



Longboat Key News

June 28, 2024

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InsideLook



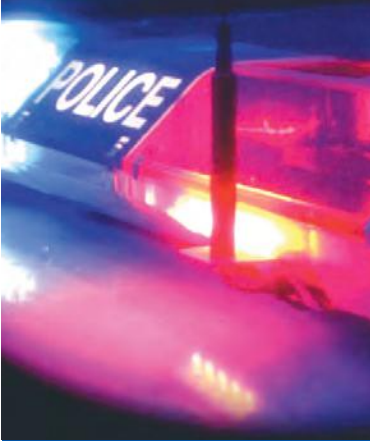
A Rosé future in the wine world ...page 15



Village home hits \$3.8 million ...page 9



What is the state of our Bay? ...page 4



Man argues armed & afloat ...page 10

Manatee County blames algae for funky flavored LBK tap water

Manatee County officials are warning residents that their drinking water may smell or taste bad because of an algal bloom in the Lake Manatee Reservoir.

Manatee County blames algae bloom for funky flavored tap water
County officials conducted tests
See LBK water, page 2



The Beauty of Freedom



Preparing for Longboat Fourth of July. See more at Facebook: [followmetolongboatkey](#)

Lifeguard rescues nine swimmers from rip current on Lido

An off-duty lifeguard in Florida is being lauded for rescuing nine swimmers in distress who were swept out by a rip current over the weekend. According to a report from FOX 13 in Tampa, off-duty Sarasota County Fire Department Lifeguard Mariano Martinez stepped into action on Saturday afternoon when strong thunderstorms created dangerous conditions at Lido Beach. I heard in the transmission that two people were in distress,” Martinez said. Despite being off-duty, Martinez, a six-year veteran lifeguard for Sarasota County with 15 more years of experience of lifeguarding in his home country of Argentina in South America, sprang into action.

SRQ to add new daily flight to New York City

Travelers bound for New York City will have another option this fall out of the Sarasota-Bradenton International Airport. American Airlines is adding a daily, nonstop flight to LaGuardia Airport (LGA) starting Nov. 5. This marks the sixth nonstop flight for American Airlines out of SRQ, according to President/CEO of SRQ Rick Piccolo. Other nonstop destinations from American include Charlotte, North Carolina (CLT); Chicago (ORD); Dallas/Fort Worth, Texas (DFW); Philadelphia (PHL); and Washington, D.C. (DCA). “American looks forward to beginning service to New York LaGuardia Airport starting this November,” says Joe Sottile, American’s director of domestic
See NewsWorthy, page 2

NewsWorthy, from page 1

network planning, in a statement. “With up to 10 daily flights from SRQ, American’s schedule offers customers convenient one-stop access to more than 200 destinations across our comprehensive global network.”

Pre-Storm Sandbag Operation for LBK -
July 1 @ Broadway Beach Access

The Town of Longboat Key will staff a sand & bag station at Broadway Beach Access on Monday, July 1 from 9 a.m. until 12 p.m. There will be two sandbag filler stations to make it easier and more efficient for residents to fill their bags.

These self-filling sandbag stations are to serve Longboat Key residents, property owners and commercial interests only, to help address potential flooding issues. Please bring proof of residency; driver’s license, utility bill, etc. in order to obtain bags. Please note, there is a limit of 10 bags per household. Residents may bring their own bags if more are needed.

The Town will be repeating this service on Thursday, Aug. 1 and Tuesday, Sept. 3 to help our residents prepare in advance of any storms that may impact Longboat this hurricane season.

State Road 789 (Gulf of Mexico Drive) Lighting Changes

Since the unfortunate death of a loggerhead turtle on Anna Maria Island, FDOT has been in communication with local wildlife advocates and several municipal partners. From these discussions, several short- and long-term solutions have been discussed and agreed upon.

FDOT and Longboat Key have agreed to temporarily turn off the overhead lighting at the crosswalks.

Lighting shields are being procured and will then be installed to block the light from the shoreline.

Conversations are continuing and FDOT and its partners are determined to do whatever is possible to protect nesting loggerheads and their hatchlings.

Those who travel on State Road 789 (Gulf Drive) are asked to be vigilant when traveling through this area while we try to make Gulf Drive safer for our road users and local wildlife.

Sarasota’s Selby Gardens turns on solar to generate energy

Six months after opening the first phase a major transformation of their downtown Sarasota campus, Selby Botanical Gardens leaders on Thursday flipped a switch to make it the world’s first net positive energy botanical garden complex.

Officials turned on two state-of-the-art arrays of 2,158 solar panels that allow the garden campus to generate more energy than it uses. The solar panels, covering 57,000 square feet, were placed atop the new parking garage, officially known as the Morganroth Family Living Energy Access Facility or LEAF, and on Elizabeth Moore Rooftop Garden and Solar Array on top of the Steinwachs Family Plant Research Center.

The top of the LEAF also includes the Drs. Andrew and Judith Economos Rooftop Edible Garden, where fresh produce will be grown to provide food for the Green Orchid restaurant on the ground floor.

The solar panels are expected to produce 1.27 million kilowatt hours per year, enough to power 175 average American homes and to exceed the Selby’s energy demands by 10%. It also is expected to save Selby about \$100,000 in energy costs and offset 975 tons of carbon dioxide, or what officials said is the equivalent of taking 211 cars off the road.

LBK Drinking water, from page 1

over the last several days that show high algae concentrations in Lake Manatee, which supplies about two-thirds of the county’s drinking water. The water is still safe to drink, county officials said.

Manatee County Government provides water to about 362,000 people, as well as providing wholesale water to Palmetto, Longboat Key and parts of Sarasota County. The county is using powdered-activated carbon to treat the water in Lake Manatee, but residents may still notice a slight earthy or musty taste in their drinking water. “We will continue monitoring and conducting treatment efforts until water quality returns to normal,” said Katie Gilmore, deputy director of the county’s utilities department. According to a news release, residents may also use a carbon filter to help get rid of the odd smell or taste.



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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 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.

Bridge compliance

To: Longboat Key Commissioner Sarah Karon

Richard Abuza, here. I made a comment at the Longboat North meeting about the proposed bridge you asked me to follow up on.

First, I want to thank you so much for your dedication to Longboat and being willing to serve our Town. I serve on two City Boards up in Massachusetts, and I know it sometimes is a difficult task. I appreciate your support of Longboat North and your participation in our meetings. I am the Condo president of Northgate of Longboat Key. Northgate has the homes most affected by the proposed bridge.

My apologies. I rechecked the slope formulas and the proposed mid-level bridge is technically within ADA slope parameters.

However, just because something is technically in compliance does not mean it is practically in compliance. Just ask anyone who has pushed someone in a wheelchair up a 3% grade incline for a short distance—let alone nearly 1/5 of a mile. That can be incredibly exhausting—but what can be even scarier, is trying to hold back a wheelchair going down a slope gathering momentum for almost a quarter of a mile—with no level place to bring yourself to safety.

There are other pedestrian and bike safety issues with any high bridge design which we detailed in our comments to FDOT. I can provide them if you want. On the ecological front, for the hundreds and hundreds of cars every day that cross this bridge, for every foot of elevation, an internal combustion engine has to strain to push thousands of pounds of steel up every foot of that incline. Very little of that energy is recouped on the slope down.

In traffic the ecological cost is even worse, since the physics of motion is that starting a body

(car) from a stop requires far more energy than keeping it moving. Every time every car stops, extra energy is used and pollution is created overcoming the inertia of a resting body. With each stop in traffic, that energy cost and increase in pollution is magnified by having to push a car up a hill. Even electric cars have to exert extra energy in this same situation, and that electricity comes at an ecological cost. Every bit of raising the bridge height is a hidden tax on the citizens who use the bridge in addition to taxing the environment.

No new bridge of any size or height will do anything to solve our fundamental problem—gridlocked traffic. If the bridge has to be replaced (which I am not sure is a valid assumption) at least the low bridge does not create safety, and ecological and visual disaster.

Thank you for your consideration of this important issue.

Richard Abuza

Longboat Key

Bridge compliance

To: Richard Abuza

I appreciate your insights on both points. They add to the accumulating “common sense” data that will hopefully encourage FDOT to fully consider our community’s specific point of view. Accessibility, air quality, neighborhood feel, environmental sensitivity... all of these priorities can and should be part of the agency’s design considerations, along with traffic flow and safety. It’s a beautiful pass, let’s keep it that way.

Sarah Karon

Commissioner

Town of Longboat Key

Two weeks later...how's the bay?

To: Longboat Key Commission, Sarasota City Commission

On June 11th, our region was hit by a substantial rain event, as we discussed in the last Director's Note. We are now about two weeks after that event, and it's worth asking "How is the bay doing?" Because in the first days after that rain event, it was not looking good, as described in that last communication. Stormwater runoff and algal blooms and fish kills are not good for the bay's health, but there's a difference between an episodic stressor and chronic ones. The large loss of seagrass meadows and fish habitat that occurred in the lower bay between about 2014 and 2018 didn't happen because of a couple of days or weeks of bad water quality, it was because water quality was bad for years. Literally – years.

So how “normal” was that last big rain event? There are a couple of ways to investigate this. One of them is shown in the first graph, which plots the intensity of rainfall in units of maximum hourly rates. The dataset for this analysis comes from the SRQ airport, with a data set of 52 years (1972 to 2024). According to this data set, the 3.93 inches of rain in one hour recorded on June 11th is the highest value recorded in over 50 years. Note as well that over the past 52 years of data, 9 of the top 10 intense rainfall events have occurred within the past 25 years. This means that intense rainfall events are more likely to have occurred over the past 25 years, vs. the prior 25 years. This is consistent with rainfall expectations with climate change – warmer air can hold more moisture, and more moisture in the atmosphere can lead to more intense rain events.

The epicenter of the rain was right around St. Armands Circle and downtown Sarasota, as shown in the second graphic. Note how the data is presented in units of “return period”. The purple and bright purple areas indicate that rain of that intensity is not expected to occur more than once every 50 to 100 years. However, remember that our ability to predict the intensity of

See Letters, page 6

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Editor Letters



Letters, from page 4

rainfall may be compromised now since 90% of the most intense rainfall events over the past 52 years (first graph) have occurred within the past 25 years.

But now, two weeks later, how is the bay doing? There’s no doubt we had an impact, but a survey of the bay this week suggests that we are recovering along the lines of how we thought we would. Attached here are some photos taken this week along the stretch of the bay where we experience the most intense rainfall. The photo from the 10th Street shoreline is just north of the boat ramp, where a massive amount of stormwater runoff came into the bay, as captured in the photos in the last Director’s Note. No dead fish were found, and no piles of decomposing macroalgae. Instead, there was about 3 feet of visibility in the water – enough to clearly see the rocks and gravel and shell bottom of this part of the bay. It’s not a pristine part of the bay – at all – but it’s not looking worse than a typical summer day.

The second photo is from Bird Key Park. The water has a greenish tinge, indicating a phytoplankton bloom. But the bay bottom is visible in about 3 to 4 feet of water in this part of the bay. No dead fish, and not much macroalgae either. The seagrass meadows and sandy bay bottom are clearly seen. The final photo is from the boardwalk at City Island’s Bay Walk. It was a very calm day (which is why you can see the reflection boardwalk’s railing in the photo. Visibility was over four feet, and the seagrass meadows and sandy bottom are clearly seen. Again, no dead fish, and no piles of macroalgae.

I’ve got similar photos from Palma Sola Bay, the Bradenton Beach Pier, and the Longboat Key boat ramp. Visibility was lowest in Palma Sola Bay, but no dead fish, and no large-scale piles of macroalgae by the dock on the north side of the causeway. Similar findings, but with better water clarity, at the Bradenton Beach Pier and the Longboat Key boat ramp.

Rain events as intense as we had two weeks ago used to be rare, and are still unusual, it would seem. But it also appears that intense rain events were not as rare during the last two decades as they were in prior decades. When they happen, our stormwater collection, treatment, and distribution systems will be overwhelmed – no question. But as long as we keep the bay as healthy as possible the rest of the time, it seems that our bay should be able to recover from such episodic events.

This past rain event was not without impact – but it did not seem to cause the widespread and severe impacts that occur with much longer-lasting stresses, such as we experienced during the years of 2013 to 2019. Bay-wide, our water quality is better now than it has been at any time over the past 10 to 15 years. Don’t confuse that sentence with us saying nothing more needs to be done, or that we are anything close to pristine. We’re not pristine and being better than the last 10 to 15 years is not the highest of bars to clear. But our goal of achieving the water quality conditions we had during the years 2006 to 2012 is not only reasonable, but it also appears that it was an attainable goal as well. Which is good, because episodic events such as we experienced two weeks ago are not likely to be as rare over the next few decades as they

were the past few decades.
David Tomasko
Executive Director
Sarasota Bay Estuary Program

Two weeks later....how’s the bay?

To: Sarasota Bay Estuary Program Director Dave Tomasko

Dave, since my last report that concerning red rusty orange color has disappeared. The storm runoff did create the plankton Bloom as you mentioned, and an increase in seagrass accumulation. The only clarity issues we have are all the manatees under the boat, stirring the water up, I see is a great sign. My Ambient weather system recorded on that date a rainfall rate of 6.2 in./h. and a total rain accumulation for the day of 10.19 inches. The last time we had a rain like that was July or August of 2003 when our seawall collapsed due to the static pressure it created. Thanks for all the good work you and your folks do for our community. It’s greatly appreciated.

Gary Coffin
Commissioner
Town of Longboat Key

Bridge

To: Jim Whitman

Jim, thank you for this info. Hopefully this presentation/conversation happens in the near future, seems like a logical next step.

Sarah Karon
Commissioner
Town of Longboat Key

Bridge

To: Longboat Key Commissioner Sarah Karon

I’m writing to let you know that I spoke to the FDOT representative after his presentation to the LBK commission. He informed me that they have not yet presented to the Bradenton Beach commission, and he does not know what their position is on these issues.

Jim Whitman
Longboat Key

Bridge

To: Longboat Key Commissioner Sarah Karon

See Letters, page 7

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Editor Letters

Letters, from page 6

Thanks for your update at yesterday's LBK North meeting. Glad to hear that there seems to be general opposition to a high (whether 65 or 78') fixed bridge. Do you happen to know which bridge option the Town of Bradenton Beach would prefer? If we're all on the same page, it would be great to present a united municipal front to FDOT.

Jim Whitman
Longboat Key

Bridge

To: James Haft

Jim just for clarification on the Longboat Pass Bridge, it is what mariners call 'on request, or, on demand' opening. Meaning that when a vessel is approaching, due to the heavy tide action and narrowness of the opening, the bridge tenders are required to open it on demand. All the other bridge openings in our immediate area are by a specific time and schedule.

Gary Coffin
Commissioner
Town of Longboat Key

Bridge

To: Longboat Key Commissioner Sarah Karon

Pages 10 and 11 of the FDOT presentation has data on the expected reduction of bridge openings for the two Bascule bridge options.

However, as those of us on the north end know, it's a mistake to think that bridge openings exacerbate traffic when cars are backed up all the way to the Bridge Street circle in Bradenton Beach. After the bridge closes, you move maybe 200 yards before traffic comes to a halt again.

Bridge openings only slow traffic on days when there is otherwise no traffic on Gulf of Mexico Drive, and then only for the 5-10 minutes opening cycle. That cycle could hopefully be improved with a modern bridge and better training for bridge tenders who sometimes will start opening the bridge when they see a vessel on the horizon, rather than just in front of the bridge!

James G. Haft
Longboat Key

Longboat Pass Bridge - Updated to include comments

To: Longboat Key Commissioner Sarah Karon

Thank you Commissioner for your request for consideration in the FDOT letter. It will be a part of the discussion at the Board meeting Friday as there are several schools of thought on it. From a traffic flow perspective, the higher bascule bridge would open less and offer more opportunities for traffic to flow. Agree it's not as desirable as the lower bascule option but as with everything there are tradeoffs – in this case more frequent bridge openings. Traffic is a top consideration island-wide and that's why will discuss this point in the letter on Friday.

The good news is that both bascule options are better than the fixed span

Howard N. Tipton
Town Manager
Town of Longboat Key

Longboat Pass Bridge - Updated to include comments

To: Longboat Key Town Manager Howard Tipton

For the record, I hope we will keep in mind our North End residents' strong preference for the lower-height bascule bridge if it proves to be a sensible choice.

I notice that Ken's letter to FDOT states the higher bascule bridge will significantly reduce the need for openings compared to the lower alternative. Have we seen any data on this? If so, sorry to have missed it but please re-send if possible.

Sarah Karon

Commissioner
Town of Longboat Key

Hi Mike

I read the excellent exchange between you and Eric Brenner regarding GMD, safety and funding.

Regarding funding, would it add any value to know what percent of GMD traffic is contained within LBK versus used as a pass through? Am always surprised by the number of cars that follow me from Sarasota to the north end of the Key and continue right over the pass to AMI. Maybe we shouldn't be surprised, because the thousands of AMI tourists that want to go to St Armands, Sarasota, Siesta Key and/or back - will find the quickest and recommended route by Maps is through LBK. Same for any service vehicle serving the Bradenton -Sarasota area.

There is a reason GMD is a state road - and priority safety improvements (the Broadway / GMD intersection being at the top of my list) should be fully funded and prioritized by FDOT / USDOT. It makes little sense that we would spend hundreds of thousands of LBK dollars to get these designs to 90% / shovel ready (twice, in the case of the roundabout) - and not have the DOT follow-through with the investment required.

Thank you for all of the work you are doing, as our LBK Vice Mayor, with the MPO. Am hopeful some of the ideas the Commission and Town Staff are working on, and that Mr Brenner put forward, will come to fruition.

Please let us know if there is anything we can do from the community's standpoint to support this work.

Maureen Merrigan
Longboat Key

More frequent collections

To: Longboat Key Commission

The picture on the left is from our beach access on LBK at 6399 GMD.

The picture on the right is from the very popular Coquina Beach, just North of here, taken

See Letters, page 8

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Editor Letters



Letters, from page 7

on a Sunday.
The one on the left has cans filled to overflowing, with NO separation of recyclables.
The one on the right is for recyclables only; there are other cans provided for regular trash.
Can it be that we are satisfied with the one on the left?
How is it that Manatee County can do so much better than we, an aspirational high-end community?
Isn't it in our Goals and Objectives to meet a higher standard?
I believe we need to do better, investigate how to improve this, whether it be more frequent collections, dedicated recycle cans, etc.
Jim Whitman
Longboat Key

Sea turtle

To: Longboat Key Planning and Zoning Director Allen Parsons
When we met this morning on LBKTW Zone C, I had no idea what was happening on Zone B, 6529 Gulfside Road (GSR).
Complicated situation. I know you are aware of the rocks and "old house foundation" at 6529 GSR.
As Charlie, Issac, and the Town of Longboat Key (Town) are well aware, there is critical erosion in this area.
This am, we had a female loggerhead nest in this specific area of concern. It appears that she tried to nest, encountering multiple rocks and block foundations. She did indeed nest, but based on her multiple tracks in and around the rocks and housing foundation, she used a lot of time and energy (hours?) to get in and out of this area of concern. See photos below, including the data sheet submitted to Sea Turtle Conservation and Research Program (STCRP).
So, could the Town think about stopping the sea turtles from nesting in this specific area via a fence of some kind? I have no idea, but re-nourishment is definitely needed, and we need to figure out how to protect the sea turtle nesting females from encountering this situation in the mean time. Thank you for your consideration.
Terri Driver
Longboat Key Turtle Watch

Sea turtle

To: Terri Driver
Thanks very much for sending the info. That was one unbelievably determined and agile mama turtle! Town staff is following up on the questions and concerns raised in your email.

I did want to pass along, as an FYI, the map excerpt immediately below that shows the location of the Erosion Control Line (ECL) established in this area. The ECL distinguishes between public and private property. As a reminder, volunteers (and Town staff generally) need authorization from property owners to go onto their private property. Just wanting to make sure volunteers avoid any kind of possible trespassing issues. Thanks for all you do.
Allen Parsons
Planning and Zoning Director
Town of Longboat Key

State of FL Annual Financial Report FY23

To: Longboat Key Town Finance Director Susan Smith
Your certification is authorized.
Ken Schneier
Mayor
Town of Longboat Key

State of FL Annual Financial Report FY23

To: Longboat Key Mayor Ken Schneier
Each year we have to electronically file the Town's financial statements in an electronic format.
It requires your certification and have attached a copy of the format required.
If you could kindly respond to this email to authorize my certification on your behalf.
Let me know if you have any questions.
Susan Smith
Finance Director
Town of Longboat Key

Canal question

To: Longboat Key Town Manager Howard Tipton
I just had a question from a homeowner. His particular canal needs no dredging #45. Will the crew come down and dredge closer to his seawall if he pays the extra, even though the rig will not be in that particular canal at all? I'm sure they'll be many more of these types of questions. Do we want to set up a procedure for them to be collected and submitted at a later date?
Gary Coffin
Commissioner
Town of Longboat Key

See Letters, page 12

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KeyRealEstate

Bird Key, Lido Key, Longboat Key latest sales

Address	Sq. Ft.	List Price	Bed/Bath/Half Bath			Days On Market	Sale Price
551 BROADWAY	3,738	\$4,200,000	4	4	1	487	\$3,800,000
601 LONGBOAT CLUB RD Unit#301S	2,420	\$2,998,000	3	3	0	5	\$2,800,000
415 L AMBIANCE DR Unit#D206	2,820	\$2,695,000	3	3	1	75	\$2,575,000
775 LONGBOAT CLUB RD Unit#308	2,122	\$2,195,000	3	3	0	26	\$2,000,000
585 SANCTUARY DR Unit#B202	1,823	\$1,895,000	3	2	1	17	\$1,800,000
1211 GULF OF MEXICO DR Unit#506	1,598	\$1,699,999	2	2	0	96	\$1,475,000
2123 HARBOURSIDE DR Unit#903	2,224	\$975,000	3	3	0	7	\$925,000
2063 GULF OF MEXICO DR Unit#T1-102	1,846	\$899,000	3	2	1	48	\$825,000
518 BAYPORT WAY Unit#518	1,601	\$799,000	2	2	0	65	\$750,000
4960 GULF OF MEXICO DR Unit#A 205	1,325	\$695,000	2	2	0	164	\$655,000
225 SANDS POINT RD Unit#6105	642	\$629,000	1	1	0	180	\$595,000
4380 EXETER DR Unit#204	992	\$473,000	2	2	0	78	\$382,500
90 TWIN SHORES BLVD	568	\$154,500	1	1	0	22	\$105,000



551 BROADWAY



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BIRD KEY

328 BOB WHITE WAY | SARASOTA, FL

\$2,195,000

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SARASOTA HARBOR

765 JOHN RINGLING BLVD. #5 | SARASOTA, FL

\$599,000

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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.

June 21 Injured bird

2:26 p.m.
Sgt. Montfort while on patrol, observed several citizens on the sidewalk who were standing near an Osprey. Sgt. Montfort made contact with the man who said that an Osprey was potentially severely hurt and had already contacted Save Our Seabirds. Members of Save Our Seabirds arrived within minutes, captured the bird and removed it for emergency care. Sgt. Montfort then returned to service. Case clear.



June 22 Trespass

1:21 p.m.
Officer Ferrigine responded to the 3500 block of Gulf of Mexico Drive for a complaint of a trespass complaint. Upon his arrival, Officer Ferrigine spoke to the man who advised a family as they entered their private beach entryway sitting on a table eating lunch. The man stated he confronted the individuals and told them to leave and they ignored him. Officer Ferrigine located the man and woman at the picnic table that belongs to the condominium with their children. Officer Ferrigine advised the man and woman that the area was private and that the HOA board wanted them trespassed. Officer Ferrigine advised both parties they will not be allowed on the property and they both signed their trespass warnings without issue and left the area. Case clear.

June 23 Injured bird

12:15 p.m.
Officer Barrett while on marine patrol, was dispatched to Jewfish Key in reference to a person yelling for the police. Upon arrival, Officer Barrett met with the man who had rescued an injured Blue Heron bird. Officer Barrett placed the bird inside of the police car and transported it to the boat dock on Broadway. A volunteer from Save Our Seabirds responded to the Broadway dock and took possession of the injured bird. Case clear.

June 24 Property damage

11:28 a.m.
Officer Tillman while on patrol was approached by a man who believed his vehicle was damaged at the beach access. Officer Tillman observed a crack in the front right grill area of the man's vehicle. The damage could not be determined to have happened at this location, but a report was generated for future reference. Case clear.

Noise

10:53 p.m.
Officer Nazareno was dispatched to the 3400 block of Gulf of Mexico Drive for a noise disturbance call regarding fireworks being set off by juveniles at the beach. Upon arrival, Officer Nazareno canvassed the beach area from the 3400 block to the 3500 block of Gulf of Mexico Drive and was unable to locate any juveniles at the beach area. Officer Nazareno then met with the caller who said that the juveniles were playing football and setting off fireworks at the beach area but had left after she told them that she was calling 911. Officer Nazareno made contact with the juvenile's father who said that his son and daughter were playing catch with the football at the beach with another juvenile and were yelled at by the caller and her mother for playing near the turtle nests. Officer Nazareno checked the turtle nests on the beach area which appeared to be undisturbed. Officer Nazareno also made contact with the man who stated that there were no fireworks and the children were playing football near the water away from the turtle nests when the woman started yelling at them. Case clear.

June 25 Late night Public Works

4:53 a.m.
Officer Miklos while on patrol, conducted a check of the beach access in reference to recent reports of a golf cart driving on the beach. Upon arrival, Officer Miklos observed fresh tire tracks leading onto the beach. The tire tracks were not there on his prior check at approximately 1:09 a.m. Officer Miklos contacted Sgt. Puccio and advised him of the new tire tracks. Sgt. Puccio and Officer Miklos advised him of the new tire tracks. Sgt. Puccio advised that at 4 a.m. he observed a Longboat Key Public Works employee driving an all purpose vehicle in the direction of the beach access and the tracks may be related to the employee. Pictures of the tire tracks were taken with the Longboat Key Police Department zone phone and were uploaded to the case file. Case clear.

Traffic

3:15 p.m.
Officer Maple received a target alert service hit for a license plate image captured from the Gulf of Mexico Drive license plate reader camera. The vehicle was traveling northbound and the alert was for an expired driver's license. Officer Maple searched the FCIC/NCIC database and confirmed that the registered owner's driver's license was expired since Oct. 10, 2023. The vehicle was located and a traffic stop was conducted at Binnacle Point Drive. Officer Maple made contact with the driver and told him the reason for the traffic stop. The driver said "I know my license is expired." While pointing to the date on his Florida license, Officer Maple confirmed to him it was expired then asked for his registration and proof of insurance. The driver provided the vehicle's proof of insurance. The driver stated he was working on a house at the end of the street and would call someone to drive his car back home. The officer explained he was not able to drive the vehicle and it must remain parked until a properly licensed driver could retrieve vehicle. The driver was the registered owner and acknowledged he was driving on an expired license. The driver was cited for driving with an expired driver's license more than six months. Case clear.

Civil disturbance

12:29 p.m.
Officer Maple, Sgt. Smith and Officer Martinson were dispatched to Marbury Lane for a civil disturbance call. Upon his arrival, Officer Maple was met by the complainant who stated the landscaping company who was parked in her next door neighbor's driveway, has been blocking their driveway and has caused recent damage to their property including fixed landscaping, underwater piping and miscellaneous other property issues. Damage was reportedly caused by the use of their large truck that also constantly blocks the driveway of several houses on the extremely narrow street. Three landscapers were present but had minimal English language skills and did not provide any amplifying information to the case. Shortly after arrival, the person who is a supervisor arrived on scene. Officer Maple spoke with the complainant together and was able to work out an agreed upon solution to keep minimal blockage of road while allowing for landscaping services to be provided to paying customers. Case clear.

June 26 Altercation

11:09 p.m.
Officer Pescuma was dispatched to the area of La Lenaire Drive in reference to a verbal disturbance between a man and woman on board a 42-foot cabin cruise. Officer Mathis and Officer Pescuma launched the zodiac from Broadway Street to canvass the area. Upon locating the boat anchored just south of Jewfish Key, he observed a woman who was on the aft deck of the cabin cruise. Officer Pescuma also observed a man on a 20 foot console that was tied off to the stern of the cabin cruiser. Officer Pescuma pulled alongside the 20 foot center console and spoke to the captain. Officer Mathis asked if there were any weapons on board. The captain stated there were two firearms onboard the 20 foot center console. Officer Mathis secured the firearms for the duration of the interaction and ensured the scene was safe. The captain then stated that he got into a verbal argument with the woman and tried to separate himself, therefore embarked the smaller vessel. Officer Pescuma asked if the argument ever got physical and he said no. Officer Pescuma spoke to the woman and she said that it was only a verbal argument and there was no physical altercation. Upon further discussion with both parties, it was agreed upon that they would separate for the evening and the officer transported the woman to Coquina Boat ramp where they had a vehicle. The captain also advised that he would get her an Uber. Case clear.

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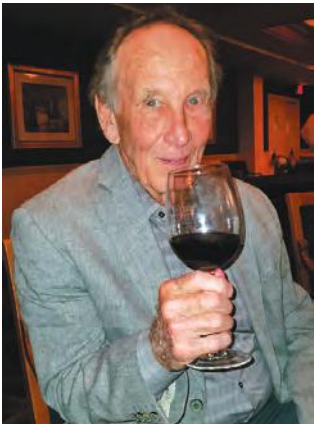
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A Rosé future in the world of wine

The future of Rosé wines appears assured. Younger wine buyers are looking for easily quaffable, light, and fruit flavored wines at the same price point as sour fruit beers, flavored hard seltzers, and sweet cocktails in a can.

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

Rosé wines have rapidly gained popularity during the last decade among French wine buyers, both in volume sold and relative to the volume of red wine sold. All this despite the fact that many French males over 40 years of age consider Rosé too delicate for occasions other than beach, swimming pool, and garden parties. Today, one of every three bottles of wine sold in France contains Rosé, and younger men are buying their share, French Rosé sold in the USA has also increased both in volume sold and relative to sales of red wine, although volume sold by the top eight brands has decreased between 2022 and 2023. A crude summary of 2022 and of 2023 unit sales shows a decrease of just less than 3%:



This summary of 2022 vs. 2023 sales obscures two interesting stories that data could tell about the present and likely future of Rosé wines in the US market: 1). the fickle nature of cute brand names and celebrity connections, and, 2). the impact of commodity price competition in agriculture markets.

Attractive brand names and celebrity connections tend to fade over time. The Whispering Angel brand name and celebrity connections of Miraval (Angela Jolé and Brad Pitt) have helped these brands, along with the Whispering Angel's offspring The Beach, enjoy continuing success. The recent addition of another celebrity Rosé, Hampton Water (Jon Bon Jovi and Jesse Bongiovi allied with famous winemaker Gérard Bertrand) have taken a small share away from other expensive (for Rosé) brands. A buyer who is looking for a gift or a conspicuous consumable to share at a party has another brand on shelf of a wine shop or supermarket to consider. Relatively few wine buyers shop for Rosé wines at the \$20 price point or higher. A new entry in this market segment has to grab market share from the market leaders.

The volume of French Rosé wine sold in the USA depends to a large extent on the price. The more expensive Rosé are losing ground, except for the more current celebrity Hampton Water brand, to the less expensive brands. In the USA, dollar sales of the first and third best-selling French Rosé have declined by \$25 million in 2023. Sales in dollars of the second best-selling wine in the list, a decent \$8 Rosé blend (Grenache, Cinsault, and Syrah) from the southern Rhone Valley of France have increased by more than \$3 million.

The future of Rosé wines appears assured. Younger wine buyers are looking for easily quaffable, light, and fruit flavored wines at the same price point as sour fruit beers, flavored hard seltzers, and sweet cocktails in a can. Producers of Rosé source grapes from vast regions of France, Spain, South Africa, South America, the USA, and Australia. Ideally fresh and natural, Rosé wines require little or no aging and few delays between grape crushes, fermentation, and bottling.

Aside from the La Vielle Ferme, which sells for a price as low as \$6, the 2023 Emma Reichart Rosé of Pinot Noir from the Nahe region of Germany (\$8) has a more acidic though pleasant taster that complements stronger cheeses and lighter pork dishes.

Rosé belongs to the Summer. Stock up this bargain pool party and beach staple.

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.

Top Eight French Rosé Brands in the U.S. (thousands of 9-liter case depletions)					
Rank	Brand	Company	2022	2023	Percent Change1
1	Whispering Angel	Moët Hennessy USA	571	507	-11.2%
2	La Vieille Ferme2	Vineyard Brands	414	448	8.2%
3	Gérard Bertrand USA	Gérard Bertrand USA	390	352	-9.8%
4	Miraval	Campari America	164	161	-1.9%
5	The Beach by Whispering Angel	Moët Hennessy USA	162	158	-2.5%
6	Yes Way Rosé	Prestige Beverage Group	135	134	-0.9%
7	Rosé All Day	Biagio Cru Wines & Spirits	86	89	3.5%
8	Hampton Water	Hampton Water Wine Co.	63	80	27.7%
Total Top Eight3		1,985	1,929		-2.8%
1 Based on unrounded data. 2 Includes still and sparkling 3 Addition of columns may not agree due to rounding. Source: IMPACT DATABANK © 2024					

Rich Hermansen selected has 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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Editor Letters



Letters, from page 8

CCS Turn Lane

To: Longboat Key Town Manager Howard Tipton
Tip I know I'm a little late to the game here, but would it be possible to get an update on the Country Club Shores turn lane project for the June 28th meeting?
Gary Coffin
Commissioner
Town of Longboat Key

Draft Letter to FDOT

To: Longboat Key Commission
At the last Board meeting after the FDOT discussion, there was consensus that a letter should come from the Mayor (on behalf of the Commission) summarizing the key points of the discussion. Included in this correspondence would be recommendations from the Commission that reflected the community's input.
Accordingly, attached is a draft letter to FDOT that would be from the Mayor to the District Secretary. It's a high-level discussion as FDOT is still early in the planning process and many details have yet to be fleshed out, however it does hit the major decision points. I plan to bring this up under my report on June 28th to ensure that it accurately reflects the Board's position on this important project.
If you'd like to discuss any changes or additions to the letter, please don't hesitate to reach out to me.
Howard N. Tipton
Town Manager
Town of Longboat Key

Bridge

To: Longboat Key Commissioner Sarah Karon
I wanted to thank you for your thoughtful questions during the Commission meeting on the bridge. My family and our community has been very thankful for the response and care you've demonstrated since learning about the issue.
If we're going to spend \$100 million and forever change the quality of life in our community, I'd like to think FDOT can do better prep work and should not be relying on you to search for simple answers. I'm still optimistic that with your and others help we can provide guidance to make this project one that we can be proud of. Thanks again for your work!
Ben Ghosh
Longboat Key

Bridge

To: Ben Ghosh
Thanks, Ben, and right back at you. I hugely appreciate your (and your family's) sensible, logical analysis of the bridge issue. Monday's session with our FDOT representatives felt like truly constructive dialogue; hopefully we can all keep taking steps in the right direction, together. I can assure you that the Town is committed to a best-case (bascule) solution. May common sense prevail.
Sarah Karon

Commissioner
Town of Longboat Key

Canal

To: Longboat Key Commission
I'm wondering if anyone can help me to read the "permitted channel dimensions"
Especially docking. Don't understand 1/2 at the dock. If the tide is at .7 or below MLW my lift is on the bottom. I am unable to launch or retrieve my boat. I don't know if this has anything to do with dredging. Thanks for any info.
Mike Stone
Longboat Key

Please keep The "Town Green" Green

To: Longboat Key Commission
First, this is not an argument against having a Sarasota County Library on Longboat Key. This is a simple argument expressed by many during the County Library Town public "Input Sessions" early this year and most important, in the LBK Citizen's Survey responses in answer to the Town's Citizen's Survey question "What do you want to see in Town Center / Green Improvements?"
Out of a few thousand responses, (published April '24), to this open ended question, by far, 72%, said they want more of the type of shows and Community gathering events already provided on the Town Green like the "Market on LBK, Arts and Craft, Music Festivals and "other Community Events like these." A Library was far down open ended response priority list.
The recent newspaper article showing the County Library Architectural Renderings strikingly illustrate the large mass, height and scale of the 11,230 sq ft structure which will loom over and crowd up against the Town Green ellipse Pavilion Stage audience area. It appears "shoe horned" into the space which it was. It is unquestionably way out of scale with the adjacent Green and eliminates our Citizen's researched priority for keeping the Town Green green, allowing flexibility to provide Citizen requested types of event options sited in the Town survey. This is not just our opinion, it's the Town Survey's opinion as well as evidenced by strong attendance participation of previous popular events held on the Green over the past couple of years that required using the proposed Library site area.
Now, regarding the magnanimous Sarasota County offer to build and operate a Library on Longboat Key and the "Town's decision" to move ahead on the project leasing 12 acres to the County giving up control of this important Town Green land for 50 years.
How and when was that decision made and by whom? No one, including several respected past Town Commissioners and the LBK Observer Editor seem to know.
There is an Orwellian Halo over this project in that "The Town and County Commissions seem to know what's best for LBK's Town Green and you are moving ahead ignoring your own Town Citizen Survey Guidance".
Who is it that really wants this \$11.1 million taxpayer funded Library plus another \$2 million Community meeting room and \$1.5 million "Terrace" private money funded or even on this particular site? You do.
The other confounding and logical question many people have is Why do you continue to ignore, not even study and seriously consider siting the County Library on the larger Town parcel of land next door to Town Hall in order to keep the Town Green and available for Community events? It is knee jerk logic and common sense to site it next to Town Hall as many have suggested. Even highly respected Past Mayor and Architect Jim Brown testified to you in support of the optional site and was publicly ignored. Outside of your bubble of power most people do not understand the decision-making process of this project. Town Citizens deserve answers to these questions.
Please, slow down, it is not too late to reconsider and seriously study options to achieve ALL your Town Center objectives and most important, your Citizen's objectives. You have a logical County Library site option next to Town Hall. As our County Commissioner told us recently the County does not care where the Library site is located, "That is the Town's decision".
See Letters, page 13

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Editor Letters

Letters, from page 12

There is also is another viable option worth consideration. The LBK Foundation, could possibly raise \$3.5 M of private money to buy and gift the Tidewell Building adjacent to the Town Green to the Town creating a real Community Center to include the popular Paradise Center, leased space for the Education Center's expansion needs and provide even more Community Meeting space.

Private money will not then be needed for the Library enhancements. These options unquestionably achieve a much bigger bang for the buck that meet ALL Town Center needs and keeps the Town Green for Citizen, asked for, Community events.

Overall and most important, it will clearly demonstrate that the Commission listens to and meets the needs and wishes of the people of Longboat Key, the core Mission of the Commission. Thank you for your serious consideration and service to our Community.

Bob and Shannon Gault
Longboat Key

Comcast work in Sabal Cove area

To: Longboat Key Mayor Ken Schneier

Regarding your question about Comcast work within Sabal Cove, it is not related to the undergrounding project. Please see response to our inquiry from our Comcast representative below:

The area you called about this morning is part of the equipment upgrade project currently underway on Longboat Key, this is separate from the underground project. These upgrades are scheduled to continue thru June, July, and August.

Isaac Brownman
Director Public Works
Town of Longboat Key

Comcast work in Sabal Cove area

To: Longboat Key Public Works Director Isaac Brownman

Thanks, Isaac. I hope their project is consistent with the mechanics and the timing of our undergrounding work.

Ken Schneier
Mayor
Town of Longboat Key

Bike path

To: Longboat Key Vice Mayor Mike Haycock

Being a long-time visitor to LBK (50+ years) with family who are permanent residents, and someone who has biked, walked, and driven frequently on LBK throughout the decades, there was one missing piece in the recent Observer story where you were quoted that I want to mention. This may have come up during the council discussion, and not made it in the story, but the best way to avoid e-bike conflicts with pedestrians will be to entice/encourage more of them to safely use the shoulders that already exist on the Gulf of Mexico Dr., where faster and more confident bikers already prefer to ride.

The speed limit on GMD is higher than it should be, but I am well aware of past controversies lowering the limit even in small increments, even after some well publicized crashes

and fatalities.

My sense is that police enforcement of cars speeding on GMD is better than in the past, but with the high allowable speeds, this may not be enough to entice new e-bikers off of the sidepath.

Instead of just talking about enforcement of e-bike speeders on side paths (something I have not experienced, I find the sidepath users on LBK, however they are moving around, to be unfailingly considerate), please broaden the discussion to include ways that bikers on the road can be made to feel more comfortable.

Florida DOT and the many state and local bike organizations are well versed on a variety of treatments that could be added to Gulf of Mexico Dr. that enhance safety for everyone. Rather than start listing options here, maybe pull in the Town Manager to the discussion and have him broaden this conversation, which is caused by the positive result that more people than ever are now choosing to both bike and walk on LBK.

This is a good thing (even if it has been partly due to increased driving congestion). Everyone cooperating to determine what works best on LBK can benefit from recent changes made elsewhere. Florida has the unfortunate distinction of having the highest number of bike and pedestrian fatalities in the nation, with the only positive result being that other communities have a lot of fresh experience trying to improve these outcomes.

Many of these design accommodations are very low cost and surprisingly easy to implement. Many of these improvements are also very recent, so maybe not something that your local staff are fully aware of. Having them reach out on a peer-to-peer basis will be more beneficial than just having a (sometimes) constituent just typing out examples.

Given that I mentioned the Town Manager, I will cc' him on this note. Thank you for your concern and interest.

Eric Brenner
Longboat Key

Bike path

To: Eric Brenner

That you for your thoughtful note. Like you, my wife and I have been biking on Longboat Key for 30 years. We used to use the bike path on the road when we had skinny tire road bikes. As we got older we graduated to e-bikes and feel much safer on our multi-use path. We use it to grocery shop, go to post office, CVS and exercise. We have bells and are able to coexist with pedestrians safely.

Last year the Commission completed a visioning study for the future design of the 10 miles of Gulf of Mexico Drive. It includes a 12-foot multi-use path and a 7 foot bike lane on the road with a 2 foot buffer from the car lane. Since this is a state highway the funding needs to come from the FDOT and is in the current 30-year plan.

What many of us have observed in the last year is e-bikes using the multis path and going well over the 10 mph speed limit. We are afraid this will eventually result in someone getting seriously hurt. While we wait for the long term plan we are hoping better signage, education and an occasional police warning with change the behavior of the few e-bike users that are going way too fast.

Mike Haycock
Vice Mayor
Town of Longboat Key

See Letters, page 15

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Editor Letters



Letters, from page 13

Bike path

To: Longboat Key Vice Mayor Mike Haycock

Thanks for the quick and educational response...a seven-foot bike lane with a two foot buffer would be a lot better than the short term fixes that I was thinking about, and the fact that this is already in the FDOT long term plan is an unexpected surprise, and something that might present opportunities for the state (and LBK) to move this project higher up the queue given other recent developments at USDOT.

In the past, anything like this on LBK would fall into the strictly "recreational" category, but no more.

Your example (shared by many others) of LBK residents using bikes and the sidepath for transportation purposes (shopping, etc.) and with the St. Regis in the midst of their hiring efforts (some of these employees will inevitably be using bikes, many on e-bikes) to commute to work, and the recent extension/completion of the Legacy Trail into downtown Sarasota (extending an already long ride from Venice up LBK to Anna Maria and Bradenton is already something that people do...but more would partake with these kind of improvements on GMD)...all presents an opportunity.

Add in the public safety concerns that you voiced--with some e-bike users crowding/scaring pedestrians on the already busy sidepath, but not feeling comfortable enough to move onto the shoulder, and a lot more e-bikes on the way--and it sounds like the makings of a terrific grant application for one of the new/creative programs offered by USDOT to design/finance/build innovative multimodal projects.

Given Cong. Vern Buchanan's past interest in bike projects, particularly those with a tourism/economic development aspect, his staff might also have some ideas on how to get FDOT (and USDOT) interested in making this a higher priority than might currently be the case...seeing if funding could be found from a source that doesn't compete with their other project priorities.

With the information shared in your initial response, none of this will be news to you. I really can't think of any examples around the country of a project that could blend together so many different goals (senior health, pedestrian safety, car congestion relief, tourism promotion, connecting long distance trails where recent investments have been made, economic development by providing better commuter options to existing jobs).

Even the design of the new Longboat Pass bridge on the north end of the island can allow FDOT to do some real long range planning; more than just a bridge replacement. Keep up the good work!

Eric Brenner
Longboat Key

Bridge lights
To: Sarasota City Commission

Did you seriously not stand up to DeSantis this year like you did last year by not lighting the bridge for Pride month? I just read that. I'm really disappointed. Your constituent?

Austin D. Nichols
Sarasota

Bridge lights
To: Austin Nichols

Good night. The bridge is owned and the lights are operated by the State. The City makes annual requests of the State to light the bridge in awareness colors and the State reviews and programs the lighting accordingly. The City has no control of the lighting even if we defied the directive from the State. I hope this helps clarify the situation.

Marlon Brown
City Manager
City of Sarasota

Bridge lights
To: Sarasota City Manager Marlon Brown

I wonder why the bridge was lit rainbow last year and not this year. Must be an erosion of support for human rights. Thank you for your responses.

Austin D. Nichols
Sarasota

Bridge lights
To: Austin Nichols

That directive from the State was only done this year (in May). There was no directive in previous years. I hope this further helps.

Marlon Brown
City Manager
City of Sarasota

Bath & Racquet

To: Peggy Shanahan

Thanks for your call today per the stormwater run-off into your property and those around you recently.

Even with the acknowledgement of the extreme rain event last week, this does seem to be an ongoing issue you have experienced in the past since the redevelopment of Bath & Racquet.

You shared with me your concerns with the lack of stormwater retention and flow on the property, especially to the south. Given that we are now entering Hurricane Season, I do understand your interest in the timeline and plans for stormwater treatment now, during construction, and in the future post development.

I have copied the City Manager, Deputy City Manager, and Staff (and County Commissioner Mark Smith, whom I believe, is your representative) who can direct this to the appropriate department. I look forward to an update and response very soon.

Jen Ahearn-Koch
Vice Mayor
City of Sarasota

Bath & Racquet

To: Sarasota City Deputy Building Official Mat Taylor
Danny Shanahan from 2113 Mill Terr. We met last week in

your office the day after the big rain. I'm just checking to see if you were able to get ahold of any one from Bath & Racquet? I have not witnessed any active on the property. Please let me know, thanks.

Jen Ahearn-Koch
Vice Mayor
City of Sarasota

Bath & Racquet

To: Sarasota County Commissioner Mark Smith

Thank you so much for the follow-up and for responding to our constituent's concerns.

Much appreciated to you and all Staff who will look into this issue.

Jen Ahearn-Koch
Vice Mayor
City of Sarasota

Bath & Racquet

To: Sarasota City Vice Mayor Jen Ahearn-Koch

I have copied Spencer Anderson, Director of Public Works on this email to make him and his department aware of the former Bath & Racquet property stormwater issues so he can get back to us.

Mark Smith
Sarasota County Commissioner

KeyCrossword



ACROSS

- 1. River hazard
- 5. It aids commerce in Cancun, Kalamazoo, and Calgary
- 10. Left 21 across or 8 down
- 14. He's blue without his red or white
- 15. Offering from Google or Yahoo
- 16. He may be blue because he's in the red
- 17. Golden rule word
- 18. Princess in plum?
- 20. One might clean up at a Vegas hotel
- 21. Certain hand-outs
- 22. Coolpix camera maker
- 23. Fabric for a sundress
- 25. Creatures of clay
- 26. Share the stage with journalist Andrea?
- 30. See eye to eye
- 31. Lord's Prayer start
- 32. Blown away
- 36. Org. that sticks to its guns
- 37. Auto dealer's option, and a hint to this puzzle's theme
- 41. Greeting for Caesar
- 42. Congers and morays, e.g.
- 44. Keats creation
- 45. Novelist Joyce Carol
- 47. Caesar's boastful bon mot?
- 51. Like this clue
- 54. Pendragon of legend
- 55. Stock holding
- 56. Word with back or off
- 58. Tach readings
- 61. San Fran sportscaster?
- 63. "Piggies"
- 64. Caesar's challenge
- 65. One with grievances, perhaps
- 66. Classic Lotus model
- 67. Kind of waist
- 68. Strand in Rapunzel's rope
- 69. Oxford fellows

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DOWN

- 1. Like one leg of a triathlon
- 2. First of a famous sailing trio
- 3. Like AZT
- 4. "Well said!!"
- 5. Himalayan denizen
- 6. Worn magic item
- 7. McDonald's, e.g.
- 8. Certain hand-outs
- 9. Tide alternative
- 10. Silverback, e.g.
- 11. No longer napping
- 12. Asp's output
- 13. Moran and Brockovich
- 19. Hydroxyl compound
- 24. "...until ____ a man with no feet."
- 25. "It's Raining Men" singer Halliwell
- 26. Heroine of a classic children's reader
- 27. Man-eater of myth
- 28. Many a software engineer
- 29. Blue, red, or white
- 33. Sport with very wet horses?
- 34. What to get after an insult
- 35. He loved Lucy
- 38. Unchangeable storage
- 39. Stir
- 40. A bagel and lox, perhaps
- 43. Buttress
- 46. Kept at bay
- 48. Mouse manipulator
- 49. You'll find many in a pound
- 50. Pronounces
- 51. How good was it?
- 52. Tony-winning Rivera
- 53. Dennis Miller specialty
- 56. Evening on the Champs-Élysées
- 57. Land of the leprechauns
- 59. Like 27 down
- 60. Apr. 15 data
- 62. Wine container

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