



# Longboat Key News

March 24, 2023

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FREE

## InsideLook



Art show coming next weekend ...page 11



Time to sip 50 shades of red ...page 9



\$8.2 million home on market ...page 13



Burned food brings response ...page 10

## Longboat, Bird Key and Officer hit by fleeing felon

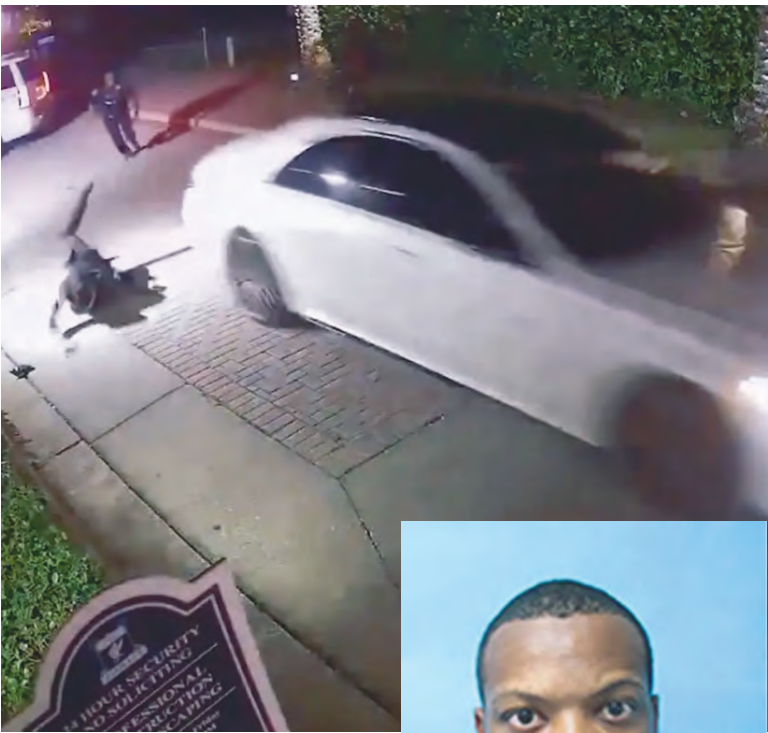
*A Bird Key burglary and Longboat car theft ended in arrest, but not before the perpetrator struck a police officer as he attempted to speed away.*

STEVE REID  
Editor & Publisher  
sreid@lbknews.com

A Bird Key burglary and Longboat car theft ended in arrest, but not before the perpetrator struck a police officer as he attempted to speed away.

Body camera footage showed the patrol officer being struck by the fleeing car at about 9 p.m. Monday night at the entrance to Bird Key. The officer along with others from Sarasota City Police Department were attempting to catch Mark Thomas, who the police say allegedly stole items from a vehicle earlier that day on Bird Key before returning to the island around 9 p.m. in a white 4 door S-Series Mercedes.

Officers used their SUVs as barriers



**The officer can be seen tumbling off the rear of the fleeing white Mercedes on Bird Key.**

**Mark Thomas, 22, was arrested Wednesday. Sarasota Police Department/ Facebook**

to block Thomas at the Bird Key entrance to keep him from driving off the island as they tracked him down, but he drove around one of the police SUVs before allegedly



hitting the officer, police said.

The Sarasota police officer jumped moments before the car struck him Monday night and

**See Struck, page 2**

## Dolphin rescued near Key swimming on her own

*The Clearwater Marine Aquarium announced a young female dolphin rescued near Longboat Key is making strides.*

The Clearwater Marine Aquarium (CMA) announced that a young female dolphin rescued near Longboat Key is making strides during her recovery process.

The rough-toothed dolphin, which was rescued on Feb. 13, arrived at CMA with a mild infection that veterinarians were able to treat. She is also able to swim on her own now, thanks to CMA's animal care and veterinary team, and is eating well.

After a hearing test conducted by the National Marine Mammal Foundation, however, experts determined that the dolphin is effectively deaf. Hearing loss is particularly problematic for dolphins, preventing them from finding food

**See Recovery, page 2**

## No Question: Ukraine is now America's War

*Pope Francis: Ukraine war is "fuelled by imperial interests of several empires."*

BLAKE FLEETWOOD  
Guest Columnist  
opinion@lbknews.com

### GuestOpinion

No, the US did not invade in the same way that Russia brutally invaded a year ago. But in other significant ways, America, with its massive flow of arms and weapons, is now in control of how this war ends—and when.

It is a fiction of the highest order when President Biden confidently says that President Zelensky and the Ukrainian people have to decide on negotiations for a settlement and Ceasefire.

No rational person believes this.

#### Peace Plans

This question is particularly relevant after Pope Francis, head of 1.3 billion Catholics, recently called for an immediate humanitarian ceasefire and declared that the ongoing Ukraine war is "fuelled by imperial interests of several empires."

Pope Francis directly blamed the rampant supply of arms, tanks and now planes by multiple countries into the war zone.

In an interview with the Jesuit magazine La Civiltà Cattolica, the pontiff condemned the "ferocity and cruelty of the Russian troops" while warning against what he said was a "fairytale perception of the conflict as good versus evil."

"We need to move away from the usual Little Red Riding Hood pattern, in that Little Red Riding Hood was good and the wolf was the bad one," he said. "Something global is emerging and the elements are very much entwined."

"The number of dead, wounded, refugees and displaced people, the destruction and economic and social damage, speak for themselves."

This week China's President XI went to Russia supposedly to pro-



FLEETWOOD

mote a similar 12 Point Peace Plan which called for ceasing hostilities respecting the sovereignty of all countries, and resolving the humanitarian crisis (seemingly a reversal of Beijing's support for Russia).

Anticipating a rejection, China was attempting to harness discontent in the broader third world over America's Ukraine policy by pointing out that the US is continuing to dangerously escalate great power tensions over sanctions and a possible wider war. Undeterred, President Xi plans to speak directly with President Zelensky.

President Biden quickly rejected both ceasefire proposals and stated that China's plan was "not rational."

What is not rational, in fact, is that this continuing war is killing hundreds of thousands of Ukrainians and Russians, devastating cities and threatening to escalate into a Third World War and even a possible nuclear holocaust.

Most Americans ordinarily would be shocked at the idea that a ceasefire, under any terms, is "not rational". The US has been trying to convince China not to send weapons to Russia.

Goebbels said that ordinary people never want to go to war. But if you repeat a lie often enough, people will start to believe it. The propaganda machine in the U.S. has worked—just as it worked during Vietnam and the Iraq wars—and now many Americans, including our political leaders and the mainstream media, have been propagandized to believe that continuing a violent war is preferable to peace.

Washington's central message is that this is a fight to preserve democracy against illiberal authoritarianism. That somehow a new European Domino theory is in effect—the long discredited Vietnam War rationale—which led to

**See Ukraine, page 6**



Struck, from page 1

airborne when he was hit, according to the video released by the department. He flipped over the windshield of the speeding car before landing on the pavement. He was hospitalized.

Earlier in the day, Sarasota Police officers had responded to a call about a vehicle burglary on Mourning Dove Drive on Bird Key at about 2 p.m. Officers discovered video evidence and identified a white Mercedes as a suspect vehicle involved in the burglary.

Just after 5 p.m., the same white Mercedes was in a neighborhood on Longboat Key. Longboat Key police responded to a 2023 Range Rover stolen from a home on Fair Oaks Place. Several people were home when the vehicle was stolen, but no one was hurt.

It was after Sarasota police received a call around 9 p.m. that the white Mercedes had returned to Bird Key that officers placed their patrol vehicles at the entrance to stop the Mercedes from fleeing. Sarasota Police officers followed the Mercedes away from Bird Key as it drove east on John Ringling Causeway, north on US 41, east on Fruitville, and was abandoned in the 2900 block of Orange Avenue. When officers arrived, no one was in the vehicle. Tips came in and officers identified the suspect as Mark Thomas, 22, of Plantation, Florida.

Thomas, 22, of Plantation, Florida, was arrested Wednesday at a probation office in Broward County and charged with aggravated battery on a law enforcement officer and flee to elude with disregard for safety, both felonies. Thomas has a lengthy criminal history that includes grand theft auto and burglary. He's been convicted of various crimes dating back to 2019, Sarasota police said.

Recovery, from page 1

or avoiding predators.

The resilient, young female rough-toothed dolphin continues to meet all rehabilitation milestones at Clearwater Marine Aquarium's Fred Howard Park Stranding Center after the animal was found stranded on Longboat Key on Feb 10.

When the dolphin arrived at Clearwater Marine Aquarium's Fred Howard Park facility, she had a mild infection that's been treated by CMA veterinarians.

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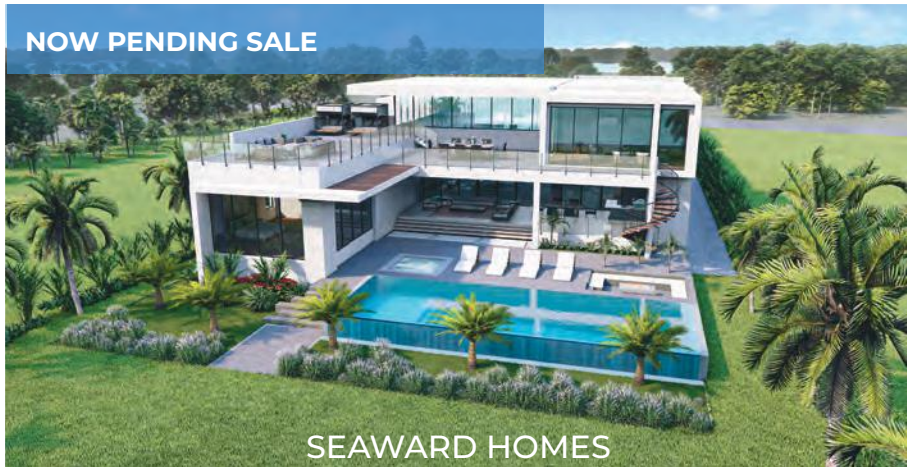
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# EditorLetters



Longboat Key News and Sarasota City News encourages Letters to the Editor on timely issues. Please email to: [letters@lbknews.com](mailto:letters@lbknews.com) or mail to PO Box 8001, Longboat Key, FL 34228. We also print letters sent to Town Hall that address Longboat Key issues. We reserve the right to edit.

## Bayfront beach tennis courts

To: Longboat Key Town Manager Howard Tipton

Hello! I just wanted to add my voice to express concern about plans to potentially remove the tennis courts at Bayfront beach park.

Our group plays at the courts on Tuesdays, Thursdays and Saturdays and the single court we currently have access to isn't filling our needs. This past Thursday, we had 12 people playing on the single court with 4 or 5 that left due to the long wait to play.

The other tennis court, which is supposed to be available to us, is taken by pickleball players who refuse to yield access to the courts even when we have many tennis players.

In order to serve tennis players' needs, I'd like to see both courts available to tennis players and a sign posted to indicate that pickleball players should yield the court to tennis players if needed. Trying to explain this to pickleball players just leads to arguments which are counter-productive.

Making more courts available for pickleball will only exacerbate the current parking issues at the park. Thank you for your attention with this issue and I hope we can find a solution that serves the needs of all people in the community.

Matt Cecile  
Longboat Key

## Tennis Center

To: Longboat Key Tennis Center Support Services Director Carolyn Brown

BJ asked a question about the events held there and do they make us money. Or are the events costing the Tennis Center money but the community overall benefits (and how do we measure that benefit)?

Her thinking was that we close the center to our regular activities for a week – is it really worth it in the end?

Appreciate you thinking on this and let's talk sometime in the next few days.

Howard N. Tipton  
Town Manager  
Town of Longboat Key

## Tennis Center

To: Longboat Key Town Manager Howard Tipton

I had a chance to speak with Kay this morning. Although there are two tournaments each year – The Observer Challenge which you attended, and the Senior's Tournament, the Commissioner was likely speaking about the Senior's Tournament which is held each year after Thanksgiving.

The tournament which is through the Friends of Tennis makes money... and eventually those funds help support the Tennis Center (TC) in various ways for things that are needed but are not part of the TC operating budget. The tournament raises money through the entry fees from the players, and donations from TC members to the Friends of Tennis to help with the tournament. So yes, the tournament raised a good bit of money through those avenues. We do charge them a facility fee to help offset revenue that the Town would have received.

Carolyn Brown  
Support Services Director Tennis Center  
Longboat Key

## Tennis Center

To: Longboat Key Commissioner BJ Bishop

Wanted to follow up on your question regarding the Tennis Center and the financial benefit from tournaments. Above is Carolyn's response.

Based on the below and my observations about the love affair that Longboat has had with tennis over many years, there seems to be a sufficient benefit to the Town, the Tennis Center, and our tennis brand/reputation to continue on in the future. And now with the Town Center available for the next season, I could easily imagine the synergy between tournaments and concerts or art shows.

Thanks again for the question and I'm hoping to get out to the Center and see if I can rediscover my long-lost game.

Howard N. Tipton  
Town Manager  
Town of Longboat Key

## Tennis Center

To: Longboat Key Town Manager Howard Tipton

I think my question was more direct - how much is made from sponsorship money? How much is made from entry fees? How much is lost in lessons and court rentals?

BJ Bishop  
Commissioner  
Longboat Key

## Homestead property taxes

To: U.S. Representative Vern Buchanan

Please oppose HJR469 that would reduce the limitation on annual increases of homestead property tax assessments from 3 percent to 2 percent. This legislation would, if passes on a referendum ballot, would greatly damage towns and cities. While you may believe that this will save money for taxpayers local governments would be forced to raise taxes to meet the basic needs of the communities. Those of us in small towns would be significantly challenged.

BJ Bishop  
Commissioner  
Longboat Key

## Longbeach Village

To: Longboat Key Commissioner Mike Haycock

The Longbeach Village residents are requesting traffic calming on Broadway. The preferred method of calming, as determined by the Broadway Committee, is what is known as Neighborhood Traffic Calming Mini Circles. These mini circles are essentially speed tables. The residents of Longbeach Village are asking the town of Longboat Key to install these mini circles at the three intersections of Broadway.

Maria Licciardello  
Longboat Key

## Broadway Traffic Calming

To: Longboat Key Commission

As a homeowner in LBK Village, I am sending you an email regarding slowing the traffic on Broadway in the Village. I am unable to make the Commission Workshop next week but I hope you will address the speeding traffic on Broadway due to increased tourists and restaurants. We have children riding bikes and the traffic on Broadway has increased significantly so that we now have to worry about them. We are hoping for simple traffic calming circles and hope they will be addressed. Thank you for your consideration. Sincerely,

Sherri Duell  
Longboat Key

## Traffic calming circles

Good afternoon to all of you.

To: Longboat Key Commission, Police Chief George Turner, Fire Chief Paul Dezzi

My name is Larry Kanarek. My partner and I have been winter renters on Longboat Drive South the past two winters and I have now bought a house on the same street. We love the beauty, feel and culture of the Village and would like to see it preserved.


We have a beautiful golden retriever we enjoy walking around the Village. However, crossing Broadway, or walking along it, is hazardous due to the speeding traffic. Our objective is not to discourage cars/trucks or to harm the restaurant business. We ourselves frequent the restaurants and find them a nice addition to the neighborhood. But they do bring a lot of traffic and we want to assure safety to Village residents and visitors by finding a way to reduce the speeding that is all too prevalent on Broadway. We appreciate the recent increase in police present and thank you for that. But it's also apparent that it's not a long-term solution.

Our view is that calming circles are an effective, relatively low-cost, and visually attractive means to deal with the problem. We think the cost of putting them in is just a required component of adding large restaurants to the Village. Change — like restaurants — requires dealing with the challenges that accompanies all change — like traffic and speeding.

We hope you agree that pairing calming circles with the relatively recent advent of the restaurants is a logical pairing that makes everyone feel comfortable. Thank you for considering

See Letters, page 8


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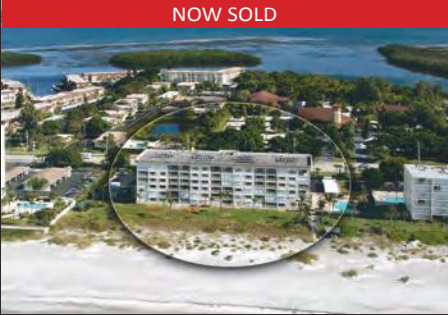
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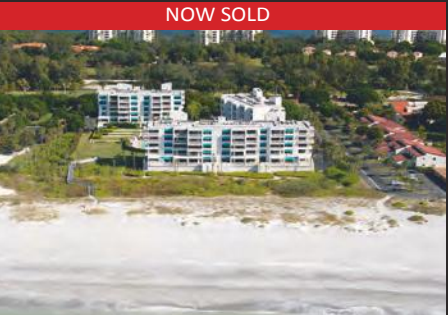
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**100 SANDS POINT RD., #208 | LONGBOAT KEY**

Gulf front, 2BR/2BA residence with a Chef's kitchen, a spacious, open living area, along with dining space and a separate den area. Located at the Southern Point of Longboat Key within the gates of the Longboat Key Club.



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**830 TARAWITT DRIVE | LONGBOAT KEY**

Just three lots to the ICW from this over 2,500 sf, coastal 2015 built home. Living area and kitchen open to the patio and contemporary pool. The privacy of the second level offers two guest bedrooms with full bath, plus an extra lounge.



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**1111 RITZ CARLTON DR., #1703 | SARASOTA**

Captivating panorama of bay, island and Gulf vistas from every room, this expansive northwest-facing, 3BR/4BA Ritz-Carlton penthouse has been meticulously cared for and maintained by the original owners.



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# Guest Opinion

## Ukraine, from page 1

millions of unnecessary casualties.

But Washington doesn't seem to be too concerned with democracy in the dozens of dictatorships around the world with which the US has continuing good relations.

Ordinary people do not want war. A Pew survey earlier this year revealed that Americans consider promoting democracy abroad as one of the least important priorities for U.S. foreign policy.

But our political leaders and U.S. mainstream media will not allow for Peace Plans to even be aired, much less discussed. Calls for a ceasefire are silenced and labeled as traitorous. Truth, as they say, is the first casualty of war.

The Ukrainian military would not have lasted a week, after the initial Russian onslaught, had it not been for the flood of US weapons, missiles, tanks, drones and money supplied since the 2014 coup. Most of the military and financial support is coming from America. The US is supplying over 90% of the funds—\$117 billion—to arm Ukraine, while Germany, \$6.5 billion, France \$1.6 billion, and Italy \$1 billion, combined have sent less than \$9 billion. This is a proxy war between the US and Russia and it will be fought up until the last Ukrainian is bleeding. It is up to America to decide when the shooting, bloodshedding, and carnage will stop.

Of course, the Russian invasion was horrible and brutal and stupid. The whole world has rightly admired the Ukraine fighters' determination and heroic courage.

But as a historical review shows, America does not have clean hands.

Since the 1990s, Ukraine has been ruled by a succession of corrupt presidents and oligarchs representing the eastern (Russian leaning) and western (European Leaning) parts of the country. Free speech, elections, and the rule of law in Ukraine have traditionally ranked among the lowest in all of Europe. The stated reason NATO repeatedly rejected and stalled Ukraine's bid to join was connected to these democratic deficiencies.

Ukraine has been a direct American puppet regime since 2014 when a CIA front, the National Endowment for Democracy (NED) helped overthrow a democratically elected pro-Russian president, Viktor Yanukovich, in a violent coup.

In a now famous intercepted recording of a telephone call—now on Youtube —Victoria Nuland, Under Secretary of State for Political Affairs, can be heard “midwifing” Yanukovych’s ouster, and named several handpicked individuals to head the post-coup.

After the 2014 coup, a pro western, US-approved President was installed—this one was equally as corrupt as his predecessor. What then followed was a slew of new laws shutting down Russian-language media and jailing pro-Russian voices. In the Donbass the Kiev government banned the Russian language from schools and public places like stores and restaurants. Any business caught violating the law was subject to a fine. Eastern Ukrainians were prevented from speaking Russian, their native language. And instead of allowing local elections of mayors and police chiefs, local officials were appointed by a far off Kiev government.

Not surprisingly, a spontaneous separatists movement arose. This was brutally suppressed by western Ukrainians who used American weapons and bombs to intimidate the separatists with much bloodshed. This, in turn, prompted the Russians to move in with weapons and so called “volunteers”.

Most of the civilian casualties between 2014 and 2022 were in the eastern break-away section of Ukraine as Kiev tried to reassert its authority.

In order to truly understand the origins of the current war, you have to go back to the dissolution of the Soviet Union in 1991. Tensions and conflicts arose in many, if not most, of the post-Soviet states, usually where the new international borders did not match the ethnic

affiliations of local populations. There was also the problem that these new countries contained a sizable group of resident Russians and other minority ethnic groups, which caused conflicts with the majority local population. This was a common occurrence in almost all the post-Soviet countries: Armenia, Azerbaijan, Belarus, Estonia, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Tajikistan, Turkmenistan, Uzbekistan and Ukraine.

In the 1990's, I toured six of these newly minted post-Soviet nations in Central Asia.

In Kazakhstan, I discovered first hand the deep resentment of the Kazakhs toward resident Russians. My group was attacked with flying fists by a band of young Kazakhs, who thought we were Russians. They only backed off when we produced our American passports. Apparently, we had wandered into a bar where Russians, perhaps 40% of the population then, were not welcome.

15 years ago in Georgia, these tensions broke out into a full scale war when two breakaway republics revolted against the Tbilisi central government.

When the government military invaded the would-be separatists, Russia declared war on Georgia responding with air strikes, and sending in troops. 850 people were killed and thousands of Georgians were displaced in fighting that lasted five days.

In the end, a stalemate was reached where two breakaway regions, Abkhazia and South Ossetia, became autonomous and somewhat independent -- post-Soviet “frozen conflict”-- zones. Georgia still considers the two territories (which are populated with different ethnic groups) a part of their country. Russian considers them independent.

The definition of a frozen conflict is a situation in which active armed conflict has been brought to an end, but no peace treaty or other political framework resolves the conflict to the satisfaction of the combatants.

Nagorno-Karabakh is another example; internationally recognized as part of Azerbaijan, but after several wars most of the region is ruled by a de facto independent Armenian ethnic majority state.

North and South Korea are another example of a frozen conflict zone. There is a cease fire, but a state of war officially rages on. The UN standoff in the war in Cyprus between the Greeks and the Turks has lasted nearly 50 years. Yes, a war exists, but no firing is taking place.

This is what many observers think will inevitably happen in Ukraine. In none of the other post-Soviet era conflicts did the US become as heavily involved.

Putin will never tolerate a defeat and Zelensky, with the help of US weapons, seems to be dug in for the long haul while hundreds of thousands of Ukrainians and Russians continue to be slaughtered and maimed.

The US involvement in Ukraine will rank as one of the worst geopolitical blunders America has ever made. Many European policy leaders fear continued brinkmanship toward Russia, like America First conservatives, will eventually lead to a broader war, possibly with nuclear elements, or possibly even a Third World War

But perhaps the worst consequence is that with our world wide sanctions, we have alienated China and driven it into an anti-American alliance with its traditional enemy: Russia. After his visit to Moscow, China's President Xi boasted that the new relationship will bring about changes that "haven't happened in 100 years."

Moreover, America's "you are with us or against us" attitude has antagonized India, large parts of Africa and much of Latin America, drawing them closer and closer into China's orbit.

The war has allowed long buried anti-American resentments to surface and find a united voice that was never articulated before.

America's Ukraine war is also threatening to destroy the dollar's position as the world's dominant reserve currency. Over the last 70 years this has been an incredible financial asset, worth \$500 to \$700 billion per year, that has hugely benefited our economy and trading position.

But since 2014, Russia has been moving away from investing in US bonds. Currently, China is trying to establish the renminbi as a formidable competitor to the greenback—a strategy worth paying particularly close attention to, says Stanford’s Matteo Maggiori. India has started paying for Russian oil with the renminbi and other countries may soon abandon the dollar as a trading currency. Last year new investments into China surpassed new investments in America.

If the dollar is even partially dislodged as the world's currency, it would be a fiscal catastrophe for America's economy.

Which leads to the question of why is the US risking all this? America is now in a new Cold War with both Russia and China.

Some commentators have pointed to what is called Thucydides Trap: a theory coined by eminent Harvard scholar Graham Allison, primarily used to describe a potential conflict between the United States and China. In *Destined for War*, he explains that when a rising power threatens to displace a ruling hegemon, the most likely outcome is war. Twelve of 16 cases in which this occurred in the past 500 years ended violently.

Pope Francis said, “May the Lord forgive so many crimes and so much violence.” “Let us remain close to the martyred Ukrainian people who continue to suffer,” the pontiff added. The latter then pressed for the warring sides and “those in power in countries” to make concrete efforts to end the war, achieve a ceasefire, and start peace talks.

*Blake Fleetwood was formerly a reporter on the staff of The New York Times and has written for The New York Times Magazine, New York Magazine, The New York Daily News, The Wall Street Journal, USA Today, the Village Voice, Atlantic, and the Washington Monthly on a number of issues. He was born in Santiago, Chile and moved to New York City at the age of four. He graduated from Bard College and did graduate work in political science and comparative politics at Columbia University. He has also taught politics at New York University.*

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# EditorLetters



**Letters, from page 4**

this idea.  
Larry Kanarek  
Longboat Key

**Broadway traffic**

To: Longboat Key Commission  
Please address the Broadway speeding issue. It's been four years of adjusting to the openings of two major restaurants in a quiet village neighborhood. One by one the village has tackled parking issues, noise issues, and speeding cars and trucks. Speeding on Broadway should be addressed now and not later. A lot of walkers, children and bicyclists on village roads are in jeopardy. Please consider the calming circles as presented. We hope for the best results.  
Thank you for your time and consideration.  
The Stantons  
Longboat Key

**Broadway Speeding - Critical issue**

To: Longboat Key Commissioner Maureen Merrigan  
We are a resident of Longboat Key and respectfully request

you and your committee review the Broadway Speeding issue. We have lived here for over 17 years and it has reached a very dangerous level. Please listen to our voice.  
Jane and Ted Smith  
Longboat Key

**Broadway Traffic Calming**

To: Longboat Key Commission  
We are full time residents of Longbeach Village and are asking you to consider and accept the request made by our Village's Traffic Calming Committee to install traffic calming mini circles at three intersections along Broadway Street. We believe that is the best solution to reduce the chronic speeding issue that currently exists on Broadway. The Committee sent you a very thorough and detailed rationale for their recommendation. Thank you for your consideration.  
Jerry Schwertz and Marcy Mackin  
Longboat Key

**Broadway Traffic Calming.**

To: Longboat Key Commission  
My wife and I appreciate your looking into the traffic calm-

ing issue on Broadway Street.  
The consensus in the village is to request mini circles for both traffic calming and aesthetics.  
John DeVito  
Longboat Key

**Beach funding**

To: Longboat Key Public Works Director Isaac Brownman  
Commissioner Debra Williams wanted to know if the 80/20 split on beach sand funding was voted on as a referendum or was it a Commission decision.  
Howard N. Tipton  
Town Manager  
Town of Longboat Key

**Beach funding**

To: Longboat Key Town Manager Howard Tipton  
It may have been both, but not sure. Maggie would know, I believe. From what I have heard, it got a lot of commission and voter discussion way back when created, and I believe it was definitely part of a commission vote; I just don't know about the referendum part. I copied Maggie.  
Isaac Brownman  
Director Public Works  
Town of Longboat Key

**Beach funding**

To: Longboat Key Town Manager Howard Tipton  
The 80/20 funding has been voted on through the debt referendum process and by the Town Commission. Meaning that the referendum questions that have been posed to the voters have contemplated that the Gulfside (formerly the Beach District A) properties will pay 80-100 percent of the costs for renourishment activities; and Bayside properties will pay 20 percent of such activities. The variable amount for the Gulfside is based upon whether the debt assumption is approved by Bayside voters. While the Bayside voters (formerly known as Beach District B) have never disapproved supporting funding, it has always been conceivable that they could.  
Hope this helps!  
Maggie D. Mooney  
Town Attorney  
Longboat Key

**Jewish sandbar**

To: Jim Haft  
Per your request, today I asked Longboat Key Town Manager Howard Tipton, about the best way for Landsend and Jewish HOA Leaders to discuss the Jewish sandbar issues with the Town. He suggested a meeting that includes Police Chief Turner.  
Am copying Tip on email above so this can be set up. Please Coordinate with HOA boards as needed. Will step out of middle and let you all take it from here.  
Maureen Merrigan  
Commissioner  
Longboat Key

**Jewish sandbar**

To: Longboat Key Commissioner Maureen Merrigan  
Thanks Maureen. I've copied Susan and Chief Turner who will work to set up a time to meet.  
Howard N. Tipton  
Town Manager  
Town of Longboat Key

**Lighting**

To: Longboat Key Commissioner Mike Haycock  
From Public Works, the answer to the question regarding

See Letters, page 12

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# WineTimes

## Fifty Shades of Red

*The hue tells all when it comes to wine.*

S.W. and Rich Hermansen  
Guest Writers  
wine@lbknews.com

Red wines vary across a wider spectrum of colors. Because wine grape skins vary so much in color and thickness in nature, it seems obvious that a wine derived from a thin-skinned, light red grape (Beaujolais, Pinot Noir, Grenache) would have a lighter color of red in the bottle than a wine derived from a thicker and darker-skinned red grape (Cabernet Sauvignon, Cabernet Franc, Tempranillo, Syrah). Add to that the common practice in Bordeaux and the Rhône Valley in Southern France to blend into lighter red wines small quantities of wines made from reddish black, thick-skinned grapes (Malbec, Petit Verdot, Mourvèdre) to give the blend a deeper red color and more substantial body.

Winemakers can produce white, rosé, or red wine from a red-skinned grape. How do they produce a red wine? The basic steps in producing a red wine (winemaker jargon added) consist of crushing grapes clusters to make a slurry of juice, skins, seeds, and stems (“must”); leaving the skins and seeds to soak (“macerate”) in the juice and release red pigments and polyphenols (“tannins”) into the juice; and, fermenting of the sugars in grape juice by yeasts occurring naturally in must or added to it by the winemaker. The yeasts convert sugars to alcohol.

Contact of grape skins with juice during maceration adds the red color. Longer durations of maceration deepen the wine’s shade of red.

When making fine red wines, winemakers often extend the time that grape skins, pulp, and seeds remain in the must before being removed. Chilling the must (“cold maceration”) delays the start of fermentation and allows longer contact (say, for 3 to 10 days) to release more of the red pigments (“anthocyanins”) in skins that gives red wine its color and more of the tannins that give red wine its body (“structure”). As a result, we see wines with colors across a whole spectrum of shades of red. Leaving the skins and seeds soaking in the grape juice for weeks or even months after fermentation starts (“extended maceration”) releases more tannins and may, after removing seeds and skin debris early, soften the taste of tannins and the color of anthocyanins.



More than just a cosmetic feature, the shade (“hue”) in the bottle tells us much about a red wine. In that the skin of the red grape contains both red pigments and tannins, and extracting one during the maceration step also extracts the other, wines that have deeper hues of red almost always have higher levels of tannins than do wines of lighter shades of red. In effect, the depth of red hue color codes the level of tannins in a red wine. Wine enthusiasts who are willing and able to hold and age red wines in bottles for years have a thing for tannins. Given the right wine and storage conditions, aging big red wines in the bottle for at least a few years smooths and mellows the bitterness and astringency of tannins in a young wine and brings aromas and tastes of currants, smoked meat, espresso, bitter chocolate, grilled fennel and other exotic aromas and flavors into a red wine. Wine enthusiasts rely to a great extent on darker shades of red when looking for wines heavy in tannins to age. Less particular and less patient buyers who are looking for wines to drink during tonight’s dinner would be advised to select a wine in a lighter shade of red, and thus likely a much lower level of harsh tannins.

The shades of red in a wine that is aging in the bottle also tell us the extent to which the tannins have softened and become ready to drink. Red wines that have not softened have more intense red hues. As tannins soften, the hue transitions to a lighter and more muted brick red hue. This change of hue signals that the wine has aged sufficiently.

High acidity in a wine helps break down foods such as pasta, eggplant, and root vegetable dishes. Bright red wines as a rule feature high levels of acidity, while those with bluish tints have lower levels of acidity. Tilt a wine glass and view the top edge of the wine to check for high or lower acidity.

Wines with higher levels of sulfites exhibit less color intensity. Wines exposed to oxygen in the bottle or high temperatures also lose color intensity.

Popular varieties of red wine fall into groups of similar hue (see below). These groups also have for the main part similar levels of tannins, density and related opacity, and acidity. Hues of wines in each group vary due to differences in length and type of maceration, aging prior to release of a vintage, and, well, doctoring of wines to fit them to consumer preferences. Despite wide variations within each group and even within a single varietal, shades of red serve as a useful guide to important characteristics of red wines.

*S. W. Hermansen has used his expertise in econometrics, data science and epidemiology to help develop research databases for the Pentagon, the National Institutes of Health, the Department of Agriculture, and Health Resources and Services. He has visited premier vineyards and taste wines from major appellations in California, Oregon, New York State, and internationally from Tuscany and the Piedmont in Italy, the Ribera del Duero in Spain, the Barossa Valley and McLaren Vale in Australia, and the Orego Valley in New Zealand. Currently he splits time between residences in Chevy Chase, Maryland and St. Armand’s Circle in Florida.*

*Rich Hermansen selected his first wine list for a restaurant shortly after graduating from college with a degree in Mathematics. He has extensive service and management experience in the food and wine industry. Family and friends rate him as their favorite chef, bartender, and wine steward. He lives in Severna Park, Maryland.*



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(-18% change)	(+90% change)
List to Sale Price Ratio	Properties For Sale
<b>97%</b>	<b>2,982</b>
(-5% point change)	(+300% change)



## Dianne Anderson

The Anderson Group

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# OnPatrol

The following are actual police reports as written by Longboat Key Police Officers. They are edited for length, punctuation and to protect privacy.

## March 17 Noise

7:25 a.m.  
Officer Martinez was dispatched to the 2400 block of Gulf of Mexico Drive in regard to a noise complaint. Upon arrival, Officer Martinez observed two concrete mixing trucks parked in the parking lot. Officer Martinez did not observe any workers on the property. The two concrete mixing trucks had their ignitions on but were parked. The complainant was not on scene and did not want to meet. While on scene, Officer Martinez did not observe any town noise ordinance violations. Case clear.

## Citizen assist

9:26 p.m.  
Officer Smith was dispatched to Broadway for a report of the roadway being flooded. Upon arrival, Officer Smith observed that the water in the road was caused by the high tide. Case clear.

## March 18 Boat warning

12:08 p.m.  
Officer Kolodzieski while on patrol in Greer Island observed a man operating a stand up paddle board without a Personal Floatation Device. Officer Kolodzieski stopped the vessel and the operator said he was on a tour and the tour operator told him he did not need a Personal Floatation Device. He further stated that he paid \$300 to the operator who was nearby on a black pontoon boat. Officer Kolodzieski explained that he did need to have a Personal Floatation Device on board and stood by as he safely went back to Greer Island where he met with the tour operator. Verbal warning issued.

## March 19 Citizen assist

1:02 p.m.  
Officer Martinez was dispatched to Old Compass Road in regard to a citizens assist. The complainant reported a main water line break on his property. Upon arrival, Officer Martinez observed a minor water leak coming from the main water line on the front lawn of the address. Officer Martinez notified Public Works of the situation. Case clear.

## March 20 Noise complaint

7:33 a.m.  
Officer Martinson responded to Longboat Drive on a call of a noise complaint. Upon arrival, Officer Martinson observed and heard someone rolling out paper and hammering nails on the roof of a home before 8 a.m. Officer Martinson advised the individual of the town's noise ordinance and he apologized and stated he did not know. Officer Martinson ran the person's information and the listed address through FLEX and neither came back as being listed in any previous reports. The man was given a written warning.



## March 21 Dog on the beach

1:28 p.m.  
Officer Martinson responded to Broadway Beach Access for a dog on the beach. Upon arrival, Officer Martinson made contact with the complainant along the boardwalk out to the beach. He pointed to a woman laying under a multicolored beach umbrella and stated she had a small dog with her. Officer Martinson then made contact with the woman and advised her of the town ordinance about dogs not being allowed on the beach. She gathered up her belongings and left the beach with her dog. Case clear.

## March 22 Traffic hazard

8:38 a.m.  
Officer Tillman while on patrol observed a vehicle in the lane of travel with the hazard lights on. The driver advised that the car stopped and would not go back into gear. The driver called roadside assistance to remedy the problem. Officer Tillman assisted until a police presence was no longer needed. Case clear.

## Alarm

7:48 p.m.  
Officer Montfort was dispatched to Bayport Way to assist the Fire Department for a fire alarm activation. Officer Montfort arrived on scene and proceeded to the apartment where he observed the front door open. It was determined that the resident had burned food on the stove. Officer Montfort updated the Fire Department and remained on the scene until cleared by the Fire Department. Case clear.

## March 23 Noise

7:30 a.m.  
Officer Martinez was dispatched to Magnolia Road in regard to a noise complaint. The complainant advised that there was construction noise for the last 15 minutes at the address stated and that it is a construction site of four residential buildings. Officer Martinez arrived on scene and did not observe any persons on the construction site. Officer Martinez could not hear any construction noise or equipment running. No clear violations were observed at the time of his arrival. The complainant was not on scene, and notified dispatch they did not want to meet with the responding officer. No further incident involved. Case cleared.

## Suspicious incident

8:00 a.m.  
Officer Martinson was dispatched to Whitney Plaza for a suspicious incident. Upon arrival, Officer Martinson met with the complainant in the maintenance office. The complainant stated that he noticed on March 20 he noticed that one out of a group of ten beach chairs was missing from the beach when he was doing inventory. The complainant stated in the morning he found the missing beach chair on the beach in front of the condominium. The complainant said the same thing happened last year so he wanted it reported because he finds it strange why someone would move a beach chair half a mile down the beach and leave it there. The complainant told Officer Martinson that he did not want a business card or case number. Case clear.

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# EditorLetters



Letters, from page 8

lighting is yes, Phase I along the south end of the island has fewer lights and will have fewer lights throughout the remainder of the project. The other phases should still be on as-is on the current FPL light poles now.

The only new lights turned on right now are in Phase 1 (south end). During scoping of the lighting portion of the project, the FDOT would not allow the Town to add highway lighting along the entire stretch of GMD (SR 789) unless the lights were illuminated to the newer, higher FDOT standard and spaced much closer together. So, there would be no consideration for lower illumination levels to match existing nor broader spacing of lights, nor transitional lighting going from a lower level to a higher level approaching a commercial area. Because the Town Commission and residents at the time vocalized that they did not want the whole of GMD to look like a “runway” nor did they want to pull down FPL poles only to put back up nearly twice as many highway poles due to the reduced spacing, the commission asked staff to work with FDOT on options. The following options were provided by FDOT:

- No lighting
  - Lighting to State FDOT illumination and spacing levels for full 10-miles
  - Lighting to State FDOT illumination and spacing levels at discrete locations based on an FDOT justification study plus any other areas the Town Commission would consider lighting.
- Town Commission agreed to Option 3. The FDOT conducted a lighting justification study and found the following locations needed to be lit: all the midblock crosswalk locations and the traffic signal locations. In addition, the Town Commission directed the Town Manager at the time to also light certain areas of the island (Broadway/Whitneys area, Center Shoppes, several church areas, and Bay Isles Parkway to north of Town Hall). Those are the only locations where highway lighting will be provided with the project along GMD. Neighborhood lights were discretely placed just outside the FDOT right-of-way to help light neighborhood roadway intersections.

In addition, because of the FDOT position, which was determined after the project budget had been set, the GMD lighting budget would have been overrun significantly to light the whole island to the FDOT standards (many more poles than expected). In terms of the type of lights, LED highway lights are different from the existing high-pressure sodium (“HPS”) as LED lighting is more focused and does not have the broader spread that HPS does.

It would be up to the commission if they want staff to circle back after it is all up and lit because it was a former commission and resident input that were involved in those original decisions. Staff is prepared to discuss this during the Undergrounding Project update.

Howard N. Tipton  
Town Manager  
Town of Longboat Key

Canals

To: Longboat Key Commission

As you prepare for the workshop on Monday, Public Works is providing some additional background information that may be helpful (it certainly has been for me). One of the questions that has been asked by Commissioners is who owns the land under the water in the canals? The answer as you will see in the attachment is - it depends. Inconsistency in land ownership is not an unusual situation for development that has occurred over many decades.

Howard N. Tipton  
Town Manager

Town of Longboat Key

Canals

To: Longboat Key Town Manager Howard Tipton

Sir, a lot of this was discussed with the commission at the March 2021 workshop, so there are good slides and a memo that can be passed along.

How other communities handle canal dredging costs, well I ran the Canal Dredge Program for Charlotte County for nearly 15 years. In Charlotte County all costs were on the canal lot owners to pay for them through a special assessment. This included access channel maintenance dredging. There were, if I remember, something like 15 Waterway Districts, each responsible for any costs associated with navigation maintenance.

Sarasota County did it differently. Citizens on a canal or a group of canals would petition the County to develop a standalone project. All costs associated with the design, permitting and construction would be paid, through an assessment by the canal fronting, home owners.

The City of Punta Gorda, also assesses the canal fronting owners to maintain navigation, but they also include seawall maintenance.

How they determined that this was the way to go, in Charlotte County’s case, they use Special Assessments a lot. They have Street and Drainage Taxing Districts and others. These Special Taxing Districts were established to perform a defined service, within a defined area and all that pay will receive a direct benefit.

At the March 2021 workshop, most of this was explained and our difference is, we being a barrier island have some unique differences. We view the residential canals like other communities, but we view our access and perimeter channels more as a global asset. The slides and memo from the March 2021 workshop go into more detail about this.

Our Consultants have this information and have established these in the past. So at the next meeting (March 20) they will explain this in more detail.

As for who owns the underlying land under the dead-end canals, it depends on if they were dedicated to the public when created. There was a legal review conducted back in 1996. The below is from the memo:

The historic discussions regarding the development of a canal dredging program dates back to the 1990s, including private and public canal determinations made in 1996 legal reviews by Turffs, Persson, Smith and Darnell. These determinations were made by reviewing plat dedications, submerged lands ownership, and private property boundary lines.

As for Public Deadened canals and the Town just maintaining it, this is a major undertaking (Design, Permitting, Construction and in some cases Mitigation) and the level of service required to maintain these comes at great cost. We have an taxation program to maintain our public beaches, another recreational and environmental asset. We attempt to maintain street resurfacing through the General Fund, and am very limited on the amount of work that can be done with the limited budget provided. Streets can also be viewed as a different type of essential infrastructure.

Also, the establishment of a funding strategy (assessment) is the direction the Commission wanted us to follow.

See Letters, page 14

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# EditorLetters

Letters, from page 12

Charles “Charlie” Mopps  
Program Manager/Assistant Public Works Director  
Town of Longboat Key Public Works

Broadway Traffic Calming

To: Longboat Key Commission, Town Manager Howard Tipton

We understand that the topic of Broadway traffic calming will be on the March 20 Longboat Key commission workshop agenda. Would you please consider the following information contained in the briefing paper below. Thank you very much for addressing this problem.

Broadway Traffic Calming Briefing Paper  
Created by the Broadway Traffic Calming Committee of the Longbeach Village  
March 15  
Summary

The Longbeach Village residents are requesting traffic calming on Broadway. The preferred method of calming, as determined by the Broadway Committee, is what is known as Neighborhood Traffic Calming Mini Circles. These mini circles are essentially speed tables. The residents of Longbeach Village are asking the town of Longboat Key to install these mini circles at the three intersections of Broadway.

Background  
The volume of traffic to the restaurants has increased dramatically since the town has allowed both the number of approved dining seats to expand as well as the capacity of the number of patrons that can be accommodated on the two restaurant sites.

In the case of Shore (formerly Moore’s), the number of dining seats has increased from 150 to 185 - but more significantly the capacity seems to have increased at least two-fold. The building footprint is much bigger; there is now a large retail store, and many places for people to sit and drink that aren’t considered approved dining seats. The people of all of Longboat Key voted in a referendum to rezone the Moore’s/Shore property to residential; the commission overturned that vote and rezoned the property back to commercial. This rezoning, and the subsequent redevelopment, enabled this significant expansion.

In the case of Mar Vista the number of dining seats has increased from 49 to 169 over the years. The town has approved development from its being a local pub with only indoor seating, to adding a deck, to expanding the deck, and then to adding dining seats on the lawn. Thus, not only has the approved number of dining seats increased dramatically, the capacity, and the number of people allowed to be onsite has increased dramatically.

In addition, staff at both locations has increased substantially. As a result the volume of traffic has expanded, maybe doubled, and the number of speeders has increased likewise. The last numbers we have are about 2,500 vehicles per day. The straight 1/3 mile stretch encourages speeding.

The residents of Longbeach Village do not think that these two commercial establishments should have been allowed to increase in size since they are deep within a residential neighborhood. While we have heard that many think Broadway is a neighborhood street, it is now, in fact, primarily a restaurant access street. The vast majority of the Village residents turn onto Longboat Drive North or South. Of the 2,500 cars per day that use Broadway, probably 2,000 of them are going to the restaurants - patrons, service, deliveries, and employees - for the two restaurants that have a total of 354 dining seats per seating per day.

The residents of Longbeach Village appreciate the enhancements made by the town of Longboat Key over the years such as lowering the speed limit to 20 mph and the recent increased police presence. Still, we observe that a relatively small percentage of drivers continue driving at excessive speeds, and while the percentage could be considered low, a small percent of a very big number is still a pretty big number. For example, 3 percent of 2,500 cars per day is 75 cars per day, about one every 10 minutes, going at an excessive speed.

The Objective  
The objective is to reduce the speed of the excessive speeders without inconveniencing the rest of the people going at reasonable and safe speeds to get to their destination.

Actions Taken by Longbeach Village Residents  
1. We formed the Broadway Committee which was, and is, open to all who reside in the Village.  
2. We met with Vice Mayor Maureen Merrigan and described our situation. She suggested that we determine what solution residents would prefer, survey the Village residents, and assess the reactions by the two restaurants.

3. The Broadway Committee defined the objectives to be:  
• Reduce speed  
• Allow all types of vehicles to easily travel Broadway at legal speed limit  
• Be self enforcing, i.e. doesn’t require police presence  
• Be aesthetically acceptable  
4. The Broadway Traffic Calming Committee determined that what is known as Neighborhood Traffic Calming Mini Circles’ would be the best solution. After having considered speed bumps, medians, jogs, speed tables, and stop signs. Our order of preference is:

- Mini Circles – really speed tables at the intersections that can be driven over, around, or turned in front of. The high cost estimates from Kimley Horn we think included splitter islands, new curbs, etc. We think we only need a 20-25’ wide speed table in the middle of an intersection.
- Stop Signs – stop signs stop traffic, while we just want to slow traffic; there is concern about stop/startup noise (esp. big trucks); many have noticed local examples where stop signs have been used to calm traffic.
- Speed Tables – more acceptable than speed bumps, less noise than bumps, humps and four way stop signs.
- Speed bumps/humps – noise in front of a few houses, may cause aversion by many residents and travelers.
- Medians – hard or confusing getting around a stopped service or delivery vehicle, more costly, would be nice to continue the GMD circle theme.
- Jogs/bump-outs – issue of large trailers and trucks making turns; more costly.

5. Longbeach Village survey approved the ‘Neighborhood Traffic Calming Mini Circles’ 181-3. (Survey sent to 282 Village email addresses)

6. Obtained agreement from the two restaurants regarding the mini circles.  
7. Obtained the agreement from both the Longboat Fire Chief and Police Chief.

8. Committee presented our findings to Vice Mayor Maureen Merrigan, Longboat Key Town Manager, Public Works Director, Planning/Zoning Director, and Longboat Police Chief.

Rationale for Traffic Calming Mini Circles  
• Meets all our objectives – slows speed, acceptable aesthetics, allows passage of all vehicle types, and is self enforcing.  
• Needs to be engineered to slow passage to 20mph; not stop the traffic.  
• At 20 mph, not much impact.  
• At 30 mph or more; will force the vehicle to slow.  
• Circle must be wide enough to slow vehicle speed to enable passage around it without going over.

- Can start with one intersection.
- Kimley Horn appears to have extensive experience with many examples of ‘Neighborhood Traffic Calming Mini Circles’.
- Might be slightly more expensive than speed tables. While we think the Kimley Horn study included the splitter islands in the estimated cost, the Broadway committee thinks we only need the center circle.

Conclusion  
Please address the speeding on Broadway and consider installing one or more ‘Neighborhood Traffic Calming Mini Circles’ to stop speeding on Broadway. Thank you.

Traffic Calming Committee  
Eddie Abrams, Ellen Buckley, Rusty Chinnis, Michael Drake, Glen Fabian, Don Fancher, Brian Feeney, Karen Feeney, Cindy Fischer, Steve Garrod, Mark Howell, Jim Lince, Bob Lopez, Patti Lope, Denis McFarlane, Bob McRe, Winnie Nelon, Jill Nemeth, Joe Nemeth, Becky Parris, Ben Parris, Kimberly Ross, Michael Riter, Carla Rowan, Pete Rowa, JoAnn Schwenck, Henry Smit, Peg Stanto, Madeline Stewar, Pete & Carla Rowan  
Longboat Key

Gulfstream/41 Roundabout

To: Longboat Key Mayor Ken Schneier  
I apologize for not responding to this earlier. I definitely missed this email. I am currently in Tallahassee for few months filling in the Assistant Secretary role and have placed John Kubler as the interim here in D1. I am copying John so he can look into this and get back with you.

L. K. Nandam  
Interim Assistant Secretary- Strategic Development  
Florida Department of Transportation

Gulfstream/41 Roundabout

To: Longboat Key Mayor Ken Schneier  
Our approach and intention was to complete construction of the US 41 at Gulfstream Roundabout project by the Fall of 2022. Unfortunately, some unknown issues impacted the construction requiring additional time and effort to address. For example, we encountered extra thick asphalt, unknown underground utilities, unknown drainage conflicts and unsuitable soil material. In addition, we revised the Temporary Traffic Control Plan to construct an additional east bound lane coming off the Ringling Bridge to mitigate traffic impacts during construction for those leaving the barrier islands. This addition provided three thru lanes and greatly benefited the traveling public.

Many other unknown issues have impacted the construction industry nationwide of which FDOT is not immune. As you may know, some of these impacts pertain to labor, supply chain logistics, material shortages such as PVC pipe, concrete pipe, ready mix concrete and other aggregate component materials. These and many other issues have impacted and continue to impact FDOT construction projects statewide. Impacts such as these are not the fault of our Contract partners, therefore we work together to navigate through them to the best of our abilities and as our contract allows while keeping the community informed of possible traffic pattern changes and delays. Our contract further dictates that when computing allowable contract time, adjustments are made for holidays and weather impacts. The 2022 hurricane season also had significant impacts to southwest Florida which directly and indirectly affected the progress of the US 41 and Gulfstream work.

The “carrot” and “stick” you refer to is represented by our Incentive/Disincentive specifications that were included in this contract. An incentive of \$400,000 was specified for early completion of the project by April 18, 2022, should the contractor choose to pursue it. The disincentive is \$5,000 per day after allowable contract time has expired not to exceed \$400,000. In addition, liquidated damages are \$3,756 per day after allowable contract time has expired with no maximum limit. Due to the additional specific impacts and the more global issues that affected this project, the disincentive clause and liquidated damages have not been charged to date. However, we anticipate the project to be complete in May of 2023. Please let me know if you would like to discuss this matter further.

John M. Kubler, P.E.  
Interim District One Secretary  
Florida Department of Transportation

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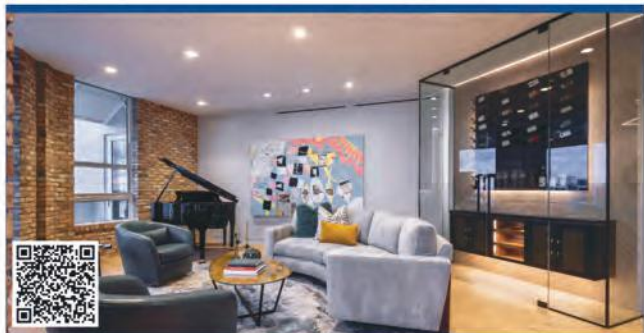
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