E)**
- **Water and sewer available**
- **No wetlands**



Revised General Development Plan



NOTICE OF PUBLIC HEARING

CASE # PDR 0439(6)(B) Commission Hearing
Revised 2014 CSP for All Denominations and 2014 As Proposed
Ballpark Private Religion As Accessory Use to Serve
The Golf Course Use And Decks Subsequently 30
Which Prohibits A Religion At Golf Course Property

PLANNING COMMISSION April 14, 2016 At 9:00 AM

COUNTY COMMISSION May 5, 2016 At 9:00 AM

LOCATION: MANATEE COUNTY ADMIN. BLDG.
1100 MANATEE AVENUE WEST, 14 FLOOR
MANATEE, FL 34461-1400

MORE INFORMATION, CALL 748-4501

35880

Entrance to The Concession





Entrance to The Concession



Entrance to the Concession Clubhouse



Clubhouse



Specific Approval

- To deviate from the parking requirement in LDC Chapter 10, Table 10-2, note #13.



West: Clubhouse





Looking west @ Helistop site



Looking south @ helistop site

North of Helistop site



Trail to eastern perimeter



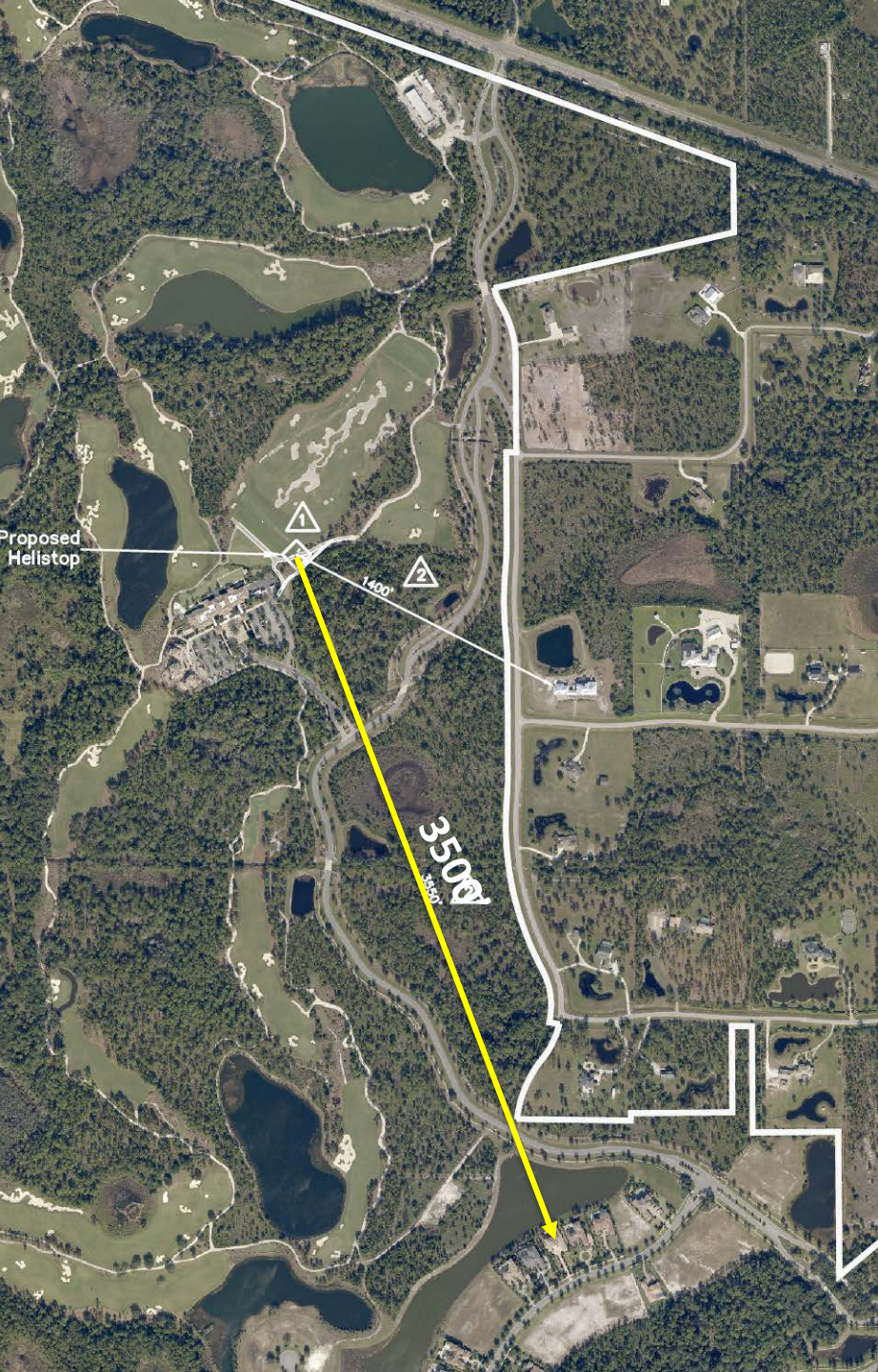
Eastern boundary in the distance





Eastern boundary of The Concession Property approximately 994' from Helistop site.





South: Residences in The Concession - approx., 3,500' away





Exit gate



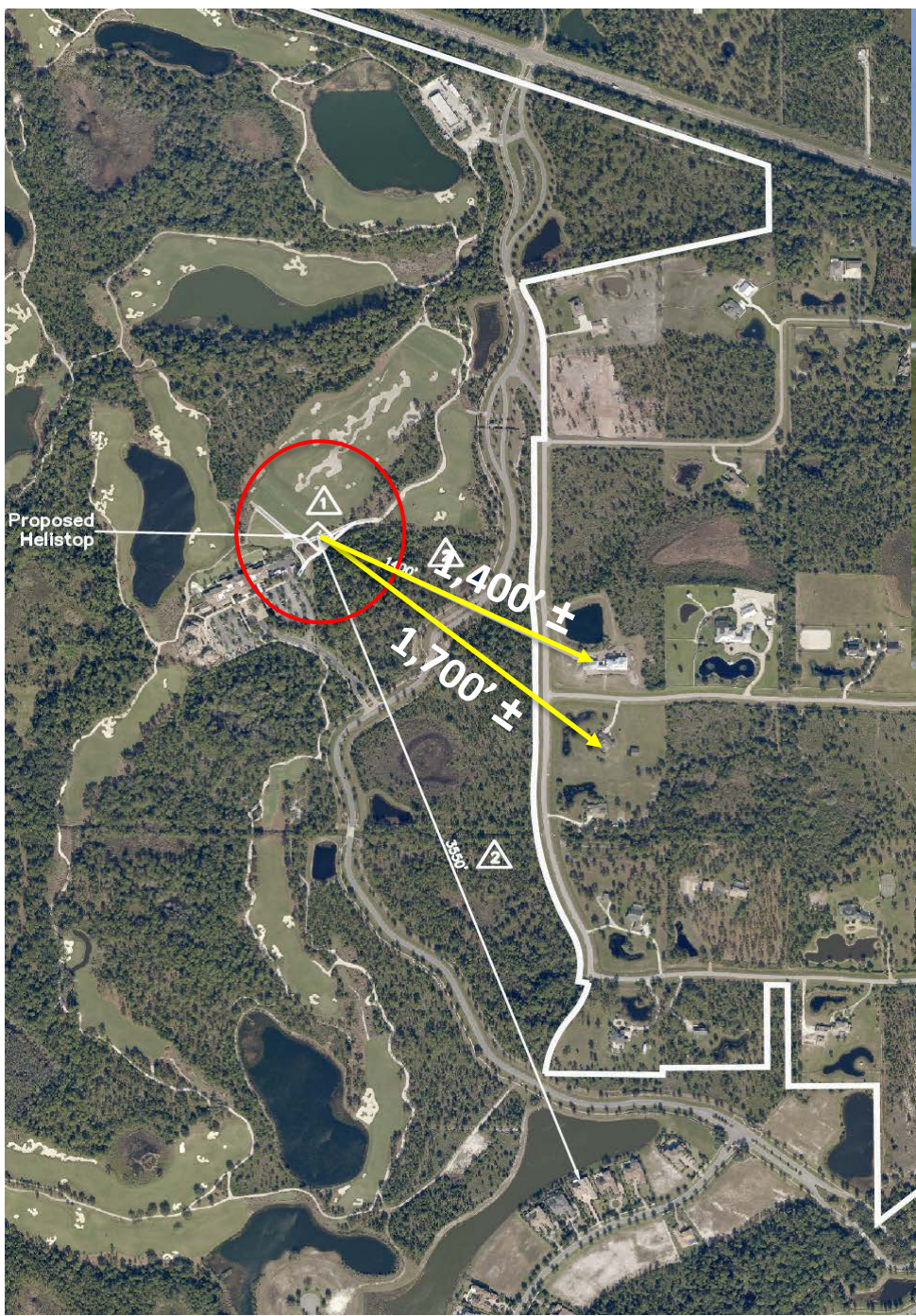
**Eastern boundary of
The Concession**



View of Area east of The Concession







View looking west at exterior of eastern perimeter buffer of The Concession

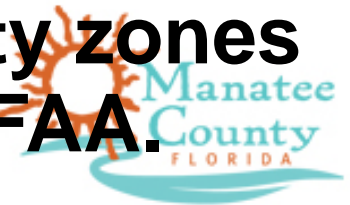


View looking west @ exterior eastern perimeter buffer of
The Concession



Negative Aspects

- **FAA process requires local approval of the land use prior to FAA application submittal. No operational details are known at this time.**
- **The helistop's basic design including lighting, size of the landing area, markings, fence, approach and departure flight paths, safety area perimeter, and obstructions in surrounding safety zones are regulated and defined by the FAA.**



Negative Aspects Continued

- The LDC indicates no dimensional distance requirements from existing residential structures.
- In appropriate timing.
- Existing residents may be negatively impacted by helicopter noise.
- Proposed use may be incompatible with the character of the surrounding area and existing residential uses.



Mitigating Measures

- **The applicant submitted an acoustics evaluation which indicates the noise from a helicopter is negligible.**
- **The helistop site is approximately ½ mile south of S.R. 70 and the nearest residential use is approximately 1,450 feet away.**



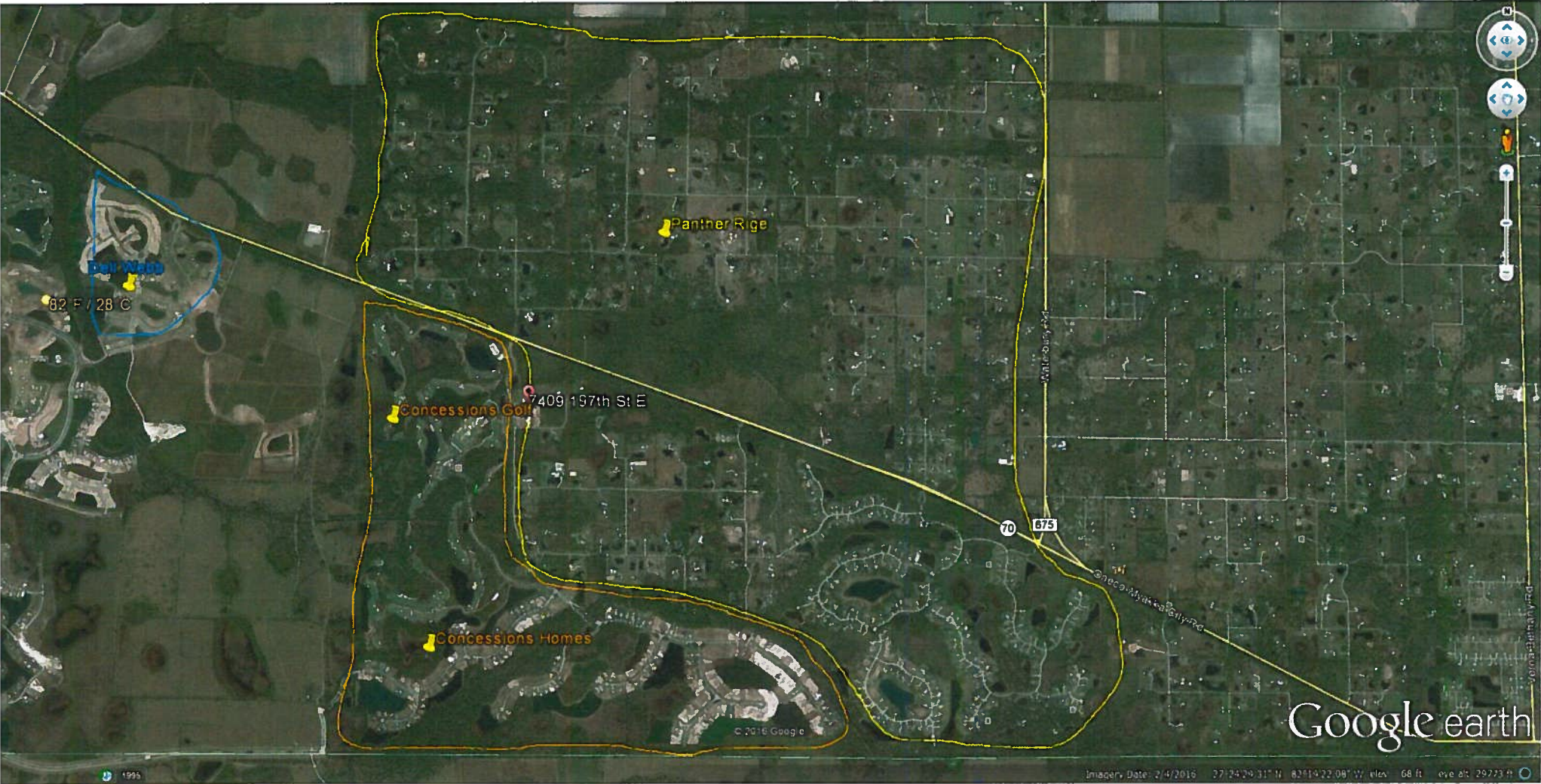
Citizens Concerns/Comments

- **There were many public comment letters submitted.**
- **Compatibility and noise concerns raised.**

Recommendation

- **Staff recommends approval with stipulations.**









NORTHSIDE

- ① Dangerous Crossing
- ② Mucky Wetland

THE POINTE

- A Future (Kimberly) Bridge
- B Potential Trail
- C Dry Season Trail

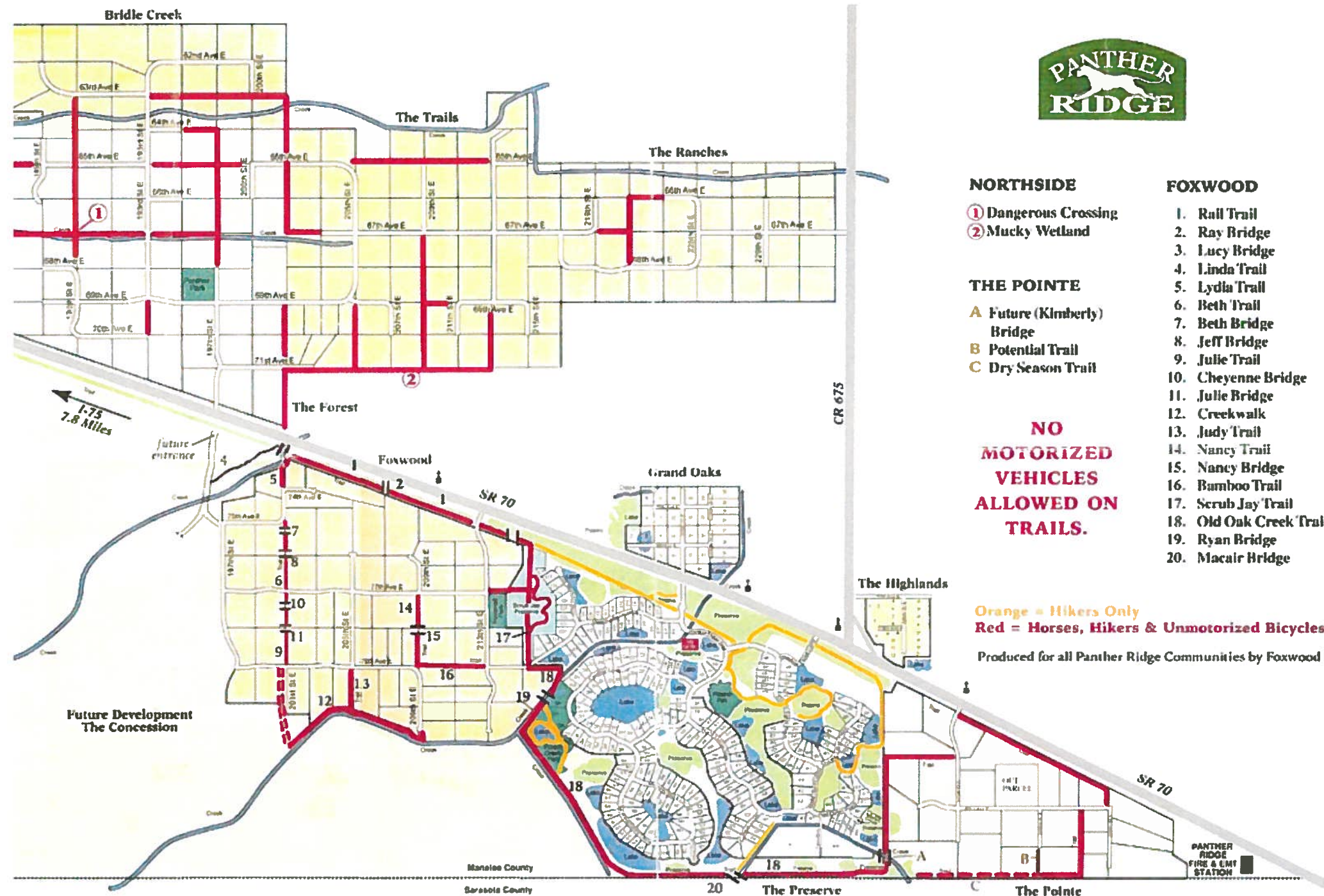
FOXWOOD

1. Rall Trail
2. Ray Bridge
3. Lucy Bridge
4. Linda Trail
5. Lydia Trail
6. Beth Trail
7. Beth Bridge
8. Jeff Bridge
9. Julie Trail
10. Cheyenne Bridge
11. Julie Bridge
12. Creekwalk
13. Judy Trail
14. Nancy Trail
15. Nancy Bridge
16. Bamboo Trail
17. Scrub Jay Trail
18. Old Oak Creek Trail
19. Ryan Bridge
20. Macair Bridge

**NO
MOTORIZED
VEHICLES
ALLOWED ON
TRAILS.**

Orange = Hikers Only
Red = Horses, Hikers & Unmotorized Bicycles

Produced for all Panther Ridge Communities by Foxwood



TO THE PLANNING COMMISSION OF MANATEE COUNTY:

Please take notice that the undersigned, being the owners of property within Panther Ridge, do protest and object to removal of stipulation #30 for PDR 04-39 and any approval of a Helistop at the Concessions Golf Club.

ADDRESS or PARCEL # 129 22006 Deer Pointe XING Date: 7/11/16

Signature [Signature]

Signature [Signature]

Print name VANDE WEGHE

Print name JAMES SCHNECK

ADDRESS or PARCEL # ~~1111 520 Panther Ridge~~ Date: 7/11/16

Signature [Signature]

Signature [Signature]

Print name [Blank]

Print name [Blank]

ADDRESS or PARCEL # 22650 Morning Glory Circle Date: [Blank]

Signature [Blank]

Signature [Blank]

Print name [Blank]

Print name [Blank]

ADDRESS or PARCEL # 23207 Night Heron Way Date: 4/11/16

Signature [Signature]

Signature [Signature]

Print name MARLENE MEELEY

Print name MALCOLM P. BROWN

ADDRESS or PARCEL # 22507 Morning Glory Cir Date: 4/11/16

Signature [Signature]

Signature [Signature]

Print name KAREN WORTHMAN

Print name John Worthman

ADDRESS or PARCEL # 22208 DEER Pointe XING Date: 7/11/16

Signature [Signature]

Signature [Blank]

Print name COLIN MCKENZIE

Print name [Blank]

ADDRESS or PARCEL # 8019 Snowy Egret Place Date: 4/11/16

Signature [Signature]

Signature [Blank]

Print name Stacy Clevenger

Print name [Blank]

ADDRESS or PARCEL # 22324 Panther Loop Date: 4-11/16

Signature [Signature]

Signature [Blank]

Print name John D. Robens

Print name [Blank]

ADDRESS or PARCEL # 2112 Panther Ridge Trl Date: 4/11/16

Signature [Signature]

Signature [Blank]

Print name Harold R. Clarke

Print name [Blank]

ADDRESS or PARCEL # [Blank] Date: [Blank]

Signature [Blank]

Signature [Blank]

Print name [Blank]

Print name [Blank]

Helistop

Yesterday at 7:17 PM

From Joy Hyde

To "stephanie.moreland@mymanatee.org" "vanessa.baugh@mymanatee.org"

The purpose of this email is to express my strong objections and share the reasons it is unacceptable to locate the helistop near Panther Ridge.

Panther Ridger is an equestrian community located in the most beautiful area of Manatee County. There are 15 miles of treasured, beautiful, serene, equestrian trails.

The residents are passionately devoted to caring for the health and safety of their horses.

Horses are preyed upon animals and therefore, naturally skittish. Helicopters would have the same effect on horses as a wild predator. The helicopters would terrorize and traumatize the horses inflicting unusual stress. The stress would negatively affect the physical and mental health of the horses.

The danger the helistop presents the horses, transfers to a financial burden for the horse owners.

The helistop would render the equestrian trails unsafe for horseback riding.

The helistop would simply destroy the very essence of Panther Ridge.

From: David Nemecek <dfnemecek@mac.com>

Date: June 4, 2015 at 9:22:04 AM EDT

To: Keri Cooper <keri_cooper@icloud.com>

Subject: Concession Helistop

Ms. Cooper,

Veronica and I are building a home @ 7910 209th Ave. E in Foxwood. We have met a few members of the community, but can't recall whether we have met previously.

In any case we are interested in, and supportive of, efforts to thwart the building of the helistop. Or if unable to do so, at least to avoid the size of the helicopters using it and force any overfly to be over the Concession so they can own the major impact of their effort.

Unfortunately we will be out of state on 6/16 but are interested in following your efforts and supporting what can be done.

Dave and Veronica Nemecek
Mobile 571 334-3931

From: Justin Norwood <justin.o.norwood@gmail.com>

Date: July 17, 2015 at 9:32:32 AM EDT

To: vanessa.baugh@mymanatee.org

Cc: stephanie.moreland@mymanatee.org

Subject: **Objection to the Helipad at The Concession**

Vanessa,

I spoke with Stephanie about this last week, but I wanted to formally log my objection to The Concession's plan to install a helipad at the corner of SR70 and Lindrick Lane. I object on the following five basis:

- 1) Low flying helicopters over SR70 will be a major distraction to drivers on an already fatal stretch of road -- a stretch of road that will only get more dangerous and fatal when 6,000+ drivers are added from Del Webb, Lakewood National and Bridgewater East
- 2) The helipad is completely unnecessary. Two years ago I moved to Panther Ridge from Westchase in Tampa, and during my home search I looked at every estate home community from Pasco County down to Sarasota County. NONE of them had a helipad (Myakka River Estates does have a plane landing strip). ...not even Avila in Tampa, which is home to the vast majority of Tampa's professional sports players and business executives, has considered adding a helipad!!!

This is Bradenton, not Lower Manhattan. Helipads are COMPLETELY unnecessary (especially since they will be restricted to 12 uses / yr -- that is probably only enough for each Concession resident to use it once every decade!).
- 3) The helicopters will disrupt the Panther Ridge equestrian community lifestyle. Horses are spooked by loud noises!
- 4) How will the new residents of Lakewood National feel when a low flying helicopter buzzes over them when they are teeing off on the 18th green??? How will the elderly residents of Del Webb feel when they get fly byes??? Who is representing those 6,000+ residents in this matter???
- 5) The offer made to Panther Ridge residents that we can use the helipad in the case of emergency is completely INVALID! If we needed an emergency helicopter, the helicopter could simply land on our 5 - 10 acre estates! We don't need their helipad, nor would we ever use it!!!

See you on the 6th!

-Justin Norwood

From: Justin Norwood <justin.o.norwood@gmail.com>
Date: Mon, Aug 31, 2015 at 10:01 PM
Subject: The Concession's Helistop proposal
To: Stephanie Moreland <stephanie.moreland@mymanatee.org>

Hi Stephanie,

I just wanted to go on record as remaining opposed to the helistop at The Concession despite its revised position, as reported by The Observer:

<http://www.yourobserver.com/article/concession-navigates-helistop-placement>

As a Panther Ridge resident, I find this request to be HIGHLY irregular in Florida. Despite having many friends who live in some of the most affluent neighborhoods in all of Tampa Bay (e.g. Avila), I have never heard of a neighborhood requiring a helistop/helipad. I believe that the burden should be on The Concession to prove why it is absolutely necessary. This is not Lower Manhattan, after all - it is rural eastern Manatee County.

Furthermore, I find the helistop to be out of character with the surrounding neighborhoods - including the equestrian neighborhoods of Panther Ridge, but also out of character with the dense, golf course-oriented neighborhoods of Del Webb, Lakewood National and Bridgewater East. Neither horse owners nor golfers are going to appreciate low flying helicopters landing near them.

Lastly and most importantly, I believe that this proposed helistop will be a distraction to drivers on an already fatal/dangerous stretch of highway. I will be reaching out to the FDOT, Rep. Greg Stube and Commissioner Baugh with this concern.

Thanks for taking my input into consideration.

-Justin Norwood

Just wanted to introduce myself. I'm an LPGA Golf Professional who just moved to Florida a few years ago and live in the Panther Ridge area, near the Concession.

When I first heard about the helipad coming to the Concession GC, I did not think anything of it. In the back of my mind and thinking of ALL the wonderful prestigious golf courses I have been at, I never remember seeing one. Matter of fact, the most prestigious courses with memberships of 35 members who own the land and the golf course far from housing developments DO NOT EVEN have one on their premises. Michael Jordan, #23 seems to drive a car to his golf course in Illinois.

Golf is already an elites sport. We will be getting several "NEW" golf courses off of 70 near the already new golf course "Esplanade". There is suppose to be the 36 hole course going in SE, between there and Concession. Are we going to allow helipads at ALL the courses?

With ALL the building that the county is allowing to go in and ALL the wildlife that are already getting displaced, is it really that necessary to allow helicopters to come in and out without any supervision. We have patrol cars all along 70, flashing yellow lights for school zones etc. all for safety and yet with the monitoring there is in place, we still have several wrecks a week. This area is already is growing and growing.

I can not imagine Manatee county planning on monitoring the helipad and flights? The FAA isn't going to set up an office at the helipad to monitor flights. I've never been in a state that had more police presence on a Sunday morning as we have along 70, just to direct traffic. Will there be someone along the horse trails in Panther Ridge, monitoring when I ride my horse? Because when a helicopter flies by, or a horse gets spooked by the noise, I'd like to know who to call. I do not think the Concession will be taking on that LIABILITY.

Funny story, my partner and I owned a golf facility in MN. It was in a rural area, like Lorraine Rd, cr 675. It happened to be between a couple of farms on a hwy and the farmers used helicopters to spray in their fields. Our insurance company had to pay out to the pilot of the helicopter as he stated that a golf ball from our driving range when he was flying a golf ball from our driving range, somehow broke the helicopter windshield and cracked his helmet. Now, I do not know exactly what in the world this pilot was doing flying over our golf facility, and this was after hours when no one was there, but things do happen.

Why can't the few golfers that will utilize a helicopter pad from The Concession just take a LIMO from SRQ airport up University to the Clubhouse? Convenience? The Ritz Carlton has it's hotel and golf course separated, by over 20 miles, that golf course practically backs up to the Concession and yet they do not have a helipad. Their golfers have to pay an absurd amount to come from the hotel to the golf course, so the "convenience" factor for the members of the Concession GC seems well, ridiculous. The Ritz Carlton golf course is also a **Certified Audubon Cooperative Sanctuary** designation through the Audubon Cooperative Sanctuary

Program for Golf Courses, an Audubon International program and with great reason, the land in this area is abundant with wildlife.

What is going to happen to that Audubon Program? What have the studies shown the impact will be on the wildlife in the area or any environmental studies for that matter, a study of the noise decibel of the helicopters landing or taking off on the wildlife environment?

The last time I was in a helicopter, it was quite loud and the noise decibel did not change for the whole ride.

I'm all for change. But to allow something that will devastate the wildlife in the area that are already getting displaced by the masses, to have our horses bothered and spooked so that a handful, can land their helicopter at a golf course, that really does not seem like our county officials are looking at what the best interest of its citizens, instead the minority must be paying a pretty penny somewhere or to someone.

I appreciate you reading letters on this matter and hopefully looking at all sides concerned, If you can direct this concern to anyone else that will make a decision on this matter, I would appreciate it.

respectfully,

letitia zilar

Ms Moreland and Mrs Baugh

I would like to renew my objections to the relocation proposal for the Helipad being put forth by the Concessions. It is still a great concern to the adjacent homeowners and riders. Many of our riders use 197th St. E. to get to and from trails in our area and it is still an unsafe situation for our Equestrian Community. There is no reason that our Community should be made to put up with helicopters landing and taking off when we purchased our homes in an area where we have our horses and chose a quiet rural community in which to live. Our community is highly unique Equestrian and a helistop is out of character for the entire Panther Ridge community.

I would also like to say, I find it dishonest of The Concession that they have AGAIN submitted an out of date aerial, not showing the 3 closest homes to the area of the proposed helistop. I feel this is being done on purpose and I don't see why this should not invalidate their entire application. I have attached the aerial document submitted by the Concession (which is a map from prior to 2013) and a document I put together based on the current map available via manateepao.com showing the area as it is currently.

I also have concerns about who will monitor and/or enforce the parameters for which they are seeking approval. The Concession is claiming flights will be limited to small helicopters, no more than 24 flights a year and no night flights. If they are given approval and they do not heed those restrictions, then what? Is there some one we complain to? What happens? Do they need to seek additional approval for parking, fuel, lights, etc? This is rural Manatee County. Why would our community need to be subjected to this? I do not find that the issue of noise abatement or flight path has been addressed. This is still a major area of concern to residents, horse owners and riders.

Lastly, there was already a helicopter seen landing at the Concession Golf Club area on Sept 1. Would you please clarify what the rules regarding helistop or helicopter landing is in Manatee County or refer me to who I should contact for that information.

Sincerely,

Daniela Drillmann
Foxwood Resident

From: magwal46@hotmail.com
To: vanessa.baugh@mymanatee.org
Subject: Helipad
Date: Wed, 9 Sep 2015 15:01:35 +0000

Ms Baugh

As a 15 year residents of Panther Ridge my wife Maggie and I would like to register our strongest objection to the proposed Helipad. This area has been habitat for people and their animals and people seeking tranquility for two decades. It seems to us that the interests of the few who will supposedly benefit from this unusual development are far outweighed by the interests of the many who will find no offsetting advantage. Please consider you decision carefully.

Respectfully

Walt Boyer

Maggie Boyer

19717 62nd ave e

Bradenton Fl 34211

From: Brett Barth
To: Debbie from Miller Management
Sent: Friday, September 04, 2015 4:41 PM
Subject: RE: The Concession's Helistop proposal

Debbie, please distribute.

Hi all,

As a Panther Ridge resident I'd like to go on record as being opposed to the helipad proposal. My family and I don't own horses but many of my neighbors do. I don't think horses and helicopters are a good combination.

Many of us if not all of us moved into Panther Ridge for the community it is, peaceful and quite, as in no helicopters flying overhead. Lastly, I wholeheartedly agree that the stretch of State Rd. 70 running past Panther Ridge needs no more distraction as it would only increase the already existing safety issue we have with motorists.

Thank you,

Brett Barth
American Wireless Alarm & Video Surveillance
4450 Northgate Ct.
Sarasota, Fl. 34234
office: 941-358-8808 cell: 941-915-9858
email: brett@awaf.com
website: www.awaf.com

From: Cindy <csimonbray@verizon.net>

Date: September 23, 2015 at 11:41:17 AM EDT

To: vanessa.baugh@mymanatee.org, Stephanie Moreland
<stephanie.moreland@mymanatee.org>

Subject: Helistop at Concession Golf Club

To Vanessa Baugh, Stephanie Moreland, Planning Commission and County Commissioners,

I hope this day finds you well. I am writing in opposition to the new proposed location of the Helistop beside the Clubhouse at Concession Golf Club. As I started to write this, a bald eagle swooped through our yard right beside our lanai, makes me smile at all of the nature that surrounds our area and Panther Ridge. My husband and I looked for years for an equestrian community to move to from Virginia. We searched every state south until we found our little gem in Foxwood. How many neighborhoods can boast that you can ride your horse right down your own driveway and go see the neighbors. Trails intertwine throughout all of the homes on each side of state road 70 for 15 miles of riding trails. The new location for the Helistop is located close to 900ft from the Foxwood property line along 197th street, a stretch that regular trail riders take most every weekend. Why should we ride in fear not knowing when a helicopter is descending to land or getting ready to take off. We do not even allow motorized bikes or 4-wheelers on our trails. Our equestrian community should not have to suffer for the wants of a very few. I'm sure none of you could say you would love to have helicopters landing next to your home.

I am also very concerned at the precedent this is going to set in Manatee County. What's next, Helicopter's at every golf course? Who is going to police the Helistop if they exceed what they say is the minimum flights, not at night, only small helicopters? And who do we sue and hold accountable if our riders and horses are injured or worse from being spooked at an incoming or outgoing helicopter? Worth the risk to the well being of human life and animal life? Please consider this very carefully and imagine it being next to your home.

Thank you, Ronnie and Cindy Bray

10/15/15

As a resident of Panther Ridge Community, I would like to go on record as being opposed to the helipad proposal. I am a homeowner in Foxwood of Panther Ridge, which is a residential Equestrian neighborhood. My family and I chose Foxwood for the community that it is, peaceful and quite.

We live here because we love our horses and horse riding. Many residents have relocated here from across the country to be able to enjoy this particular Equestrian neighborhood and lifestyle. The five neighboring Equestrian home associations all ride together in various groups, on the many miles of designated and maintained horse trails on both sides of S.R. 70.

I find the helistop to be out of character with the surrounding neighborhoods. Neither horse owners nor golfers are going to appreciate low flying helicopters landing near them.

I am not asking that Concessions not be approved to have a Helipad near Foxwood and State Road 70. The Concession needs to find another location away from the established Equestrian Communities.

Thank you for your consideration,
Ted Meuche

September 15, 2015

Ms. Stephanie Moreland, Principal Planner
Manatee County Building and Development Services Department
1112 Manatee Avenue West
Bradenton, Florida 34206

RE: Proposed revised location for The Concession Golf Club Helistop (PD04-39(G)(R2))

Dear Ms. Moreland:

We are currently in the final stages of construction of our house at 19711 75 Avenue East in the Panther Ridge Foxwood community. We registered our strong opposition to a helistop at The Concession Golf Club in a previous letter to your office. It has come to our attention that The Concession is now proposing a revised location closer to their clubhouse. This location is only approximately 800 feet further from our residence than the original proposal. The selection of this revised site does virtually nothing to mitigate any of the concerns in our original objections, as this location is still well within the immediate proximity of an established equestrian community and wildlife nesting and habitat areas. Further, the use by The Concession Golf Club of outdated aerial photos that do not accurately portray the character of the adjoining residential community as part of their application grossly misrepresents the negative impact a helicopter takeoff/landing site will generate. We remain vehemently opposed to the helistop at the revised site for the following reasons:

- The loud noise level of helicopters as they descend and take off at low altitudes over our property while accessing the site.
- The danger to horses and riders due to the noise level and low altitudes of the helicopters as they land and take off.
- The adverse impact to property values due to our immediate proximity to the site.
- The potential negative impact to our homeowner's insurance premiums and coverage due to the increased risks incurred with these low level arrivals and departures over our home and property.
- The environmental impact to the habitat and nesting areas of protected species ie. Sand Hill Cranes and Eagles, that surround the site, and include our property.
- The lack of any meaningful enforcement action to limit the applicants to the two dozen daylight aircraft movements per annum as set forth in their permit application.
- The Concession Golf Club, with over 500 acres, obviously remains unwilling to consider other locations that can accommodate their desire for this amenity without impacting neighboring previously established residential equestrian communities, such as Panther Ridge Foxwood.

Thank you for your consideration in this matter. Should you or a member of your staff require additional information, please feel free to contact us at (305) 962-3785.

Sincerely,

Scott V. and Jennifer Andress

Good Morning Stephanie Moreland

I am writing you about the proposed Concession Helistop.

It's my understanding that some changes have been made to their proposal but it is not enough. There is no need for such a noisy and dangerous site here in such a beautiful and quiet area. I did not purchase my home to be hear this type of environment. We purchased our home to have quiet and safety for our family and animals.

We are law abiding, taxing paying, voting & quiet people that typically keep to ourselves. We would be very grateful if this proposal could be completely removed from the area. The Sarasota/Bradenton airport is within 30 minutes and is a fine facility that is already functioning for these types of needs. I would suggest that all these types of inquires in the future in our county then be directed to land their aircraft in the Sarasota/Bradenton airport.

--

Marc & Nikki Olarsch
7929 209th Street East
Bradenton, FL 34202-8309
P 941.677.6171
F 760.597.5400
C 352.895.4884
mjolarsch@gmail.co

April 30, 2015

Ms. Moreland,

I am writing in regards to the proposed Helistop pad being proposed at Concessions Golf Club, 7700 Lindrick Lane Bradenton FL 34202, project/permit #PDR04-39(G)(R2). I am a resident in the Foxwood portion of Panther Ridge at 7409 197th St E (parcel ID 331717509), directly adjacent to Lindrick Lane.

We are an Equestrian Community. This is why I chose to live on this property and in this specific subdivision. Helicopters taking off and right next to our house, pastures and barn are not acceptable. This will affect the safety of my horses, myself, my family and friends, as well as all trail riders in the entire Panther Ridge community using our bridle paths. Helicopters will frighten horses and put riders and handlers in danger. The area is designed for riding and we have use of extensive bridle paths throughout our community.

I am also concerned about our property and resale values with helicopters coming in and out near the house and barn causing noise. The value of our bridle paths will be negated when horses are surrounded with helicopters at any given time.

Lastly, much of Panther Ridge as well as the Concession is a nature preserve. We have bald eagles nesting, Sandhill cranes, which are protected and nest here frequently as well as Panthers, Bobcats and Coyotes. A helicopter pad has no place in our area.

Thank you for your consideration

Daniela Drillmann

From: Cindy <csimonbray@verizon.net>

Date: April 29, 2015 at 4:04:49 PM EDT

To: "stephanie.moreland@mymanatee.org" <stephanie.moreland@mymanatee.org>

Subject: Helipad/Helistop at Concessions Golf Club

Hello Ms. Moreland, my name is Cindy Bray, my husband Ronnie and I reside at 7310 201st St E Bradenton FL 34202, in the Foxwood section of Panther Ridge. We spoke the other day on the phone and I am writing today with concerns and opposition to the proposed Helistop pad being proposed at Concessions Golf Club, 7700 Lindrick Lane Bradenton FL 34202, project/permit #PDR04-39(G)(R2)

Having a landing and take off area for helicopters is not compatible with an adjacent equestrian community and residential housing. We can see the area that this is to be considered for this pad from our lanai and pool area and right beyond our pastures. It's is unsafe for the many trail riders on both sides of State Rd. 70 in Panther Ridge to be subjected to descending flights and flights taking off, not to mention terrifying our horses just grazing in their pasture. Mr. Jacks, the lawyer for the applicant explained to me that these would be small helicopters and no louder than a leaf blower. Trust me, you don't want a flying leaf blower over a horses head. We feel this is more of a want than a need for this golf course. We suspect that if they were to relocate this helipad to another area of Concessions that their own residents would be objecting.

Of course there are concerns for property values and resale if trying to sell a horse property or really any residential property near a landing/take off helicopter pad. Also increasing flight activity would mean more chances of a crash near our homes and barns.

Lastly we live on a preserve and much of Concessions is a preserve. We have so many animals and nature around us, nesting bald eagles, sandhill cranes, bobcats etc. I truly don't feel this is a place for helicopter landings when there are airports near by and many other means of transportation.

I thank you your time and hope that you will consider our concerns,

Sincerely, Cindy and Ronnie Bray

On May 6, 2015, at 10:57 AM, Keri Cooper <keri_cooper@hotmail.com> wrote:

My name is Keri Cooper. I am a homeowner in Foxwood of Panther Ridge, which is an "Equestrian Home" Association in Bradenton, FL, Manatee County. I also own land in "The Trails", which is also an Equestrian Home Association directly across the street.

Foxwood is directly East of the "Concessions Golf Course" which owns over 500 of acres of land between University Blvd of Sarasota, FL and State Road 70 of Bradenton, FL.

Foxwood resides on the south side of State Road 70, again right beside the Concessions. There are 4 more "Equestrian" Home Associations on the north side of State Road 70, directly across from Concessions and Foxwood.

The four equestrian Home Associations north of SR 70 are:

Bridle Creek
The Forest
The Trails
The Ranches

All of Panther Ridge, also.

All of these homes and lots are zoned for Equestrians. Most are usually 9 1/2 acres, with a house and barn.

The People who live in these areas live here because of their love of horses and horse riding. Between 5 Equestrian home associations we have 14 miles of trails to ride our horses on. These trails exist on both sides of S.R.70. We all ride together in various groups, riding on both sides of S.R. 70. Sometimes those of us that live on the south side of S.R. 70 cross over to the north side, and then sometimes the equestrians that live on the north side cross over to the south side of S.R. 70. We usually take turns.

We cross in two different paths across 70, usually dependent on the horses that are in the group. The safest crossing is directly across the street onto Lindrick Lane, which is exactly where Concessions plans to place their Heli Pad directly west of.

I **cannot, cannot express** just how **dangerous** it would be if a group of horses and their riders were crossing S.R. 70, when a Helicopter was trying to land beside them. Horses are flight animals, and no matter how good of horse you own, if something like a helicopter was to hover over them, they would immediately spook and could dart out into ongoing traffic onto S.R. 70, or any street they might happen to be on in our HOA's. When one horse spooks, the rest light up light a string of firecrackers, so you then have all horses swirling, maybe bucking, and definitely trying to flee.

I am not asking that Concessions **NOT BE ALLOWED** to have a Helipad. I am asking that they choose a different place inside their acreage either further down towards University, or somewhere in the middle of their land.

I have heard they do not want to place it down towards University because that is where their million dollar homes reside. What about the million dollar homes in Panther Ridge?

I would also think if they were bringing in people to impress them with their Golf Course, you would want to start at the First Hole and drive them through the course, finishing at the 18th Hole and Clubhouse. Not beyond the 18th hole where all of the maintenance and landscaping buildings reside, again, directly by Foxwood, just south of S.R. 70.

I am asking you to please help the equestrians! We need Concessions to find another spot for their helipad, further south from Foxwood and State Road 70.

Foxwood plans to hold a meeting on this issue on May 19th at 6:30 p.m. at the Fire Station that resides just east of Lorraine, behind the Lakewood Ranch Post Office. I am asking everyone that is concerned about this issue to please attend.

Sincerely,

Keri Cooper

SDG&E LOW-FLYING HELICOPTER CAUSED HORSE INJURY IN DESCANSO, OWNER CLAIMS

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By Miriam Raftery

August 29, 2014 (Descanso) —A helicopter chartered by San Diego Gas & Electric Company to survey lines in Descanso was flying below the legal height limit on Wednesday, startling a horse that was injured as a result, says owner Rita Gallant.

Tim Garland, a ferrier who works for Garland, was shoeing horses on her property and called Gallant to report that horses were being spooked by the low-flying chopper.

"He said, 'You've got this helicopter hovering above your property. It's right at the top of your gate and your horses are going crazy,'" Gallant told East County Magazine. She added that Garland told her the helicopter was just 150 to 200 feet above the gate—close enough to get a good look at the pilot. Anything under 1,000 feet would be illegal, according to the Federal Aviation Administration (FAA).

Later, Gallant said one horse that panicked and bolted was found with a gash on its side, which required suturing by a veterinarian. She told ECM that SDG&E has agreed to reimburse her for the veterinary bill.

Other Descanso residents also complained about the low-flying helicopter. Gallant said her neighbor, Robin, also called her to ask what was going on at the property after seeing the unmarked gold and black helicopter flying back and forth repeatedly over Gallant's property.

Peggy Martin told ECM that she, too, saw the helicopter and was worried that it could be a Border Patrol or Sheriff's helicopter in pursuit of a suspect. "It was worrisome," said Martin, who adds that she called 911. "This was right over

our property for about 20 minutes."

our property for about 20 minutes.

The 911 operator assured her that the helicopter did not belong to law enforcement and referred her to the FAA, but the FAA didn't know who owned the helicopter or why it was there.

After walking with a friend, Martin learned that a horse had been injured and that the helicopter belonged to SDG&E. She then called Todd Voorhees, SDG&E representative to ask if the utility company could provide notice to area residents in the future, since additional flights are planned as the company continues surveying lines and poles for possible replacement.

"He said that would be difficult, due to weather and other conditions," Martin says, adding, "I told him I don't want to hear about 'difficult' when there are injuries and people are afraid."

East County Magazine has asked SDG&E for comment on this incident.

If you see a helicopter that you believe is flying too low, authorities encourage you to take photos or video and then contact the FAA and in the case of a utility helicopter, the California Public Utilities Commission (CPUC). The CPUC has imposed fines and grounded SDG&E helicopters in the past when they were found to be in violation of no-fly zones around eagle nests or other regulations.

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Comments

How to deal with SDG&E flying too low.

Submitted by Andrei on Wed, 09/03/2014 - 11:23

Stay calm and document the aircraft's tail/ID numbers if possible. Make a note of the time of day, date and location. Contact the San Diego FSDO (Flight Standards District Office) Link: https://www.faa.gov/about/office_org/field_offices/fsdo/san/ Address: 8525 Gibbs Drive Suite 120 San Diego, California 92123 Phone: (858) 502-9882 Fax: (858) 502-9985 Office Hours: 7:30 a.m. to 4:00 p.m., Monday - Friday (Office hours by appointment only) There's a link to email the San Diego FSDO on the contact page. SDG&E isn't above flight standards and rules, especially in an airspace like ours that borders plenty of MOA/SUAs. Enough complaints will get FAA enforcement attention.

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SDGE

Submitted by Doninsandiego on Fri, 08/29/2014 - 21:13

They continually and legally patrol the power lines that you don't want to fall and start fires. You can't have your cake and eat it too

[Log in](#) or [register](#) to post comments

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MoD criticised over woman's death

The Ministry of Defence failed to take sufficient precautions to prevent an accident where a woman was thrown from her horse, a jury has decided.

An inquest jury said not enough was done to reduce the risk of low-flying military aircraft to the public.



Heather Bell was a novice rider, the inquest heard

Heather Bell, 38, was riding with two friends in Middle Rasen, Lincs, when the horse bolted, hurling her to the ground after a Chinook passed overhead.

She was wearing protective gear but died from severe head injuries.

Detailed verdict

The jury agreed the noise from the low-flying RAF Chinook helicopter had contributed to Mrs Bell being thrown from her horse in June 2003.

The members responded to 16 questions set by coroner Stuart Fisher.

Under new inquest rules which allow a more detailed verdict where public organisations are involved, the jury at Market Rasen Festival Hall found the MoD's low-flying policy was "insufficient".

"The military are apparently not subject to the full laws of the land and ...are not accountable for their deeds and actions."

Bell family statement

The jury had heard from witnesses and saw a reconstruction of the incident over eight days.

The MoD came in for criticism during the hearing and witnesses said the case is set to affect the way the RAF carries out low-level flying.

'More simulators'

The hearing produced ideas, including the possibility of horse riders wearing radio beacons visible to aircraft.

The Chinook, from a base in Hampshire, had clearance to fly down to 50ft and it was travelling at 120mph.

The jury did not criticise the crew, which flew within guidelines.

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It recommended the MoD and RAF made more use of simulators for training.

The military services said there was a review under way of flying practices.

In a statement after the inquest, Wing Commander Jon Taylor, of the RAF Directorate of Air Staff (Lower Airspace), said: "The death of Mrs Bell was a tragedy and the Ministry of Defence extends its deepest sympathy to her family.



Simon Bell said if one life is saved, Heather's death will not be in vain.

"We have listened carefully to the findings of the inquest and will, of course, consider very seriously the recommendations of the coroner."

Mrs Bell's family released a statement which said: "The military are apparently not subject to the full laws of the land and therefore as far as they are concerned, are not accountable for their deeds and actions.

"We have lost a much-loved daughter and a sister to her two brothers and nothing can ever take away the heartache that we feel.

"Our consolation is that she will always be remembered in the hearts and memories of all those who loved her."

The family revealed Mrs Bell had been an organ donor to three women. A bell at St Peter's and St Paul's Church, Middle Rasen, is to be dedicated to Mrs Bell, who was a keen churchgoer.



The low-flying policy of Chinook helicopters was criticised.

Her husband Simon said his 12-year-old daughter Emma would continue to ride horses and wanted to buy Midget, the horse her mother was riding when she died.

He said of the inquest verdict: "I think that anger has dissipated because we feel this inquiry has been thorough.

"That was our main objective from the start. Even if it just saves one life, her death will not be in vain."

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RAF helicopter blamed for death

00:00, 11 JUN 2004 **UPDATED** 01:43, 27 JUN 2013 **BY THE JOURNAL**

A woman horserider was killed after her horse was panicked by noise from a low-flying RAF helicopter, an inquest heard yesterday.



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A woman horserider was killed after her horse was panicked by noise from a low-flying RAF helicopter, an inquest heard yesterday.

Melanie Stephenson Dodds, 39, was riding on a grass verge by the A48 in the Caerwent area of south Wales when the accident happened last December.

Gwent coroner David Bowen recorded a verdict of accidental death. The Newport inquest heard the mother-of-two was "an experienced and proficient horserider".

She and friend Sonia Jones had been riding in the direction of the traffic towards Newport when their horses panicked.

Mrs Jones managed to bring her horse under control, but Ms Stephenson Dodds struggled to gain control and her horse bolted into the path of a car.

She was thrown from the horse, which rolled over her.

A statement read to the hearing by RAF Flight Lt Piers Hammond said authorisation had been given for a training exercise in the area.

Instruction had been given on avoiding farms and built-up areas as well as the dangers of flying low near horses.

A pathologist's report said Ms Stephenson Dodds had died from internal injuries.

The coroner said it was essential for armed services crews to be fully trained in all manner of conditions and terrain.

There were bound to be risks, despite care being taken.



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HORSE-HOUND (http://www.horseandhound.co.uk) Child injured in low-flying incident with military helicopters

Horse & Hound (http://www.horseandhound.co.uk/author/horseandhound)
12:22 - 9 November, 2007



An angry Pony Club mother has hit out at the Ministry of Defence (MoD) after her daughter was badly injured when her pony was spooked by two military helicopters. Anita Rose and her children, Gabrielle (13) and Nathaniel (8), were at a Ludlow Hunt Pony Club rally in Greete, Shropshire on 22 October when two Chinook helicopters flew overhead.

Mrs Rose said Fern, the pony being ridden by Gabrielle, reared and fell over backwards, landing on the child. Her daughter was airlifted to hospital with a broken vertebra and thighbone. "She [Gabrielle] is lucky she had no internal injuries. She should have no lasting damage but will be off school for at least three more weeks and will not be able to go back to riding until February," Mrs Rose told H&H. "It's strange the helicopters were that low in an area where there were lots of horses. There must be more unoccupied places to fly."

In a separate incident last Wednesday (31 October) three riders hacking along a country lane near Market Harborough were "buzzed" by a military helicopter which came directly over the horses. "He was low-flying and came over the horizon from our left," said Davina Wilson, who was out on her six-year-old ex-racehorse. "All three of us had hi-vis clothing on and I'm sure he could see us, but he came right over us and we could feel the downdraught. Luckily my horse seemed rooted to the spot. One of the others panicked but didn't bolt." A spokesman for the Ministry of Defence (MoD) said: "Events around the world demonstrate that there is a continuing requirement for highly trained armed forces that are able to defend the UK, its people and its interests, whenever the need arises."

Article continues below...

"Low-flying is a perishable skill that can only be perfected through rigorous training and continuous practice in a realistic environment." He added: "All complaints from the public about military low flying are taken very seriously and are carefully examined. An investigation has been opened into the incident on 22 October. It is being looked into very carefully and the air staff will respond to the complainant."

In March 2005 the MoD released a hotline number for riders to check for low-flying helicopters in their area, following the death of rider Heather Bell, after her horse took fright due to a military helicopter. Tel: 0800 515544 8am – 5pm (and until 8pm during BST), Monday to Friday.

This news story was first published in Horse & Hound (8 November, '07)

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A horse has been rescued from a river after bolting from her field, apparently spooked by a low-flying helicopter.

Blind panic

Grace fell around 7ft into a narrow river after crashing through the fence in her field in the early hours of Tuesday morning (2 June).

Owner Tiffany Sharp from Hassocks in East Sussex believes the six-year-old Friesian was spooked by a low flying RAF aircraft.

“I’m 99 percent sure a Chinook came over, as I heard something around 2am that morning,” Tiffany told H&C. “I live right by the yard and they frequently fly over. I can’t see any other reason for her running away in a blind panic.”

Seven-foot drop

Tiffany was alerted to her missing horse by the local farmer, who came banging on her door to tell her the fence was down and her horse was gone. The other three horses were still in the field.

“I went into mass panic,” said Tiff. “Grace is a young horse, and she is very stressy with severe separation anxiety, so things must have been bad for her to leave the herd.”

Tiff went searching for her mare and eventually she spotted an area where the dense shrubbery and trees had

been trampled. There were also broken fence posts, which Grace had torn down in her panic to get away.

Tiffany knew beyond the dense vegetation was a 7ft drop into a river – which was where she found her horse.

Catatonic shock

“Miraculously Grace was upright, but she was in total, catatonic shock,” said the owner. “She must have been struggling all night.”

Tiffany called the fire brigade, who sent out the search and rescue team. Four cars turned up, along with a huge off-road truck and six crew, who got in the river with the horse.

A vet was also in attendance, and chose to sedate Grace to help keep her calm throughout the rescue.

Couldn't stand

“She didn’t need much as she was quiet anyway from the shock – she was literally shaking,” said Tiffany. “The rescue guys said how lucky it was she is so calm – normally she is anything but!”

The rescue team managed to drive their truck down to the riverside so they could get a harness around the mare and lift her to safety. The whole operation took around three hours.

“When she was lowered down she was so wobbly she couldn’t stand,” said Tiffany. “She just wanted to lie down. It took around 20 minutes for her to recover and then we walked her back to the yard. The fire crew stopped all the traffic for us – they were just fantastic.”

Official complaint

A week after the ordeal, Grace is still suffering. She has a bad cough, either from water on her lungs or from getting cold while trapped in the river. She is also very lame after coming off her pain relief, which is being investigated by her vet.

Tiffany hopes it’s not a long-term problem as she plans on doing dressage with the mare in future.

As well as dealing with an injured horse, Tiffany has lodged an official complaint with the Ministry of Defence who has referred the case to the RAF police.

“According to the RAF there was a lot of rain and wind that night so they would need to fly lower than normal,” said Tiffany. “I can only assume it was less than 100feet, which would definitely explain why she panicked so much.”

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Neighbors take off against copter pad The noise could frighten their horses, they argue. W. Marlborough neighbors fret over resident's plan for copter pad

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By **Reid Kanaley** INQUIRER STAFF WRITER

POSTED: October 21, 2003

WEST MARLBOROUGH — While horses remain a common sight on the dirt paths and gravel roads of this rural township, one resident among the horse lovers has dreams of more modern transport.

But folks are aghast at John J. Geewax, who wants the choice of getting to and from his secluded estate of meadows and thickets surrounding a stone mansion - by helicopter.

The thought of the financial adviser's chartered, jet-propelled copter thundering over their pastures has a passel of neighbors in an uproar. They say the sudden din, and even the looming sight of a helicopter, could spook their valuable horses and cause them to injure themselves or their riders.

Geewax, 47, doesn't see the problem. "It's no big deal," he said of his proposal to put a helicopter landing pad on his property.

In a phone message left for a reporter, he called it "just a small little private thing on over 300 acres." Other than that, he said, "I really don't have much to comment on." He has not responded to additional inquiries.

His lawyer said Geewax, who once taught finance at the University of Pennsylvania's Wharton School, and whose firm manages more than \$3 billion in assets, needs the helicopter for business jaunts to Washington, New York, and Chicago, and to make airplane connections for longer trips.

"For him, it's a mode of transportation," said the lawyer, Thomas A. "Buck" Riley of Paoli.

Horsefeathers, say Geewax's neighbors.

"You don't land that thing without a lot of noise coming down over the horses' heads. People have gotten pretty upset about this thing," said Nancy Penn Smith Hannum, township resident, matriarch of the Chester County foxhunting set, and an open-space preservationist.

"This is not why you live in Chester County," added Gretchen Winterstein, Geewax's neighbor, who keeps 10 horses in paddocks that she fears could end up on the landing or takeoff path of a Geewax helicopter.

Hannum, 83, refers frequently to the helicopter by an archaic term, calling the noisy vehicle an "autogiro."

She and Winterstein were among about 50 people who sat on folding chairs one evening last week in the township garage - the only municipal venue big enough to hold a crowd - for an ongoing hearing on Geewax's plan. An estimated 100 showed up for the first go-round on Sept. 16.

That's a huge turnout in horse country.

West Marlborough, a land of rail fences, horse barns, and rolling, tree-topped hills, has seen virtually no population growth in two centuries, residents said.

It is home to about 200 horses and just 856 humans, said Denis E. Forrest, the municipal code officer. Some lanes, including Hicks Road, where Geewax lives, are still little more than gravel paths.

Geewax himself was notably absent from the hearing last week. Officials, townsfolk, and his own lawyer had expected him to testify. But Riley announced that, at the last minute, Geewax had come down with the flu.

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"It's terribly disappointing," George Winterstein, Gretchen's husband, said of his next-door-neighbor's absence.

The Wintersteins are leaders of Safety First, a group of about 20 residents who hired lawyer Benjamin E. Zuckerman of Philadelphia to press their case in the township hearing. They must now wait until the hearing resumes on Nov. 18 to question Geewax on his plan.

Geewax needs approval - in the form of a conditional use permit - from West Marlborough's three-member board of supervisors to build and use the 6,400-square-foot concrete helipad.

Geewax is a principal of Geewax, Terker & Co., an investment counseling firm tucked into an unmarked, restored barn in Chadds Ford. The company turns down accounts of less than \$5 million.

Among the assets that Geewax manages is the \$10 million Noah Fund, a faith-based mutual fund that refuses to invest in companies with ties to alcohol, tobacco, gambling, pornography or abortion.

At last week's four-hour meeting, conducted in the municipal garage with a snowplow for a backdrop, Henry A.F. Young, an aviation consultant testifying for opponents of the helipad, said the twin-turbine Sikorsky S-76 series of helicopters of the type chartered by Geewax produce noise that would be perceived as "deafening" on approach and takeoff.

A hit with boardroom commuters, the 52-foot-long Sikorsky S-76, built by the Sikorsky Aircraft Corp. of Stratford, Conn., costs \$6 million to \$8 million, depending on configuration, and seats from four to 12 passengers. Its main propeller blades span 44 feet, and the tail rotor is 8 feet in diameter. The helicopter flies up to 178 miles per hour.

Real estate broker and former horse trainer W. Duncan Patterson testified that a nearby helipad might threaten horse farm property values, because the coming and going of a helicopter "has the potential to scare and startle horses."

Riley, Geewax's attorney, afterward called the dispute a tempest in a teapot, and a case of "nimby - not in my backyard." He said Geewax keeps four horses on his own property.

"Once this thing is in, nobody will even care, or know," he said.

Hannum, the foxhunt matriarch, said she was lobbying Geewax on her own. She called him "a very good guy."

"It would be much easier for Mr. Geewax . . . to go out of his front door, turn a key in his car, and go 15 minutes to this helicopter" at Chester County Airport, near Coatesville, she said.

And, she said, "I think we can persuade him that he must be here" at the next meeting.

Contact staff writer Reid Kanaley at 610-701-7637 or rkanaley@phillynews.com.

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Low-flying RAF helicopter spooked horses, trainer claims

A racehorse trainer claims an RAF helicopter deliberately flew 50 feet above her valuable horses, putting their lives at risk by almost causing them to bolt into the road.



The Ministry of Defence has launched an inquiry after a racehorse trainer claimed a Chinook flew too low over her horses Photo: JULIAN SIMMONDS

By Daily Telegraph Reporter

6:00AM BST 20 Oct 2011

The Ministry of Defence has begun an investigation after Ann Duffield and her husband, the former jockey George Duffield, complained after the Chinook swooped low over their animals.

Instead of flying off, the pilot turned around and “buzzed” the riders again, according to Mrs Duffield. It was only by good luck and “exceptional” horsemanship by the jockey that the animals were prevented from bolting.

The trainer, who has had more than 30 winners this year, said the pilot had shown no regard for the safety of horses and riders as it flew near her stables at Constable Burton, North Yorkshire.

Although there is an informal no-fly zone over the immediate area following a similar incident eight years ago, Mrs Duffield said the Chinook pilot may have been unaware of the restriction and put the lives of the riders and their horses at risk.

She has complained to her MP, William Hague, the Foreign Secretary, and the Ministry of Defence.

Mrs Duffield, who trains horses owned by Harry Redknapp, the Tottenham Hotspur manager, said: “We could have easily been mourning the death or serious injury of one of us, or that of a horse or two.”

Both she and her husband were riding hunters when they spotted the giant twin-rotor helicopter heading for them.

They expected the pilot of the 100ft long aircraft to turn away but instead he followed the eight horses and riders.

The noise prompted one horse, the five-year-old Whispering Spirit “to jam the anchors on” before trying to bolt. “All the horses panicked,” she said.

“Some of them ran onto the nearby lane with their jockeys hanging on for dear life.

“Worse was to come. As the last horses were panicking, the helicopter flew perilously close to the roof of the farmhouse on the crossroads, just yards from the end of our gallops.

“He was so low that we all thought he was in serious trouble and going down. He circled dangerously low over a nearby farm and then came back towards us.” As the helicopter came closer, Mrs Duffield said the noise became “unbearable”.

“Both George and I lost the plot as he continued playing games with lives of horses and their riders.”

She added: “This was a deliberate act. He came over us once, circled and then came back again. When we flicked two fingers, he came back again.

“There is no excuse whatsoever for flying directly at horses and riders in what can only be described as a highly dangerous, irresponsible manoeuvre.”

It was clear, she said, that the MoD had failed to learn the lessons from the death of Heather Bell, 38, who was thrown from her horse in Lincolnshire in 2003 when a Chinook passed overhead.

The MoD is investigating the incident, which involved an aircraft based at RAF Odiham in Hampshire but which had flown to RAF Dishforth in North Yorkshire for a routine low-level training mission.

'Drone may have spooked' police horse Fimber before he died

10 November 2015 [Leeds & West Yorkshire](#)

A police horse may have been spooked by a drone before his death, West Yorkshire Police have said.

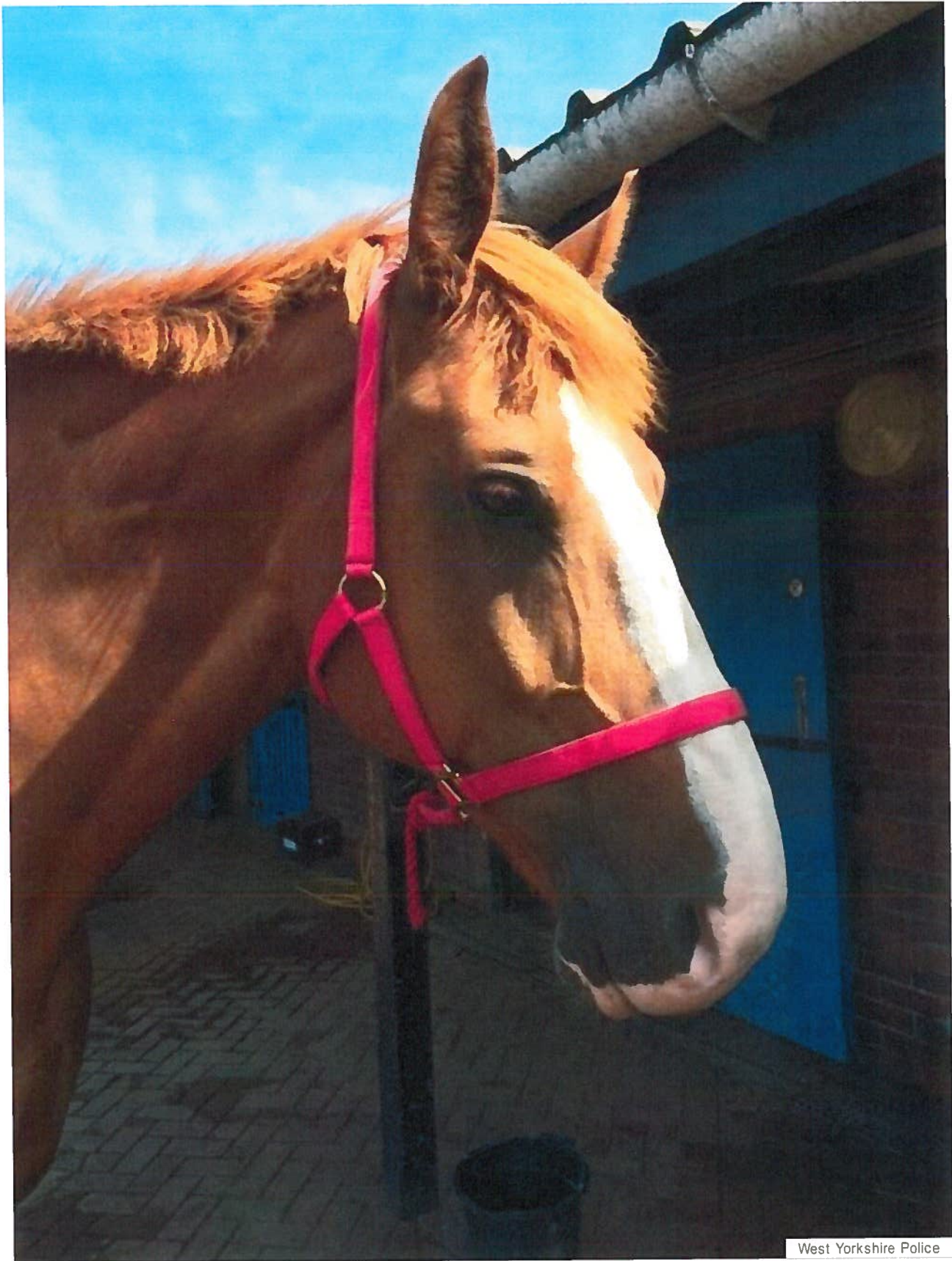
Fimber, 14, died after an incident at Carr Gate police headquarters near Wakefield on 15 October.

CCTV footage showed the horse, who had been with the force for 11 years, looking "spooked" in the paddock before vaulting a fence and colliding with a wooden post.

Police have appealed to the owner of a drone found nearby to come forward.

Updates on this story and more from West Yorkshire

Officers are now investigating the possibility that Fimber's death was linked to a radio-controlled drone found nearby a few days later by the crew of a police helicopter as it came in to land.



The drone is a widely-available model, the Walkera Runner 250. Measuring about nine inches (27cm) long, they cost about £200.



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Most helicopters unprotected as bird strikes rise, FAA warns

Monday, 28 Dec 2015 | 6:35 AM ET



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Government researchers warned 10 years ago that changes were needed in helicopter designs to prevent birds from crashing through windshields and disabling pilots. Today, dangerous bird strikes are on the rise, but there are still no safety standards to protect 90 percent of the nation's helicopters.

"We're getting more severe damage, more frequent cases of birds penetrating the windshield and the risk of pilot incapacitation that could cause fatalities for everybody there," Gary Roach, an FAA helicopter safety engineer, told a recent meeting of FAA's aviation rulemaking advisory committee.

In 2013, there were 204 reported helicopter bird strikes, a 68 percent increase from 2009 when there were 121 reports and an increase of more than 700 percent since the early 2000s, according to the Federal Aviation Administration.



Cameron Davidson | Getty Images

Last March, for example, a Dallas police helicopter was searching for a capsized boat when there was a loud explosion and wind began rushing

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through a huge hole in the windshield. The pilot, Sgt. Todd Limerick, put a hand over one eye, which was imbedded with shards of Plexiglass. His nose was broken and blood covered his face. But he kept his other hand on the controls until the co-pilot, Cpl. Laurent Lespagnol, took over and landed the aircraft.

"My first thought was that we had been shot. My second was the engine blew up," Lespagnol said in an interview. It wasn't until they had landed that they found the cause wedged between the cockpit seats — a 3-pound American coot, a duck-like bird.

The increase is due partly to greater awareness among pilots about the importance of reporting bird strikes since January 2009, when US Airways Flight 1549 was ditched in New York's Hudson River after the airliner's two engines sucked in geese.

But another reason is that populations of large bird species are generally on the rise in North America, creating the potential for more dangerous strikes.

File Shots of Air Canada **Planes at LaGuardia suffers rash of bird strikes**

For example, the Canada goose population in North America increased from about 500,000 in 1980 to 3.8 million in 2013, according to the U.S. Fish and Wildlife Service. During the same period, the snow goose population increased from about 2.1 million to 6.6 million.

Despite the increase in big birds and bird strike reports, the number of incidents in which airliners suffered serious damage from a bird strike has been dropping, in part because of efforts to keep airports and their surroundings free of large birds. The reverse is true of helicopters, which fly at lower altitudes around lots of birds.

Roach cited the example of a helicopter pilot in the Gulf Coast region who was flying at about 1,000 feet and 115 mph when two ducks slammed through the windshield and hit him in the face. The pilot had so much bird gore on his face, he couldn't immediately breathe or see. Some of his teeth were knocked out, his jaw wouldn't close for a month and he needed stitches. But he still managed to land the helicopter without injuring any of the other five people on board.

The report on the incident read: "Bird strike. Landing uneventful," Roach said. "But that really didn't represent what was going on in the cockpit."

In another instance, a bird came through the windshield and knocked the pilot unconscious, but luckily a passenger on board was qualified to fly the helicopter and landed the aircraft, he said.

Roach and his colleagues at FAA's helicopter directorate are urging that a special industry committee be established with FAA oversight to examine whether there should be changes in the standards for helicopter design and operation to better protect against bird strikes.

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The committee would also investigate whether technology is available to quickly disperse birds in the way of helicopters, possibly using strobe lights.

Current FAA regulations, developed in the 1960s and 1970s, require airliner windshields and airframe surfaces to withstand the impact of a 4-pound bird, and the tail to withstand an 8-pound bird. For helicopters weighing more than 7,000 pounds windshields must withstand a 2.2 pound bird. But no bird-strike safety standards exist for helicopters weighing less than 7,000 pounds, or about 90 percent of the U.S. fleet, including all tour and medical helicopters.

"The data we have is showing we have been very, very lucky, and it's only a matter of time before we start seeing fatalities," said Jorge Castillo, regulations and policy manager for FAA's rotorcraft directorate.

A Virgin Atlantic

Drones near airports a real danger: Aviation pro

A 2005 FAA-Agriculture Department report on bird strikes, written before the surge reports, warned: "The high percentage of windshields damaged for helicopters, combined with the disproportionate number of human injuries, indicates that improvements are needed in windshield design and strength for these aircraft."

One of the most deadly helicopter bird strikes occurred on Jan. 4, 2009, when a red-tailed hawk smashed through the windshield of a Sikorsky S-76C ferrying oil-rig workers. Damage created by the bird shut off fuel to the aircraft's engines, sending it spiraling into a Louisiana swamp and killing eight of the nine people on board.

An engineer for Helicopter Association International, which represents operators, told the advisory committee that air medical services are reporting about one helicopter bird strike a week.

The advisory committee urged Roach to refine his proposal, to make sure it wasn't duplicative of other efforts involving bird strikes and commercial airliners, and return in March.



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navigating with GPS
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how to avoid carburettor icing
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how to ditch an aircraft
aircraft structural failure



bird avoidance
abridged from GASCO



introduction

Many pilots do not realise that if they collide with a soft feathery bird, the effect of speed turns it into a missile capable of inflicting considerable damage. This has included smashed windshields (killing pilots), blocked engine air intakes, broken pitot heads, damaged brake hoses, holed structures and helicopter tail rotor damage. Out of about 100 incidents reported each year by UK general aviation pilots, about 5% result in damage. The advice given in this Leaflet may provide greater awareness of the problem, and perhaps further reduce the number of collisions as well as help pilots to minimise the consequences if a bird strike does occur.



planning the flight

Check aerodrome documentation and NOTAMS (issued by some countries as BIRDTAMS) for information about permanent or seasonal bird problems at both departure and destination aerodromes.

Plan to fly as high as possible, only 1% of general aviation bird strikes occur above 2500 ft (although a jet airliner struck a vulture at 37,000 ft off the W. African coast!)

Do not fly over bird and wildlife sanctuaries marked on aeronautical charts.

Avoid flying along rivers or shore lines, especially at low altitude. Birds as well as pilots use these useful navigational features.

Note also that inland waters and shallow estuaries, even outside the breeding season, may contain large numbers of gulls, waders and wildfowl which make regular flights around dawn and dusk. In order to minimise the possibility of bird strikes and unnecessary disturbance of birds, DO NOT fly low over such areas. Note: It is an offence to deliberately disturb nesting birds, pilots have been successfully prosecuted for doing so.

Avoid off-shore islands, headlands, cliffs, inland waters and shallow estuaries, so as not to disturb nesting colonies.

Helicopters cause more disturbance to bird colonies than fixed wing aeroplanes.

Bear in mind that birds do fly at night.

If there are two pilots, discuss emergency procedures before departure, including those if the cockpit communications are lost.

Up to 80-90 kts, birds usually have time to get out of your way, but the higher the speed, the greater the chance of a strike.

If your flying requires lengthy periods at low level, consider wearing head protection with polycarbonate visor. Pilots' lives have been saved by their helmets, particularly in helicopters. Use goggles and a head protection during air racing.

Clean, Build and
Fix it all



In July and August the risk of a strike is at its greatest because many inexperienced young birds are present. Also, the flying abilities of adults may be impaired as they moult their flight feathers.

Birds of Prey have been known to attack aircraft!

at the aerodrome and in flight

In springtime, pre-flight the aircraft thoroughly as birds can build a nest almost overnight. Any signs of grass etc may necessitate further investigation of hard to inspect corners. A nest under the cowlings could catch fire, or one in the tail area can restrict the flying controls.

As you taxi out, listen for any warnings of bird activity on the ATIS e.g. a mass release of racing pigeons.

While you are taxiing, look for birds on the aerodrome. Note that the most frequently struck birds, gulls, have a grey or black back which makes them hard to see on concrete or tarmac runways.

In general terms, the slower a bird's wing beat, the bigger the bird and the more hazardous it could be.

If birds are observed on the aerodrome, request aerodrome personnel to disperse them before you take-off. This is particularly important for turbo-prop and jet powered aircraft operating at aerodromes mainly used by smaller general aviation aircraft (the birds may have got used to slow aircraft).

Never use an aircraft to scare birds away.

Some aircraft have windshield heating, remember that its use, in accordance with the Pilots Operating Handbook or Flight Manual, will make the windshield more pliable and better able to withstand bird impact.

Use landing lights during take-off, climb, descent, approach and landing. Although there is no conclusive evidence that birds see and avoid aircraft lights, their use will make the aircraft more visible.

If you experience a bird strike during the take-off run, provided there is sufficient runway remaining - stop. Taxi off the runway and shut down. Inspect the intake, engine etc for damage/ ingestion, or for bird remains blocking cooling or other airflow ducts. Several airline incidents have occurred where turbine engine damage or high vibration developed during subsequent flights because of undetected engine damage. Don't forget to check landing gear and brake hydraulic lines, downlocks, weight switches etc.

Where the take-off must be continued, with an engine problem, properly identify the affected engine and execute emergency procedures and tell the aerodrome why you are returning. It is essential to FLY THE AIRCRAFT.

If you see bird(s) ahead of you, and it is safe to do so, attempt to pass above them as birds usually break-away downwards when threatened. Be careful when near the ground, and never do anything that will lead to a stall or spin.

As you pass through a flock, or feel a strike, FLY THE AIRCRAFT. Maintain the correct speed and use whatever performance remains to reach a safe height.

If structural or control system damage is suspected (or the windshield is holed) consider the need for a controllability check before attempting a landing. During such a check at a safe height, do not slow down below threshold speed. Be wary of unseen helicopter tail rotor damage.

If the windshield is broken (or cracked), slow the aircraft to reduce wind blast, follow approved procedures (depressurise a pressurised aircraft), use sunglasses or smoke goggles to reduce the effect of wind, precipitation, or debris, but remember to fly the aircraft. Don't be distracted by the blood, feathers, smell and windblast. Small general aviation aeroplane and helicopter windshields are not required to be tested against bird impact and the propeller gives little protection. Gulls, pigeons, lapwings and even swifts can hole light aircraft windshields.

If dense bird concentrations are expected, avoid high-speed descent and approach. Halving the speed results in a quarter of the impact energy.

If flocks of birds are visible on the approach, go-around early for a second attempt, the approach may then be clear.

after flight

After landing, if you have had a bird strike, check the aircraft for damage.

Report all bird strikes to the appropriate authority.

summary

- Check NOTAMS/ATIS for bird activity at departure and destination aerodrome.
- Plan to fly as high as possible, most birds fly below 2500 ft. -
- Avoid bird sanctuaries and coastlines in spring. -
- Pre-flight the aircraft thoroughly, birds nests can be built (or rebuilt) in a few hours. -
- Many hazardous species are coloured such that they merge into the background. -
- If you see hazardous birds on or near runways, get aerodrome personnel to move them BEFORE you take off. -
- The higher the speed, the greater the risk and consequential damage.
- Birds usually escape by diving, so try to fly over them, but do NOT risk a stall or spin. -
- Most general aviation aircraft windshields etc are NOT required to be able to withstand bird strikes. -
- If the windshield is broken, avoid distraction - FLY THE AIRCRAFT. -
- Report ALL bird strikes.



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Bird Strikes Problematic for Military Helicopters, Study Finds

By Denise Chow, Staff Writer

Date: 04 March 2014 Time: 10:21 AM ET

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3



A U.S. Army helicopter returns to the flight line at Kandahar Airfield in Afghanistan on Feb. 28, 2012.

CREDIT: U.S. Army photo by Sgt. Daniel Schroeder

Mid-air collisions between wildlife and military aircraft can lead to costly and potentially fatal accidents, with birds posing the biggest threat to helicopters operated by the U.S. Army, Navy and Air Force, a new study finds.

A team of scientists led by Brian Washburn, a research biologist at the National Wildlife Research Center in Sandusky, Ohio, combed through records from the U.S. Army, Navy, Air Force and Coast Guard from 1979 to 2011 (although information across all years was not necessarily available for each branch of the

military, Washburn told Live Science). Washburn and his colleagues found that [birds are particularly problematic](#) for military helicopters, which include Apache attack helicopters and huge Chinook vehicles that transport troops, supplies and artillery to and from the battlefield.

The researchers documented 2,511 [wildlife strikes](#) across all branches of the military. Whereas the accidental collisions occurred in almost every state, Florida had the highest number of incidents, with 617 recorded wildlife strikes. New Mexico and Georgia followed, with 204 and 192 strikes recorded in the respective states. [[Supersonic! The 10 Fastest Military Airplanes](#)]

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Should an 8 pack of quality blades really cost \$32? We don't think so. Meet Harry's, a new men's razor brand poised to take on the shaving industry.

For 812 of the military's recorded incidents, the type of animal that smashed into the helicopter was also described. Birds were the culprits in 91 percent of the cases, but the species differed according to the type of military service, since the Air Force, Navy, Army and Coast Guard operate their aircraft over different habitats, the researchers said. Other animals that struck military craft were bats.

Air Force helicopters were commonly struck by warblers (16.8 percent) and perching birds (12 percent). Naval vehicles tended to be hit by gulls (18.2 percent), seabirds (14.9 percent), shorebirds (13.4 percent) and raptors and vultures (12.6 percent), according to the study.

Furthermore, almost 42 percent of the recorded wildlife strikes occurred between the months of September and November, making that period the most prevalent for the accidental collisions. The months of December and February were less hazardous, with 10.4 percent of wildlife strikes occurring in

those months, the researchers said.

These types of accidents can be costly for the [military](#), with damages that range from \$12,000 to \$337,000, according to the researchers. In some cases, wildlife strikes can also be fatal for those onboard the helicopter. Based on the military's records, wildlife strikes caused eight injuries — mostly cuts, lacerations or bruising when birds crashed through the windscreen of the aircraft — from 1993 to 2008, and two deaths in the United States so far.

"The two fatalities occurred in 2011 when a [red-tailed hawk](#) struck a U.S. Marine Corps 'Super Cobra' at Marine Corps Air Station in Pendleton in California," Washburn told Live Science in an email. "This resulted in a crash — costing the life of the pilot and co-pilot — and the total loss of a \$24.5 million aircraft."

Washburn and his colleagues dedicated their study to the Marines who died in the 2011 bird strike.

Within the entire aviation industry, wildlife strikes cost an estimated \$1.2 billion worldwide each year, they added.

"Findings from this research are being used by the U.S. Department of Defense to increase the awareness of this issue, mitigate the problem, and increase the safety of pilots and aircrews," Washburn said in a statement.

The findings were published online Feb. 23 in the journal Wildlife Society Bulletin.

Follow Denise Chow on Twitter [@denisechow](#). Follow Live Science [@livescience](#), [Facebook](#) & [Google+](#). Original article on [Live Science](#).

5 Foods To Never Eat

Here are 5 foods you should never eat if
You want to lose belly fat.



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PLEASE PRINT

Name: CLAUDIA HOLMES
Address: 8120 PANTHER RIDGE TR.
LAKEWOOD RANCH, FL 34202

Email Address Claudia421h@gmail.com

Representing _____

Public Hearing matter on which you want to speak:

CONCESSION HELI STOP

Please check one for each #:

WECL

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

** You are required to provide the Clerk with written
evidence of your authority to speak on behalf of the
organization or group you represent for land use
public hearings.

3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐

No ☐

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☐

No ☐

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Public Hearing.

PLEASE PRINT

Name: Deborah P. Lynch

Address: 7609 205th St. E
Bradenton FL 34202

Email Address D4sunshine@gmail.com

Representing Self

Public Hearing matter on which you want to speak:

Voice opposition to Concession

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒ WEL

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

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3. Do you have a visual presentation or other
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Yes ☐

No ☐

4. Do you wish to be notified of any subsequent
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Yes ☐

No ☐

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Public Hearing.

PLEASE PRINT

Name: Condy Bray WEL
Address: 7310 201ST ST E
Bladenton FL 34202

Email Address Csimonbray@verizon
net

Representing Self

Public Hearing matter on which you want to speak:

Helistop PDR-04-39(G)(R2)

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

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organization or group you represent for land use
public hearings.**

3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐

No ☐

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☐

No ☐

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PLEASE PRINT

Name: RONALD BRAY

Address: 7310 201st STREET EAST
BRAENTON FL

Email Address rebray@verizon.net

Representing myself

Public Hearing matter on which you want to speak:
PDR-04-39 (C/L&Z) CONCESSION Helistop

Please check one for each #:

WEC

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

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organization or group you represent for land use
public hearings.**

3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐

No ☐

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☐

No ☐

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PLEASE PRINT

Name: Laurie Galle

Address: 807- 67th Ave. Ter. W.
Brooklyn

Email Address laurieg358@yahoo.com

Representing _____

Public Hearing matter on which you want to speak:

#9

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒ *w4*

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

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3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐

No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒

No ☐

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Public Hearing.

PLEASE PRINT

Name: Elspeth Nairn

Address: 23205 67th Ave E

Email Address elspethnairn@mac.com

Representing _____

Public Hearing matter on which you want to speak:

Helipad @ Concession

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒

WEC

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

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evidence of your authority to speak on behalf of the
organization or group you represent for land use
public hearings.**

3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐

No

☒

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☒

No

☐

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PLEASE PRINT

Name: Letitia Zilar "Z"
Address: 23205 67th Ave E

Email Address letitia.zilar@mac.com

Representing Panther Ridge Ranch
Public Hearing matter on which you want to speak:

#9

Please check one for each #:

WEC

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

**** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.**

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐

No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒

No ☐

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PLEASE PRINT

WEC

Name: Malcolm D. Brown

Address: 23807 Night Heron Way
Bradenton 34202

Email Address malbrown@mac.com

Representing myself

Public Hearing matter on which you want to speak:

21 9

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

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3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐

No

☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒

No

☐

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PLEASE PRINT

Name: John Ryan WEC

Address: 7409 197th St. E

Bradenton, FL 34202

Email Address john.ryan.mail@gmail.com

Representing _____

Public Hearing matter on which you want to speak:

PDR -04-39 (G)(R2)

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

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3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐ No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒ No ☐

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PLEASE PRINT

Name: Daniela Drillmann
Address: 7409 197th St E
34202

Email Address dbrillmann@icloud.com

Representing Forwood / Panther Ridge

Public Hearing matter on which you want to speak:

#9 PDR 04-39

Please check one for each #:

WEE

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

**** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.**

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☒ No ☐

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒ No ☐

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PLEASE PRINT

Name: JUSTIN NORWOOD

Address: 8320 241ST ST E
MYAKKA CITY, FL 34251

Email Address justin.d.norwood@gmail.com

Representing myself

Public Hearing matter on which you want to speak:

#9 - THE CONCESSION HELISTOP

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒ WFL

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐ No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒ No ☐

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PLEASE PRINT

Name: SCOTT ANDRESS

Address: 19711 75TH AVE E
BRANDTOWN, FL 34202

Email Address POT81E92@HOTMAIL.COM

Representing _____

Public Hearing matter on which you want to speak:

CONCESSION HELISTOP

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒ WEC

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

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organization or group you represent for land use
public hearings.

3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐

No ☒

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☒

No ☐

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PLEASE PRINT

Name: Marc Olarsch

Address: 7929 209th St. E
BEADONTON, FL 34202

Email Address mjolarsch

Representing Self

Public Hearing matter on which you want to speak:

9

Please check one for each #:

1. Are you in favor: ☐ * WEE
opposed: ☒ Not
- 2A. Speaking as an individual? Yes ☒ Present

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

**** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.**

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐

No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒

No ☐

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PLEASE PRINT

Name: MAGDALENE ROYER
Address: 20506 69TH AVE E
BRADENTON FL 34211

Email Address MAGWAL55@GMAIL.COM

Representing PANTHER RIDGE EQUEST.

Public Hearing matter on which you want to speak:

CONCESSIONS HELISPOT

Please check one for each #:

1. Are you in favor: ☐ * ☒ opposed: ☒ *WEL*

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐

No ☒

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒

No ☐

* Designation in favor or opposed is required solely for determination of the order of appearance. The number of people for or against a matter is not considered by the Board with regard to whether to approve or deny the matter.

9

**IF YOU WISH TO ADDRESS THE BOARD DURING A
PUBLIC HEARING ON TODAY'S AGENDA, PLEASE
COMPLETE THIS FORM. THANK YOU.**

Individuals wishing to speak on any Public Hearing matter must indicate so by filling out this form and returning it to the Clerk prior to the beginning of the Public Hearing.

PLEASE PRINT

Name: Keri Cooper
Address: 20207 77th Ave E
Bradenton, FL 34202

Email Address: Keri Cooper@hotmail.com

Representing: Panther Ridge Equestrian Hops

Public Hearing matter on which you want to speak:

Concessions Helistop

Please check one for each #:

1. Are you in favor: ☐ * NEC
opposed: ☒ K

2A. Speaking as an individual? Yes ☒ X

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐ No ☒ X

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒ X No ☐

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returning it to the Clerk prior to the beginning of the
Public Hearing.

Did not speak

PLEASE PRINT

Name: Christina Goldberg
Address: 22611 Morning Glory Circle
Braclenton, Fr 34202

Email Address christinagoldberg@gmail.com

Representing self

Public Hearing matter on which you want to speak:

Helpad - Concessions

Please check one for each #:

1. Are you in favor: ☐ * P
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative
of a group: **

Name of Group:

**** You are required to provide the Clerk with written
evidence of your authority to speak on behalf of the
organization or group you represent for land use
public hearings.**

n/a
3. Do you have a visual presentation or other
evidence to be submitted to the Board?

Yes ☐ No ☐

4. Do you wish to be notified of any subsequent
dispute resolution proceedings?

Yes ☐ No ☐

* Designation in favor or opposed is required solely
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considered by the Board with regard to whether to
approve or deny the matter.

9

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Did not speak

Individuals wishing to speak on any Public Hearing matter must indicate so by filling out this form and returning it to the Clerk prior to the beginning of the Public Hearing.

PLEASE PRINT

Name: DAVID WAYS

Address: 19706 77TH AVE EAST
BRADENTON, FL 34202

Email Address Infinity@sketch.com

Representing FOX WOOD

Public Hearing matter on which you want to speak:

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☐

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group:

**** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.**

3. Do you have a visual presentation or other evidence to be submitted to the Board?

Yes ☐ No ☐

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☐ No ☐

*** Designation in favor or opposed is required solely for determination of the order of appearance. The number of people for or against a matter is not considered by the Board with regard to whether to approve or deny the matter.**

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Individuals wishing to speak on any Public Hearing matter must indicate so by filling out this form and returning it to the Clerk prior to the beginning of the Public Hearing.

PLEASE PRINT

Name: RONNIE DEWITT

Address: 6907 207th ST E
Both 4134211

Email Address Rdewitt@sellingthelandnow.com

Representing Panther Ridge / Foxwood

Public Hearing matter on which you want to speak:

he lopa d

Please check one for each #:

1. Are you in favor: ☐ *
opposed: ☒

2A. Speaking as an individual? Yes ☒

OR

2B. If you are speaking as an official representative of a group: **

Name of Group: Foxwood

**** You are required to provide the Clerk with written evidence of your authority to speak on behalf of the organization or group you represent for land use public hearings.**

3. Do you have a visual presentation or other evidence to be submitted to the Board?






Yes ☒ No ☐

4. Do you wish to be notified of any subsequent dispute resolution proceedings?

Yes ☒ No ☐

*** Designation in favor or opposed is required solely for determination of the order of appearance. The number of people for or against a matter is not considered by the Board with regard to whether to approve or deny the matter.**

We, the undersigned, give permission for Ronnie Dewitt
to speak on our behalf at the Manatee County Planning Commission Meeting, on
April 14, 2016 regarding the subject of the Helipstop, PDR-04-39(G)(R2).

Homeowner Name	Signature	Subdivision	Date:
Cynthia Kuehner-Levin		Preservee	4/10/16
Jennifer Andress		Foxwood	4/10/16
Deni Duthie		Foxwood	4/12/16
Iain Duthie		Foxwood	4/12/16
SUZANNE Rosell		Foxwood	4-12-16