



Longboat Key News

February 23, 2023

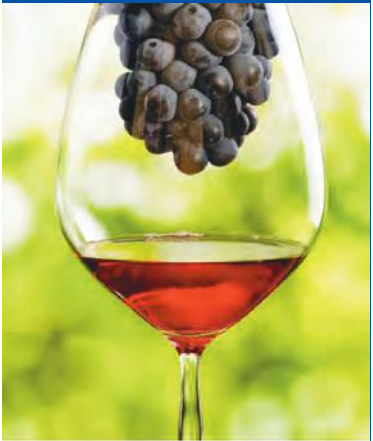
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FREE

InsideLook



The Blue to Red exodus explained ...page 11



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Bird Key sale tops \$4 million ...page 7



Swan simply a slow mover ...page 10

Pickleball patter prevails as Longboat leaders debate parking and park priorities

As for a reservation system, Levine said it was not in the organic and free-spirited social nature of pickleballers to want such a rigid methodology to solve the parking problem.

STEVE REID
Editor & Publisher
sreid@lbknews.com

After a lengthy and rigorous debate over a lack of parking and whether Longboat Key's Bayfront Park should be dominated by pickleball, the Town Commission decided to stripe over the last dedicated tennis court.

The request came by the Longboat Key pickleball community, which says the striping of the tennis court will allow pickleballers who often wait more than an hour to play during the busy season to "cycle through" at a faster rate. The pickleballers say that the tennis courts are rarely used in the early morning and the courts will still be available for tennis, albeit with stripes, on a first come, first serve basis.

It took subtle arguing and leading the discussion by Mayor Ken Schneier to get the commission to agree to try a pilot study of striping the courts for the remainder of season, but only if an agreement can be reached with the owners of the former Pattigeorges restaurant directly to the north to allow over-

flow parking.

Commissioner BJ Bishop was against the idea on many levels.

"Will tape be placed on the hard courts? If raised, it will be a hazard," warned Bishop.

Public Works Director Isaac Brownman said Town Staff has access to tape that will not present an issue.

"How much funding for the courts that we already built came from the pickleball community?" asked Bishop.

Bishop raised the point because the Friends of Tennis more than 15 years ago raised money and approached the Town with the idea of constructing and helping to manage the Public Tennis Center situated near Town Hall.

Other Commissioners took issue with the resistance by the Longboat Key Pickleball organizers to institute any form of court reservation system.

Then the conversation morphed into a philosophical discussion as to whether the park should be dominated simply because of the demand of one particular group. In essence, should park usages be dic-

tated by popularity of the use? Some commissioners and the Sarasota County when the park was set up, agreed that a multitude of offerings is exactly what the Bayfront Park was planned to embody and necessary to meet the assorted needs of residents and visitors.

Many of the uses include: kayaking and kayak launches, fishing, basketball, a myriad of recreational classes such as yoga and pilates, tennis as well as a dog park.

The multitude of uses leads directly to the parking problem that emanates from the pickleball players who amass between 7 a.m. and 10 a.m. every day, filling all of the available parking.

"The problem started with pickleball," said one resident who often spends a half an hour waiting for a parking place in order to attend an exercise class that she pays for at the Bayfront Recreation Center building.

Resident Dave Levine said the island is in transition and that more and more pickleballers are on the way and that the Town provides a great service by facilitating pickleball

See Pickleball, page 3

Should we bring back asylums as way to deal with chronic Homelessness?

KeyOpinion

We should not relax in our lovely paradise.

BLAKE FLEETWOOD
Guest Columnist
opinion@lbknews.com

This is a growing problem that is coming to Longboat Key and St. Armands circle. We should not relax in our lovely little paradise.



Sarasota has a serious and growing homeless problem. Like many thriving warm weather cities, everyone wants to come here. The percentage of homeless people in the city of Sarasota is five to six times the national average with up to 400 homeless people on the streets at any given time. There are up to 2000 chronically homeless



people in the county as a whole. This is not just a New York or big city problem. Sarasota tried getting tough and threatening arrests seven years ago, but the numbers today are the highest they have ever been.

The National Coalition for the

Homeless memorably once named Sarasota "America's Meanest City" for its draconian ordinances. Some in the city government wanted to make it a crime for private charities to feed the hungry.

See Fleetwood, page 8

NewsWorthy

Project in Downtown Sarasota calls for 16-story condo tower

SOTA Hotel & Residences would consist of 35 condos and 120 hotel rooms on two parcels of downtown property on the north side of Main Street, east of Orange Avenue. The plan requires the demolition of three buildings on the parcels, including Italian pizzeria Il Panificio.

The company plans a sales gallery at 1734 Main Street on March 1, with a groundbreaking expected this summer. The project's condos are slated to start at \$1.8 million.

SMH shares COVID response report

Restrictions at the hospital "took a heavy toll" on patients and their loved ones. But it found that Sarasota Memorial had lower complication rates and generally shorter lengths of stay than other hospitals.

The Sarasota County Public Hospital Board shared a report to the public that reviewed the care that Sarasota Memorial Health Care System provided throughout the coronavirus pandemic.

Sarasota County Public Hospital Board voted in November 2022 to conduct a review of the Sarasota Memorial Health Care System's COVID-19 policies throughout the pandemic, as well as the guidelines and references clinicians used in the treatment of COVID patients. It also reviewed strategies to manage staffing challenges and shortages of equipment, supplies, and medications.

The report noted that visitation restrictions at the hospital "took a heavy toll" on patients and their loved ones.

But it found that Sarasota memorial had lower complication rates

See NewsWorthy, page 3



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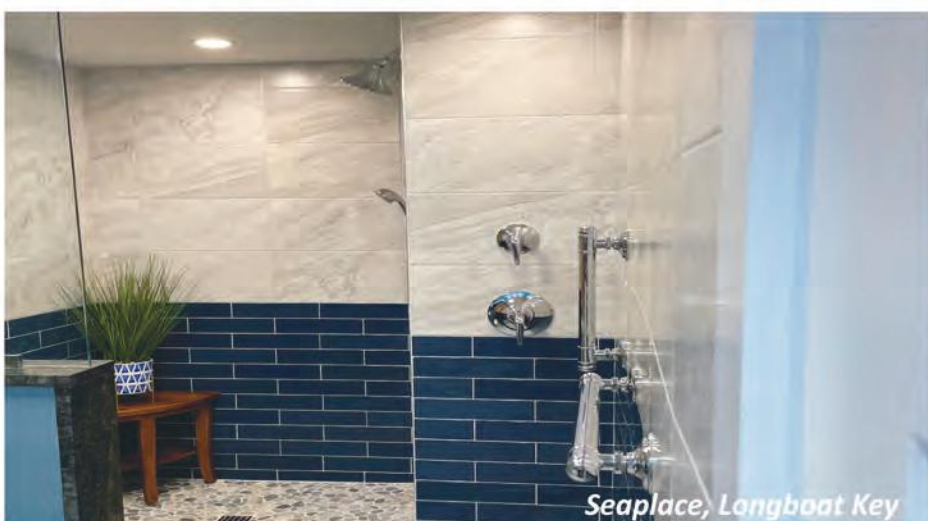
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NewsWorthy, from page 1

and generally shorter lengths of stay than other hospitals.

The report found that the lack of testing sites led to extended hospital stays. It touted the hospital's care for 70% or more of all COVID patients hospitalized in Sarasota County over the course of the pandemic.

The report said Sarasota Memorial's mortality rates were lower than most hospitals in a specific database. It said guidance was updated regularly for COVID-19 treatments, therapeutics, and ventilation methods.

The report recommended the formation of a Health Emergency Response Committee to help the hospital effectively respond to public health events. It also included the development of health, post-hospital services and resources, and allowing staff to utilize technology such as iPads for families to communicate with loved ones.

Strengths highlighted in the report included:

Sarasota Memorial precautions resulted in a lower COVID mortality rate

Organizational flexibility and effective leadership

Innovative management of testing, capacity, and supply and staffing

COVID Treatment Task Force

Providing up-to-date information, advice and education

Adapted construction plans for new Venice hospital

Areas for improvement highlighted in report included:

Hospital readmission rates higher than expected

Limitations on communications and visitations took a major toll on patients and families

Dorms coming to Sarasota USF campus

USF Sarasota-Manatee to break ground next week on its first student center and residential housing complex.

The groundbreaking will take place Wednesday, March 1, on the Sarasota-Manatee campus, 8350 N. Tamiami Trail, Sarasota.

The building is expected to open in time for the fall 2024 semester. Up to 200 students will be able to live on the Sarasota-Manatee campus for the first time.

The six-story, 100,000-square-foot complex will help the university recruit and retain students.

The bottom two floors will include a ballroom, dining facilities, a bookstore, lounges and offices and meeting space for USF World, student government and other organizations.

The student center portion will have large windows allowing views toward Sarasota Bay and Longboat Key. The top four floors will include residences in various configurations.

Other construction plans are also in the works. With plans in place for a \$62 million, 75,000-square-foot Nursing/STEM building, USF will expand its academic offerings in nursing, engineering, the health sciences, the arts and other fields on the campus.

Officers Rescue Chihuahua From Water in Sarasota

Marine patrol officers rescued a Chihuahua after she fell into the water near a yacht club in Sarasota, Florida, on Friday, February 17, the Sarasota Police Department said. The police department said the Chihuahua named Tinkerbelle and her owner fell into the water outside the Sarasota Yacht Club. While the owner was rescued immediately, Tinkerbelle spent 40 minutes in the water before the officers saved her. Footage posted to the Sarasota Police Department shows patrol officers searching for and rescuing Tinkerbelle before leaving her with friends. According to the police department, Tinkerbelle is safe and healthy with her owner. Credit: Sarasota Police Department via Storyful

Good samaritan

Alex Strouhal has been a physical therapist at HCA Florida Sarasota Doctors Hospital for more than 20 years. As an avid cyclist he rides his bike to and from work several times a week. He was riding home recently when he saw a car swerve, cross a lane of traffic and crash into a bridge. Behind the wheel was 85-year-old Archie Suse. Archie Suse was on his way to pick up Chinese food for dinner when he blacked out and crashed. Alex immediately got off his bike, stopped traffic and helped the man in the car. He quickly assessed him, dialed 9-1-1 and stayed with him.

Pickleball, from page 1

and it does not cost much money to build courts relative to the amount of usage.

As for a reservation system, Levine said it was not in the organic and free-spirited social nature of pickleballers to want such a rigid methodology to solve the parking and over-usage problem.

Levine added that the pickleball community would happily contribute to the cost of additional courts if a study down the road showed they are necessary, which he believes to be apparent.

Mayor Ken Schneier sought to keep the issue focused and not talk about future court building but simply wanted to focus on whether to temporarily stripe the final unstrapped tennis court as an experiment.

“What’s the experiment? We know the result; there will be more pickleball players,” said a commissioner.

Commissioner Mike Haycock said he could only agree to add the temporary pickleball court if an agreement with the owner of the former Pattigeorges agrees to allow 12-15 parking spaces.

Commissioner Sherry Gold was not in favor of pursuing an agreement for parking and spoke of liability and legal issues.

One resident said that a town employee has already instructed park visitors to use the former Pattigeorges parking lot already, so that an agreement will have a diminutive effect.

Mayor Schneider brought it back around saying it was obviously a long-term issue about how many courts and who pays, but today the commission was there to deal with short-term parking as well as the pilot study of striping the tennis court.

The Town Staff said an additional 5 or 6 parking spaces could also be added on park property.

At the end of the discussion the consensus, although a narrow one, agreed to stripe the final unstriped tennis court as a study for two months if a parking agreement can be reached with the private property owner to the north.

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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.

Longboat Key not quite Paradise

To: Editor
I often hear people referring to Longboat Key as Paradise. It is not!
Currently this silly misconception is becoming beyond a joke and not at all helped by the people actually running the thing.
Right now, we have the foulest taste in our mouths, causing constant coughing, the like of which I have never experienced, even when growing up in the UK's. largest steel city Sheffield, way before clean air zones, etc.
The next thing due to happen here is the stench of rotting fish, which based on previous years, the 'Town' is totally incapable of dealing with.
How does the town help?
Last time around they had a silly little boat with a couple of guys trying to scoop up millions of dead fish. Pathetic.
They don't act in any good way and as a consequence I have cancelled my children and grandchildren's visit to Longboat Key because, I think this thing is dangerous and likely to cause respiratory problems in later life. Surely, that needs action, now.
The town contributes nothing and frankly I think people should be warned not to visit the islands until the problem is erased.
Coughing like this is dangerous and warnings need to be given or litigation may begin.
While they spend their time fluttering around the \$10million green field, they are trying to prove was a good buy and while many other aspects and or issues, on the island are being dealt with and continue on a 'Who Shouts Loudest' basis.
The 'village' being the most and loudest shouted... 'We want this. we want that' works in getting the commissioners attention, perhaps because some live there.
Other parts of the island, (i.e., Longboat Key Estates) are very low on their agenda, even though we have flooded driveways for days on end and houses flooded too with the slightest rise in a tide and not even in Hurricane season.
Their reaction whenever this problem has been broached is that, 'It is not on our priority list'.
It would of course if a commissioner's home and driveway was awash, several days a week.
Furthermore, is the traffic situation.
To drive from mid island and never reach even St Armand's in one hour (as happened Thursday of last week) is not being helped by the brainwave of parking police vehicles along Gulf of Mexico Drive, causing our over cautious drivers to go even slower, having the domino effect back for miles and miles.
Sadly, living here is becoming more and more tedious or dangerous.
Here is roundabout created by a forward-thinking town council in a very, very small coastal

town in Spain, is how to create a beautiful roundabout, on a very small fraction of property taxes we pay here on Longboat Key.
Trevor Gillot
Longboat Key

Canals

To: Longboat Key Commission
As a resident of country club shores, it has been obvious that the canals are getting too crowded with larger boats. Something has to be done to limit the size of these large boats that are a hazard to safe boating and human safety. At your next meeting, please limit intrusion into the canals as much as possible to include "the beam of any moored boat attached to a dock or lift" in the definition of "intrusion" into the canal.
Again, the canals are not safe because the boats moored there are too big. Those who try to navigate with canoes or kayaks are in danger.
Marc R. Rubin
Longboat Key

Navigation in Canals

To: Longboat Key Commission
I recommend that the Town of Longboat Key enact an ordinance to prohibit regular mooring of vessels in the middle 40 percent of canals. Just as cars are not permitted to park and block driveways along streets, it is sensible that boats should not regularly occupy the middle 40 percent of canals. If opposing property along owners were to construct docks that extended approximately 19+ feet into the canal (as now permitted) and they both moored boats with a 14-foot beam adjacent to the dock, the canal would be impassable and the boat owners in question would be focused on placing fenders between their boats for their protection.
Al Daniel
Longboat Key

Country Club Shores Canals

To: Longboat Key Commission
Hello. Pertaining to the meeting on Feb 21. As a homeowner on a canal inCountry Club Shores, I support slight modification to the zoning code to include" The beam of any moored boat attached to a dock or a lift" in the definition of "Intrusion" into the into the canal.
Roy James
Longboat Key

Country Club Shores Canals

To: Longboat Key Commission
I would like to voice my concerns relative proposed ordinance concerning width of the navigable portion of the canals. I would like to see the rule limit any structure and any vessel shall not encroach into the navigable portion.
Ron Gricius
Longboat Key

Country Club Shores Canals

To: Longboat Key Commission
As a resident of Country Club Shores I believe it makes sense to ensure any ordinance revision includes the beam of a moored vessel in the definition of "structure intrusion". This would resolve the grey area that exists since it is currently not included, and this has and will continue to create issues with large boats moored against the outer limits of the dock or boat lift.
Today the only limiting factor is "navigable pathway" and as you can imagine that is a very broad term. Works great for a canoe, not so much for a larger craft. Based on today's 30 percent guideline (with no structure intrusion including moored vessel) that allows for a boat with a beam of 22+ feet (largest boat that would fit within a 30 percent allowance in a canal with a 74ft width), which would only leave 7+ feet of "navigable pathway". This of course assume the person on the opposite side of the canal doesn't do the same thing!
Robin Carlstein
Longboat Key

Country Club Shores Canals

To: Longboat Key Commission
I live in Country Club Shores and wish to add my support for keeping the canals open to 40 percent of canal width for easy and safe navigation. Any reduction would be dangerous to safe passage.
John Forch
Longboat Key


Country Club Shores Canals

To: Longboat Key Commission
My name is Walt Kaczmarek and my wife Elizabeth and I reside at 581 Birdie Lane in Longboat Key, Country Club Shores Unit 5. We do live on a canal lot, have a boat and boat dock, and are avid boaters. We are writing to you today in full support of the island wide ordinance modification that would include the verbiage "the beam of any moored boat attached to a dock or lift" in the definition of "intrusion" into the canal.
We find this modification a reasonable measure that will allow safe waterway access and navigation to all residents and visitors alike. Thank you for your consideration
Walt and Beth Kaczmarek
Longboat Key

Longboat Key Canals


To: Longboat Key Commission
The passageway in a canal is important. I recommend that Longboat Key follow the
See Letters, page 6

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529 BAYVIEW DRIVE | LONGBOAT KEY

Contemporary canal-front home with private dock and quick access to the bay and Gulf of Mexico. Located on a quiet street designed for privacy, this 2,808 sf, 4BR/3BA home features an open floorplan with expansive living spaces, pool



\$995,000

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.



\$2,995,000

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.



\$4,995,000

1111 RITZ CARLTON DR., #1703 | SARASOTA

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Front View



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1630 HARBOR CAY LANE | LONGBOAT KEY

Rarely available Bay Isles Harbor bayfront lot. Sweeping views of Sarasota Bay, this property is situated at the end of a cul-de-sac on an oversized 16,100 sq. ft. lot with 150-feet of canal frontage overlooking Sarasota Bay.

EditorLetters



Letters, from page 4

example of Sarasota which provides for a 50 percent clearance in the center of the canals.

I'm concerned about the town allowing only a 40 percent clearance.

Allowing 40 percent passageway instead of 50 percent is only 7 ½ feet for a 75-foot canal, but that 7 ½ feet can make a big difference for navigating in and out of the canals.

I previously owned a 33' sailboat with a 15' beam. It was not a big boat. Over the years I docked the boat variously in Ft. Lauderdale, Pompano Beach, and Stuart.

With each passing year the docked boats in Ft. Lauderdale and Pompano Beach increased in length and width. This created problems for me and other boaters when the passageway became narrower. In some cases, the docked boats extended well into the center of the canals. Just one boat coming or going was not difficult, but if you were to meet another boat coming at you, it required careful maneuvering and, in some cases, backing up and pulling off to the side if you could. Turning the boat around at any point in the canal was especially challenging.

In fact, I had to relocate from one slip in Pompano because I could not turn around at all due to docks with large vessels that extended into the center of the canal.

As a side note there is an aesthetic value to having open space in a canal.

I encourage you to vote for a 50 percent center passageway in the canals that includes prohibiting docking a boat if the combined width of the dock and boat extends into the center passageway. Thank you for your consideration.

Marcia Benson
Longboat Key

Longboat Key Canals

To: Marcia Benson
Thanks for your note. We will be discussing the canal issue at our 1 p.m. Workshop on Tuesday, February 21, at Town Hall, if you are able to attend.
Ken Schneier
Mayor
Longboat Key

Country Club Shores Canals

To: Longboat Key Commission
Longboat Key's town commission is discussing an island-wide ordinance modification that would pertain to the 81

canals on Longboat Key to ensure reasonableness and navigability. Sarasota County and City and Bay Isles Unit 1 already have ordinances limiting intrusion into a canal (including all structures including docks, boat lifts and the beam of any moored vessel) to 25 percent of the canal width. In addition, they mandate a 50 percent open (navigable) area in the middle of the canal. Longboat Key's current zoning code restricts the canal intrusion to 30 feet or 30 percent of the canal width, whichever is less, but the definition of structure only includes docks and lifts and ancillary structures. It does not mention the beam of moored boats. That leaves 40 percent of the middle of a canal open for navigation. If Longboat Key stays with 30 percent, which we expect they will, we would like to ensure that the ordinance revision includes the beam of a moored vessel in the definition of "structure intrusion". Then an owner may not "moor" his/her large boat to the canal-side of the dock except, perhaps for active egress, if the 30 percent intrusion would be exceeded (including boat and dock/lift).

Larry Leszczynski
Longboat Key

Canals in Country Club Shores

To: Longboat Key Commission
I want to thank you for considering the modifications to our canal variances to include not only the dock and lifts but also a vessel's beam to be included in the 25 percent or 30 percent variance. I think that is very reasonable especially as the vessels are getting much larger and tough to navigate around. Much appreciated.

On another note...are you able to pass an ordinance that back of homes on the canal can not have flood or any outward lights and only downward type...or a low wattage bulb. As we have more and more bright lights and it ruins the ambience of our canals at night. Not sure if that's you folks but boy would that be a big win!

Jeff Tushar
Longboat Key

Canals in Country Club Shores

To: Jeff Tushar
Thanks for your note regarding canal obstruction. We will be discussing this at our 1 p.m. Workshop on Tuesday, February 21 at Town Hall, if you are able to attend. As for outdoor lighting, while there are specific directional restrictions during turtle season on the Gulf side, no such rules exist otherwise on the island. However, our Code Enforcement Officer, Chris Kopp, might be able to help with lights that cause a nuisance for a particular property.

Ken Schneier
Mayor
Longboat Key

Canal Ordinance

To: Longboat Key Commission
First, many thanks for your service to our town. I do not typically weigh in on things (perhaps that will change in the future when I can break free of work/computer), but I do very much appreciate the time and energy you put into your respective positions for the benefit of our island (particularly in these challenging/adversarial times).

I would, however, like to weigh in on the canal ordinance issue. I believe it to be fundamentally unfair and wrong to moor a boat in a manner that has the potential to impede canal boat traffic. Stated differently, no member of our community should be forced to purchase a smaller boat simply because a "bay-side" neighbor chooses to moor a boat in a manner that limits ingress/egress.

For the above reason, I am fully supportive of limiting all canal residences to docking rights that extend no greater than 30 percent into the canal, and prohibiting the mooring of boats in any manner in which the boat projects greater than

See Letters, page 12

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1800 BENJAMIN FRANKLIN DR Unit#A604	2,230	\$3,299,000	3	3	0	30	\$3,150,000
236 N BLVD OF THE PRESIDENTS	2,000	\$1,950,000	3	3	0	72	\$1,800,000
150 S WASHINGTON DR	945	\$1,350,000	2	2	0	0	\$1,250,000
675 LONGBOAT CLUB RD Unit#24B	3,139	\$4,695,000	3	3	1	6	\$4,695,000
415 L AMBIANCE DR Unit#C303	2,634	\$3,800,000	3	2	1	0	\$3,700,000
3496 MISTLETOE LN	3,429	\$3,495,000	4	4	1	5	\$4,284,000
3040 GRAND BAY BLVD Unit#224	2,550	\$2,295,000	3	3	0	121	\$2,150,000
2550 HARBOURSIDE DR Unit#353	3,197	\$1,995,000	3	2	1	13	\$2,000,000
738 NORTON ST	1,291	\$1,245,000	2	2	0	95	\$1,100,000
4600 GULF OF MEXICO DR Unit#204	1,312	\$925,000	2	2	0	18	\$900,000
4380 EXETER DR Unit#206	1,168	\$715,000	2	2	0	113	\$675,000



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EditorialOpinion

Fleetwood, from page 1

Sarasota has been accused of looking to move its homeless out of trendy areas, trying to create a Potemkin Village, a fairyland where poor people are invisible.

The dirty little secret of most homeless is that hardcore “street people” are alcoholics, drug addicts, psychotics, schizophrenic, suicidal or otherwise mentally impaired. Hunger and lack of housing are not the root cause of homelessness.

Most of these street people do not know how to take care of themselves.

New York Mayor Eric Adams recently stepped up to acknowledge this simple truth, that most people and politicians know, but refuse to publicly admit.

These people need help, which is often difficult because most are unable to accept the reality of their illnesses. Adams proposed a \$9 million NYC program to involuntarily remove mentally ill people from the streets for their own safety, and to provide for continuing care.

30 years ago I wrote a piece for The New York Times Editorial page that stated these blunt realities. The Times commissioned expensive art work, and my editor told me it was to run the next day. But it didn’t. When I called, I was told that my opinions on the homeless offended the prevailing permissive liberal attitude of Times readers and editorial staff.

What I wrote was that sick “street people” are lumped under the generic title of “homeless” -- an incredible public relations coup by liberal good-government groups that has paralyzed society’s ability to deal with a public health crisis. It is time to recognize that psychosis and substance abuse disorders are just like other diseases.

Our cities have adopted a policy of permissiveness toward drug abuse, petty crimes, and panhandling that encourages more criminal and aberrant behavior by thousands of desperately sick people. And this, in turn, has turned many of our major cities into hell holes.

Street people are not a new phenomenon. Public health authorities estimate that between 4 and 8 percent of the population, across all societies, throughout recorded history, is dysfunctional because of addiction or mental problems. What is new is that many more such people are in public spaces and have become brazen and bizarre, imposing their own private hell on the rest of us.

The current problems were exacerbated 60 years ago when President John F. Kennedy proposed to humanely deinstitutionalize nearly 550,000 mental patients in state Hospitals --- which were then largely Dickensian snake pits of degradation. In the 1980’s Ronald Reagan jumped on the bandwagon and nearly 400,000 mentally ill were dumped on the streets to what Kennedy hoped would be “the open warmth of community concern”.

But state governments did not want to spend the money to get the job done. About half of the mentally ill, discharged with family support and outpatient treatment, did well. The other half, some 200,000, with no support, did not do so well.

Most desperately want help, but the paradox is that their illnesses prevent them from getting it. If going to a clean warm bed in a shelter or enrolling in social programs means giving up alcohol or drugs or delusions for even a night, they won’t do it.

Nobody ever says this.

Shelters are not the answer.

Street people are primarily a public-health problem, not an economic or a housing problem.

Genuinely sane homeless families and individuals almost always end up with relatives and friends or in shelters and other temporary apartments. Mentally ill street people start their downward descent with help from family and friends until they become so unmanageable that they are kicked out and forced to fend for themselves.

I know a number of families who have dealt with schizophrenic siblings or offspring. And, after the hell they went through, all would support safe mandated treatment as the most humane way to deal with the mentally ill.

The traditional view has been that schizophrenics were incurable and were no more violent than the general population, but this has changed slightly in recent years as the data is evaluated; schizophrenics tend to be young, in their twenties and thirties (more violence prone,) and that, untreated with drugs, there is a co-morbidity -- self medication -- between schizophrenia and drug and alcohol abuse.

The truth is that the overwhelming majority of schizophrenics are not violent, according to 30 studies that have been published in psychiatric journals since 1990. Yet despite this trove of evidence, prevailing public opinion continues to associate this illness with violence, a misconception that has been sensationalized by media reports of subway pushers and some mass shooters who are purportedly mentally ill.

As for the few that do get violent, the victim is usually in their family or someone else close to them. Attacks against strangers are extremely rare and when the attacker is a female, they will invariably target their own children.

Most of the violence by schizophrenic is committed against themselves, About 10% will die

by their own hand within ten years of their diagnosis.

But that said, why should we tolerate drug addicts and alcoholics, with disgusting behavior, poisoning our collective urban family? Because it’s too much trouble --- and danger -- not to be permissive. It’s much easier to walk by quickly, dropping some coins in a cup, and otherwise pretend they do not exist, than to address the problem.

The predicament of how to deal with the mentally ill and drug addicted on the subways and crowded streets is not that huge statistically. There are only about 1500 to 2000 of these woe-ful souls on our NYC streets. This is not a huge number in a metropolitan area of 15 million.

But even if schizophrenics are not especially violent, non-violent, aberrant behavior such as public masturbating, strolling naked in the streets and screaming about their conspiracies and delusions can be extremely disconcerting to hundreds of ordinary people.

What can we do? Do we have enough money to fund proper programs? Who knows? Will the mandates be too coercive? But at least Mayor Mayor Adams is going in the right direction. We are at an inflection point on this issue.

Perhaps a policy of compassionate asylums, a refuge, not a place where people are locked up and forced to take medicines. Seattle started a program 16 years ago called colloquially “Bunks for Drunks” which took 75 of the sickest alcoholics, drug abusers and schizophrenics off the streets and housed them in small apartments. No one was forced to give up drinking or drug taking, but a social service center was available.

Ironically, the driving force for the project was economic reality not compassion. A 1999 city study of 123 chronic inebriates found that these hardcore street people cost society more than \$100,000 per person in emergency room costs alone -- not counting police, jail time and court time. The new project cost less than \$13,000 per resident per year with 24 hour staffing. An evaluation published in the Journal of the American Medical Association, JAMA found that the social service costs were lowered by 50% as opposed to leaving them on the streets.

But the problem with previous Sarasota and other major city proposals, is that they have not been adequately supported. These hard core street people want private rooms with locks. “The main thing is that you have to give even seriously ill schizophrenics a choice.” according to one psychiatrist with a long history in the New York State mental health services.

Patients are most successful when they feel they are not being told what to do

In other words, mandating treatment might be OK in some cases, but after an initial encounter, patients are most successful when they feel they are not being told what to do. They should be given a choice of what medicines to take or not take, according to a leading psychiatrist from Columbia Presbyterian. They should feel free to come and go as they wish. It’s all in the subtle details of the mandating.

But there is something about the concept -- of supporting addicts who continue to drink and shoot up -- that offends the Puritan moral sense of most Americans. They simply can’t believe that chronic winos and drug addicts, and even schizophrenics, don’t have a choice about their behavior. This public stigma leads many Americans to fear, reject, avoid, and discriminate against people with mental illness.

There seems to be a mean streak in the Christian values of the American character, when it comes to alcoholics and drug abusers. The idea of taking care of the obviously sick and the dying doesn’t seem to cut it. Where are the right-to-lifers when you need them?

We will never cure everyone, but leaving sick people in the streets isn’t the answer. Neither is putting them in jails, which is what happens most of the time in America. Expensive prisons are now our biggest mental hospitals.

According to local reporter Tony D’Souza, Sarasota’s past programs are a story of penny pinching, broken promises, civic infighting, selfish interests, broken promises and a collapse of political will that has left poisonous finger-pointing in its wake — and hundreds of homeless people still occupying the city’s streets

This could all be different -- with swift medical intervention, safe mandated compassion-ate asylums, self help groups like Alcoholics Anonymous, the availability of new psychoactive drugs and a structured, supportive setting -- thousands of these woe-ful souls can be stabilized and prevented from killing themselves -- and from killing or injuring a few of us.

Blake Fleetwood, a Longboat homeowner, was a reporter for The New York Times, and has written for New York Magazine, The New York Daily News, and the Wall Street Journal.

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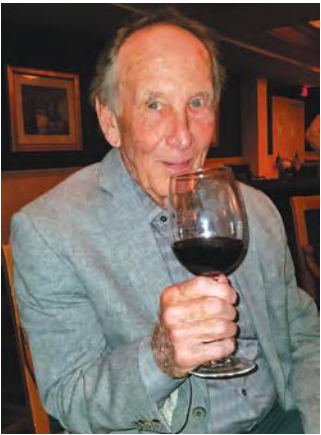
Big Red Wines dominate market

While the favorites among big red wine grapes originated in in France, Cabernet Savignon in Bordeaux and Syrah in the Rhône Valley, the epicenter for big red Cabs has shifted to California and for Syrah to Southeastern Australia.

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

The allure of big red wines has a strong hold a large segment of wine drinkers in the USA. On the nose, big red wines offer aromas of stewed black fruit mixed with whiffs of eucalyptus, yeasty bread, pepper, vanilla, chocolate, and cigar tobacco, and other sensory exotica. The dry (minimal sugars) taste saturates the mouth, cleansing it with astringent tannins and fifteen or more alcohol by volume, and leaving it ready for savory flavors.

While the favorites among big red wine grapes originated in in France, Cabernet Savignon in Bordeaux and Syrah in the Rhône Valley, the epicenter for big red Cabs has shifted to California and for Syrah to Southeastern Australia. These hot and dry areas ramp up the concentration of fruit flavors in the wines and alcohol by volume. Wine buyers in the USA spend more on Cabs than any other wine varietal. Australians produce more Syrah, generally called Shiraz with an emphasis on the first syllable but truly Syrah, than any other varietal. By no coincidence, grilled and roasted red meats have a natural ally in big red wines. These wines stand up to the strip sirloins, porterhouses, and prime rib served in the ubiquitous steakhouses across the USA, or to roast lamb, the national entrée of Australia.



Winemakers tailor the process of making big red wine to impart qualities that appeal to buyers. Blending of different varietals of wines has evolved into an art form in Bordeaux and the Rhône Valley. In the US, the Alcohol and Tobacco Tax and Trade Bureau requires that bottles labelled “Cabernet Sauvignon” contain at least seventy-five percent of wine from that varietal. Australia requires eighty-five percent. Some selective blending of wines from other grapes does occur, though blending wines from the same varietal but different plots with different grape clones, soils, and weather conditions occurs as well. The winemaker controls the timing of harvests in different plots, the crushing of grapes, the timing of removal of tannin and other phenol rich skins, stems, and seeds, adding (or not) of special yeasts, fermentation, additives, filtering, and aging. A big red wine conforms to the regulations of the USA and Australia. It tends to be ready to drink earlier than the more austere European wines, and it lays it all out up front. Call a big red wine a fruit bomb and high alcohol hot wine, it expresses the open and raw side of westerners who have returned to the land; that is, those enriched in universities and cities, then choosing to escape to rural retreats.

Judge for yourselves.... Try the 2020 Caymus Cabernet Sauvignon Napa Valley (\$80), reputed the best seller of the high end California Cabs. Not an over the top fruit bomb, but a wine that leads with the nose and tastes of a big red wine and has close to fifteen percent alcohol by volume and very mature tannins for its age. Compare it to a Bordeaux of the same vintage and a similar price. Or if too far out of your price target, try the 2018 Schild Estate Shiraz (\$20) from the Barossa Valley in Southeastern Australia near Adelaide. Compare it to a Rhône Valley Gigondas or Vacqueyras of a similar price if you can find one.

Comparisons of California Cabs and Australian Shiraz to Bordeaux and Rhône Valley red wines will for most come out in favor of the California and Australian big reds, The sense of place that wine critics find in the European wines enters the picture when when we take into account the settings and the time-tested pairings of the European wines with local cuisines.

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 Otago 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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OnPatrol

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

Feb. 17
Suspicious person

12:33 p.m.
Officer Martinez responded to Juan Anasco Drive in regard to a suspicious person. The complainant said she observed two men fishing and throwing a net from a dock. Upon arrival, Officer Martinez came in contact with multiple construction workers that were on site. They all stated they had permission from the owner to fish from the dock. Case clear.

Feb. 18
Animal complaint

4:53 p.m.
Officer Butler was dispatched to Bay Isles Parkway in regard to a swan that was injured. The complainant stated that the swan was limping and needed assistance. Upon arrival, Officer Butler questioned the complainant who stated she did not see the bird get struck by a vehicle but it stood unusually long in one place blocking traffic. Moreover, she said the swan swam away in the creek. Officer Butler again advised her that this was common practice for the aquatic avifauna. Case clear.

Noise
11:19 p.m.
Officer Smith responded to Lyons Lane for a report of a noise complaint. Upon arrival, Officer Montfort and Officer Smith could hear loud voices coming from the swimming pool. Officers spoke to the homeowner and he said he would have the music turned off and everyone went inside the residence. The man was given verbal warning for the noise. Case clear.

Feb. 19
Traffic hazard

11:18 a.m.
Officer Butler responded to Marbury Lane for a traffic hazard. The caller advised the pothole was causing a vehicular hazard as well as a hazard for pedestrians. She further added that the pothold was located at Marbury Lane. Public Works was notified. Case clear.

Boating citation
3:00 p.m.
Officer Connors while on marine patrol in the area of Buttonwood Harbor, observed a black and orange personal watercraft operating on plane with an excessive wake in a posted manatee zone slow speed. Officer Connors conducted a vessel stop and advised the operator the reason for the stop. The operator advised that the personal watercraft was new and has not applied the Florida numbers. Officer Connors issued the operator a citation for a slow speed minimum wake zone.

Feb. 21
Suspicious vehicle
5:36 a.m.
Officer Smith while on patrol, observed a vehicle parked in Bayfront Park and it appeared the occupants were preparing to camp in the back of the van. Officer Smith made contact with the listed occupants and made a check through NCIC/FCIC, the return indicated no wants or warrants. The occupants were informed of the town ordinance in reference to camping and they were sent on their way. Case clear.



Traffic hazard
2:58 p.m.
Officer Puccio while on patrol was flagged down by a motorist who advised there was “stuff in the road in front of the gate” located at Bay Isles Parkway and Harbourside Drive. Officer Puccio asked the motorist if he notified the gate guard at the location which he replied, “I think you should know.” Officer Puccio proceeded to the gate shack and made contact with the guard who advised that a dump truck leaving had spilled some concrete on the south outbound lane which they were about to clean up assisted with the pieces that were in the adjacent lane and made it safe to pass on as they cleaned up all the debris.

Feb. 22
Animal complaint

6:09 p.m.
Officer Montfort was dispatched to Harbour Links Circle for an injured bird complaint. It was reported that the bird was not contained. Officer Montfort arrived at the residence and observed a black bird, possibly a duck in the front yard. Officer Montfort approached the bird and it did not fly away. Officer Montfort remained on the scene until Sarasota Animal Control arrived. The bird was then captured and transported to Save Our Seabirds for treatment. Case clear.

Noise complaint
7:16 p.m.
Officer Sith was dispatched to 6800 block of Longboat Drive South in reference to a noise complaint. Upon arrival, Officer Smith met with the complainant. He was loading up a box truck with equipment. He stated he was hired to spray insulation into the new home being built. He stated he is from Texas and this was his first day on the job. He stated he was unaware he could not be working after 5 p.m. He stated he had just finished loading up his equipment and was leaving. Officer Smith informed him of the noise ordinance and explained to him if he is caught working after 5 p.m. in the future, he would be cited. He said he understood. Case clear.

Feb. 23
Suspicious incident

12:48 p.m.
Officer Martinez while on patrol, responded to Reclinata Drive in regards to a suspicious incident. Dispatch notified that the call was a possible pocket dial for 911 and could hear a man speaking on the line. Upon arrival, Officer Martinez made contact with man who was a construction worker on the property. The man confirmed he did accidentally dial 911 on his apple watch. Nothing further. Case clear.

Found property
3:03 p.m.
Officer Zunz was at the Police Station lobby when a resident called to advise that she had ridden her bicycle from her condominium complex to the hardware store but she realized when she arrived that the hardware store is where she had lost her credit card. Before Officer Zunz could write the report for the lost property, someone entered the lobby to turn in a credit card she found mid-key along Gulf of Mexico Drive. The card in fact belonged to the bicycle rider who had just called to report it lost. Officer Zunz phoned her back to let her know we know they had recovered her card, and she said she would be right in to the station with her husband to claim it. The card owner arrived at the police department shortly after 3 p.m. Nothing further.

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Editorial Opinion

The exodus from blue to red states

Message to Floridians: reserve your beach chairs, dinner tables and symphony seats now. A new influx of residents fleeing blue states will be arriving soon!

GREGORY RUSOVICH
Guest Writer
Rusovich@lbknews.com

What’s behind the mass exodus of residents from blue states to red states? Could it be pervasive violent crime and a sense of lawlessness in many deep blue cities? Or suffocating taxes and regulations which punish wealth creation? Perhaps it’s progressive school boards and faculty members who perpetrate radical social, gender and curriculum nonsense to children and provoke parents to flee? Or maybe it’s just the better weather in Florida, Texas, Arizona, Tennessee and the Carolinas than in New York, New Jersey, Massachusetts, Illinois and California? Let’s figure it out by reviewing the facts.

The Wall Street Journal recently completed an extensive review of the Census Bureau’s annual assessment of U.S. migration. The findings are indicative of the blue state exodus. Between July 2021 and July 2022, the U.S. overall population grew by about 1.2 million, of which 1 million was foreign immigration. California lost a staggering 343,230 residents, closely followed by New York (299,557) and Illinois (141,656). Contrarily, Florida gained 318,855 newcomers, while Texas and North Carolina grew by 230,961 and 99,796, respectively. The loss of residents in the notable blue states is also negatively impacting employment in those progressive paradises. According to the Journal, employment lags pre-pandemic levels in California (-0.5%), Illinois (-0.7%) and New York (-2.8%). By contrast, employment has increased in Idaho (7%), Texas (5.6%), Florida (5.5%) and Tennessee (3.6%).

Moving from one state to another is a major undertaking. But when a city or state’s quality of life or business conditions are deemed toxic, perhaps staying put simply becomes unacceptable. Or maybe a better economic opportunity in another state prompts the move. Yet in the latter case, there is likely a macroeconomic reason which has generated the new job opportunity. Low tax states have been the destination in these population shifts.

The Tax Foundation annually ranks states according to State-Local Tax Burdens. In 2022, Tennessee ranked number 3 in lowest tax regimen, with Texas at number 6 and Florida at 11. New York was dead last at 50; California was 46 and Illinois 44. Accordingly, Texas, Florida and Tennessee have no state income tax. California confiscates up to 13.3 percent of personal income while its East Coast progressive relative, New York, grabs 10.9 percent at the top level. Would you rather pay over 10 percent of your income (in addition to the massive federal tax bite) or zero to your state authorities?

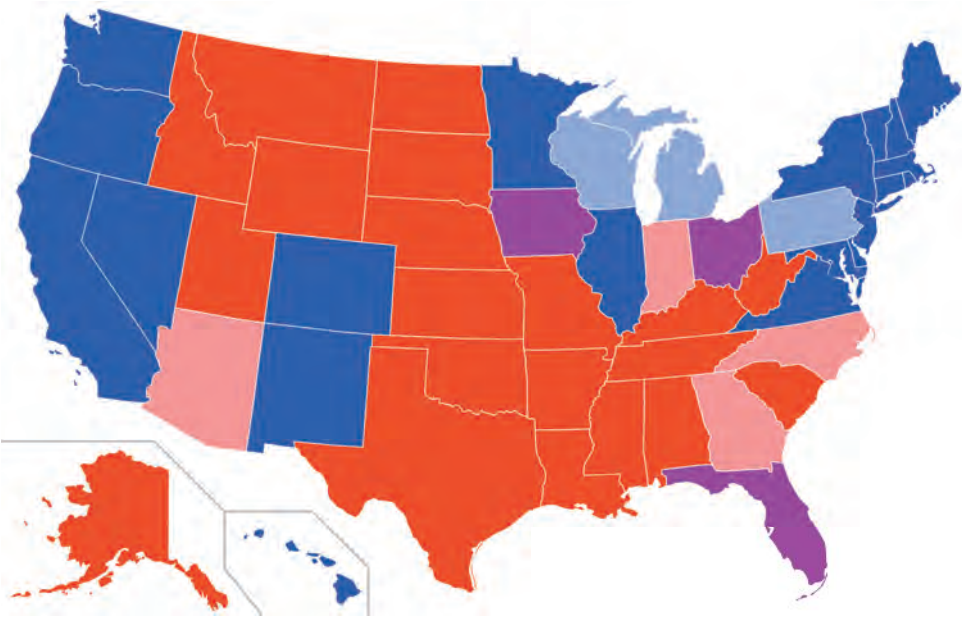
Further insight is provided via the Tax Foundation’s State Business Tax Climate Index, which enables government policymakers and taxpayers to gauge how their states’ tax system compares. Here in the Sunshine State, we rank number 4 on the prestigious list. The 3 worst states in the index? California, New York and New Jersey. Thus, employment numbers have surged in states which promote economic freedom and declined in those which seek to punish wealth creation.

Quality-of-life issues also are driving the population shifts. Violent crime, looting and a sense of lawlessness are serious issues in many of the cities that Americans are fleeing. Even Pacific Northwest cities such as Seattle, Portland and Denver are losing population for the first time in decades. “Most Americans regardless of their politics don’t want to live, let alone raise children, where homeless people camp on the sidewalks and the whiff of skunk weed is impossible to escape,” according to the Journal, which best describes the impetus for the exodus from many deep blue progressive states

Joel Kotkin, prominent demographer and the H.C. Hobbs Professor of Urban Studies at Chapman University in California, regularly has reported on the last-decade moves by Americans primarily domiciled in large cities and urban areas in blue states to lower-density states like Texas, Arizona, Tennessee and Florida. In a recent article highlighting the demo-



RUSOVICH



graphic shift, Kotkin notes, “Since 2015 smaller metros and urban areas have been gaining people at a rate far faster than the traditionally dominant big cities. Between 2010-2020, suburbs and exurbs accounted for about 80 percent of all U.S. metropolitan growth.” The pandemic intensified this trend as remote work provided greater flexibility to choose cities and states with better quality-of-life standards. Safe, clean cities with effective governance and less chaos are winning the day. Big surprise!

So, have political leaders and lawmakers in the blue states which are hemorrhaging population learned from their mistakes? Nope. They’re doubling down. California, New York, Illinois and five other blue states have proudly announced the formation of the State Wealth-Tax Alliance. No longer is it sufficient to the socialist-minded looters to merely increase tax rates on income. The scheme now is to launch a money grab into the wealthy taxpayers’ investment portfolios and illiquid assets and loot portions of those holdings.

The facts reveal multiple reasons for the migrations to red states. Message to Floridians: reserve your beach chairs, dinner tables and symphony seats now. A new influx of residents fleeing blue states will be arriving soon! Message to new residents: Welcome! And please leave behind the voting records that resulted in your move to escape!

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EditorLetters



Letters, from page 6

30 percent into the canal. This is a balanced approach that allows every homeowner to purchase and moor a substantially sized boat in the back yard (a life dream for me), but prevents a scenario in which a “bay-side” neighbor starts to dictate the size of boat that another neighbor can purchase. Certainly, it would be appropriate to “grandfather” existing docks that extend further than 30 percent into the canal. But, I also think it appropriate to apply the 30 percent limitation to anyone that builds a new dock. Thank you again for your time and energy.

Mark Gorman
Longboat Key

Canal Ordinance

To: Mark Gorman

We will be addressing this matter at our Town Commission workshop next Tuesday, February 22, beginning at 1 p.m. at Town Hall. Any member of the pubic interested in speaking to this issue (or any other) is welcome.

Ken Schneier
Mayor
Longboat Key

Roundabout construction

To: Florida Department of Transportation Secretary L.K. Nandam

As you know, we spent months before the Gulfstream/41 construction began working on a project timetable that would ensure impacts on traffic during only one high Season, the winter of 2021-2022. We were told that substantial “carrots” and “sticks” would be included to reward early completion and penalize delays. We are now almost halfway into Season #2 and we are still experiencing multiple daytime and nighttime lane closures (3 days this week) with the expected effects on traffic between the barrier islands and Sarasota. Would you please identify in detail the penalties being imposed on the contractors for this failure to meet deadlines and the effect they are having to expedite project completion. Thanks.

Ken Schneier
Mayor
Longboat Key

Seagrass update

To: Longboat Key Town Commission, Sarasota City Commission

As we highlighted in last week’s Policy Board meeting, we haven’t yet turned the corner on recovering the ecological health of Sarasota Bay. We lost 5 percent of our seagrass coverage these past two years, which is not great – at all. But the prior two-year period saw a loss of 18 percent, so at least those losses don’t appear to be accelerating. I do not believe that we will enter into the sort or self-reinforcing ecosystem collapse that appears to be occurring in the Indian River Lagoon – with its 90 percent loss of seagrass biomass and hundreds of starving manatees. But the cautionary status of the health of Tampa Bay and Sarasota Bay is starting to get people’s attention.

New reports show that seagrass is on the decline in Tampa Bay and Sarasota Bay (fox13news.com).

Tampa Bay lost 12 percent of its seagrass in 2 years; some areas at historic low, study shows. Seagrass in Old Tampa Bay at historic lows, survey says (wfla.com).

With this news, why am I optimistic that we can turn this around? In part because while much of what happened to our bay is attributable to human activities, our recent actions have reduced many of those impacts. For example, between about 2012 and 2018 or so, there were overflows of treated, but high-nutrient wastewater that totaled over 750 million gallons. Those impacts seemed to have manifested themselves mostly in the lower bay, where we lost 30 percent of our seagrass between about 2014 and 2018. But those overflows are not happening (or not much at all) due to Sarasota County’s ongoing efforts to upgrade their WWTPs to AWT only (with no surface discharges). That will put Sarasota County’s wastewater program on par with the City of Sarasota’s, which is one of the best in the country, in terms of the quality of their produced effluent. Regional stormwater retrofit projects have been planned or completed in a number of our priority creeks, and we are working to do even more – and even bigger – projects in places like the Fish Preserve, GT Bray Park, Bobby Jones Golf Course and the Quad Parcels, and Whitaker Bayou, similar to earlier projects such as the Celery Fields and in Hudson Bayou.

Piney Point cannot be blamed for the 18 percent decrease in seagrass that occurred between 2018 and 2020 – that was mostly from the very strong red tide that we had in 2018. Keep in mind that 2018 was the worst year for wastewater overflows in our pollutant loading model – likely making the 2018 red tide worse than it would have been without those additional nutrient supplies. But...the plume from Piney Point discharges in the spring of 2021 (illustrated below) extended over the vast majority of Tampa Bay, and down into Sarasota Bay as well. The graphic below covers the period of May 7th to May 11th – more than a month after the releases started. The full extent of the impact from those releases is not shown below, just where the plume was transported during a four-day period. The greenish blue color represents a dilution of about 1,000-fold – which sounds like it would be no problem, right? But if you mixed a gallon of what was released from Piney Point into 999 gallons of our ambient water in upper Sarasota Bay, the resulting nitrogen content in the 1,000 gallons would be increased by more than 50 percent. That’s an illustration of just how bad (high in nutrients) those released volumes were (in excess of 200 million gallons).

Basically, every part of our coast touched by this plume had the potential to be adversely impacted by those releases. Tampa Bay is about 350 square miles in size, and so it is easy to see from this figure that the plume affected well more than 200 square miles of coastal waters – from upper Sarasota Bay up to north of Clearwater.

About 80 percent of the seagrass loss in Sarasota Bay recorded between 2020 and 2022 occurred in the upper bay, in areas where we know, or at least suspect, that these plumes were transported. In much of that region – similar to in lower Tampa Bay – we are seeing high abundances of macroalgae. Macroalgae are not captured in a water bottle, and they won’t just drift out into the Gulf on an outgoing tide. They might be there for the near future, acting as a “sink” and a source for nutrient loads that may be with us for a while still. Again, the plume coming from discharges from Piney Point did not cause the 2,000 acre loss between 2018 and 2020, nor did that plume cause the 30 percent decline in the lower bay between 2014 and 2018. But it added an insult on top of an already stressed system.

Throw in 2022’s Hurricane Ian, and you can see that there were quite a few impacts we’ve had to endure these past few years. We are also a deeper bay – by about 6 inches – then we were 20 years ago, and our air (and potentially water) is getting warmer. These might make it harder to restore the bay over the next 30 years than it was the past 30 years. So, there are more challenges ahead of us, but if any part of Florida can pull it off – to effectively respond to the issues we’re now facing - it’s our stretch of Southwest Florida. Please contact me or our staff with any questions or comments you may have.

David Tomasko
Executive Director
Sarasota Bay Estuary Program

Sandbar noise

To: Longboat Key Police Chief George Turner

Yesterday, Saturday, Feb. 18 the music coming from Jewfish Sandbar was inordinately loud and uncalled for to say the least, from about 3 to 6 p.m. I called and dispatcher had no idea what I was talking about and where. He informed me there was no marine patrol on duty. What’s happening? We did think there was progress in getting this very disturbing situation (for years) under some control with a map of sectors given to us and to dispatchers (he had no clue) and of course more patrolling. I did not see Longboat Key marine, sheriffs, coast guard, fish and game, no one patrolling. I see the same situation today Sunday, Feb. 19 as to no patrols. Am sure the music will escalate later this afternoon. Actually, it starting now 2 p.m. Attention must be paid.

See Letters, page 13

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EditorLetters



Letters, from page 12

Ann Roth
Longboat Key

Sandbar noise

To: Ann Roth
Agreed. On sandbar party days (i.e. weekends with nice weather), the LBK marine police need to make frequent rounds, be more pro-active, raise the bar on noise tolerance, and vigorously enforce the noise ordinance with written warnings and citations. Also, as I recall, when the revised ordinance was adopted, there was general agreement among the commissioners that marine patrols would continue until at least dusk on weekends.
James G. Haft
Longboat Key

Sandbar noise

To: James Haft
A Sargent came to my house yesterday. (Perhaps as result if my emailing the Chief). He gave me a number to call instead of the deficient dispatcher. I will give to u. Available from 7 am to 7pm. He said they will immediately respond to a call and alert marine patrols. Who knows?
Ann Roth
Longboat Key

Longbeach Village meeting

To: Longboat Key Public Works Director Isaac Brownman
Good morning Isaac. Thanks very much for the meeting with the Longbeach Village residents yesterday. And thanks for dropping the proposal for street paint on Broadway. We appreciated the discussion of the options to slow traffic and your actions to further assess the ‘neighborhood mini circles’, as well as the feasibility of stop signs. We appreciated the attendance of Vice Mayor Merrigan, Chief Turner and Chief Dezzi at the meeting.
Pete & Carla Rowan
Longboat Key

New art studio needed

To: Longboat Key Commission
Neighbors, I am writing you to encourage your consideration of adding an art studio to the new center. Since the Longboat Key Center for the Arts was demolished years ago, our island’s artists have been left without a place to work. I need not tell you how important the arts are to our community, and how much they contribute to the cultural vigor and rich vitality of all residents of our unique island. I am attaching my letter on this subject, published years ago by the Observer and Herald Tribune. The letter refers to the many promises made at that time to find a new home for the demolished arts center. Many thanks for your consideration.
Robert Goldfarb
Longboat Key

New art studio needed

To: Robert Goldfarb
Thank you for again bringing up the need for an arts center at the new Town Center Green. This topic has been raised often and I expect the Commission will have the opportunity to talk more about this at our upcoming goals and objectives workshop.
Penny Gold
Commissioner
Longboat Key

Request to consider revision to Broadway Street Roundabout

To: Longboat Key Mayor Ken Schneier
I am requesting that this letter be forwarded to the Town commissioners and FDOT Sarasota so that they are aware of the concern that the center turn lane going west off Gulf of Mexico Drive will disappear if the current Roundabout design is installed, thereby guaranteeing, in my opinion as a 48 year visitor to Longboat Key, longer waits for all vehicles needing to turn west, (left) at the Broadway intersection, particularly from mid-afternoon to early evening each day during season, and including negative impact on pedestrian safety. I am requesting that the design of the Broadway roundabout be reconsidered given the potential disruption it will cause for the North end when options exist to avoid making conditions worse for both traffic and pedestrian safety.
After a lot of discussion that I’ve had since May 2022 with our Longbeach condominium leadership, and December with a Longboat town official, plus recently with real estate brokers, and a representative of the north end coalition, there is a solution that wouldn’t eliminate the ability to turn left on Broadway, and, would provide safer passage for pedestrians who have deserved better sight lines for decades.
To replace the current turn lane, The town representative suggested the possibility of a one lane road going north to the left (west) of GMD to Broadway. It currently exists and is used for beach parking and Police observation. The new lane might start after the last private driveway west off GMD, adjacent to where the liquor store is and well short of the intersection at Broadway.
For the pedestrians, install an underground crosswalk like the one south of the Bay Isles road intersection at mid-key. Nothing could be safer than that. Both of these suggestions would add

to the cost of the Broadway redesign but I urge the roundabout proponents not to go cheap when safety and traffic snarl are at risk of being significantly worse.
The Broadway intersection is very different from other locations where roundabouts usually succeed in improving traffic conditions. With respect to traffic, there is a huge public beach parking lot a quarter mile away just past the Longboat Pass bascule bridge that frequently halts traffic on call all day from boaters. There are two popular restaurants that are rare in that they are located deep into a residential area down east Broadway and another three restaurants also nearby. There are two more public beach parking areas west of Gulf of Mexico Drive on Broadway and North Shore plus all the residential homes, workplaces and destinations west of Gulf of Mexico Drive that consider the left turn lane from the south to be a Godsend in avoiding the often standstill traffic in midafternoon into the evening. With the current or a new center turn lane, the vehicles needing to turn west can do so and actually lessen the traffic snarl.
Imagine the pedestrian activity with all of the restaurants east of GMD, the two immediate public beaches and parking, the nearby new historical home with its 70 plus public parking spaces and now a packed roundabout with impatient drivers who have been creeping along for up to an hour with much the same still to go, all potentially repeating every afternoon of the week.
Announcements have been made about the desire to build multiple new center left turn lanes for the south end of the key so that the property owners across from the golf course, east off GMD, don’t have to sit in standstill traffic anymore while waiting to get home. Letting these vehicles Turn left earlier is appropriately considered to be a traffic improvement.
We on the north end of the key, will then become the ones to have to sit in standstill traffic potentially every afternoon for five to six months of the year while we are blocked off from making the left hand turn we can make now. Hardly a traffic or safety improvement.
How much is being spent to afford the South end this improvement while we on the North end will incur a worse traffic situation? Will the officials spend for the south end, and go cheap for the north end?
Based on what I’ve read in the numerous Observer articles on the Broadway roundabout and the village residents problems with restaurant traffic, the roundabout was partially chosen so that the Broadway street owners wouldn’t have to install speed bumps (see recent Observer article entitled “WHOA....”).
Two options exist to increase pedestrian safety, the underground crosswalk, or, a morning blinking light changing to an afternoon traffic light, at the Broadway intersection, not the roundabout. How much slower can Gulf of Mexico Drive traffic go below the current 35mph there, or the Broadway limit of 20 mph? With a traffic light, and the speed bumps on Broadway, the turn lane can survive and continue to help lessen the traffic congestion.
I may be one sided in my thinking, but I shouldn’t have to arrange my time at my condo to always be home before those leaving the beach, and the restaurant traffic begins to ramp up, at 2pm each day. All because some people don’t want the agreeably interruptive but economical speed bumps, that most say would solve the problem on Broadway, and not create new problems for everyone else.
We all should appreciate how much center turn lanes mean to alleviating traffic snarl, that is why they are being proposed for the long-suffering south end property owners. I am hoping to let the city/county and FDOT know that we don’t want worse traffic and safety issues on the North end particularly when they have the options to avoid creating them.
David Baughman
Longboat Key

Request to consider revision to Broadway Street Roundabout

To: David Baughman
Know you have spoken and written many people about your design ideas over the past few months (including me, in coming Commissioner Murphy, Public Works). I believe we discussed on our prior call each point below that you raise in your letter - and it appears there continue to be a misconceptions about the feasibility of underground tunnels, rationale for center lane on south end of Key, rationale for the roundabout at GMD and Broadway, how far one can ride a center lane legally, etc. Feel free call again to discuss again if you like.
As you are aware the design and concepts have been discussed for several years now and often included neighborhood reps (along with traffic engineers). This was also a topic with your condo association “second coffee” meeting this past month. Sorry you missed it. I think all are looking forward to eventually making left hand turns and pedestrian crossing safer at a very busy intersection on the north end.
That said, the Town will continue to work on traffic mitigation options - especially for those that commute on and off the Key.
Maureen Merrigan
Vice Mayor
Longboat Key

Ferry in Sarasota

To: Francine Achbar
I understand your frustration. We were promised the Sarasota Gulfstream roundabout would be done before this winter season and that did not happen. A few years ago a study of Barrier Island traffic issues recommended water shuttles be explored to improve both the North end and South end traffic issues. Manatee County is starting a shuttle that will connect various stops on Anna Marie Island and Cortez. I know Sarasota County also explored a water shuttle but I don’t believe they have plans to implement.
I will ask our town manger to get us an update from Sarasota County and the city.

See Letters, page 14

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EditorLetters



Letters, from page 13

Thanks for reaching out,
Mike Haycock
Commissioner
Longboat Key

Ferry in Sarasota

To: Longboat Key Commissioner Mike Haycock
I know you are no stranger to the very bad traffic we are experiencing from 3-6:30 p.m. trying to get off Longboat Key.
Is there any reason we couldn't explore a water shuttle into town?
One that could pick people up on City Island and drop them at the Van Wezel and maybe Marina Jack's as well? I suspect that many of the people who fill the Van Wezel are part of the traffic coming off Longboat Key.
In Boston, where we come from, they very successfully use commuter boats that move hundreds of people a day from the suburbs to downtown Boston, thus reducing traffic, pollution etc.
And I'm sure you know about the ferry that takes people from one side of the Tampa harbor to the other.
Have these ideas been considered? As you know it's worse than ever.
I'm curious where this discussion stands with Sarasota and Longboat planners.
Francine Achbar
Longboat Key

Bayfront Park tennis

To: Longboat Key Town Manager Howard Tipton
I'm hoping this email makes it to the right person, in charge of the events at Bayfront Park.
My husband Steve and I have been playing tennis at Bayfront Park every February for the past 10 years. It has been quite enjoyable playing at a public park, where we have met many other people like ourselves.
Unfortunately, we feel like we are being squeezed out by pickle ball. Up until about 4 years ago, we enjoyed using both tennis courts on Tuesdays, Thursdays and Saturdays, from 9:00 to 11:00. We had round robin doubles matches going on both courts, with a few people rotating in. Now, we only get to use 1 court, and today had 7 people waiting to rotate in, and last week we had 9 people waiting. It's not enjoyable to wait so long between games.
We thought this park was built as a multipurpose public park. Is it too much to ask to let tennis players have 2 courts, for 2 hours, on Tuesdays, Thursdays and Saturdays, for 2 months, February and March? I would hope not. Also, we ride our bikes to play tennis, so this doesn't affect my husband and I directly, but we see that parking is a big

problem. There isn't enough parking for everyone who wants to come now as it is.
Thanks for your understanding. Please let me know if it's possible for you to put up a sign there that says: Both tennis courts are reserved for waiting tennis players, 9 a.m. to 11 a.m., on Tuesdays Thursdays and Saturdays.
Sincerely,
Peggy and Steve Wehs
Longboat Key

621 or 622 Longview

To: Longboat Key Town Manager Howard Tipton
Howard - several residents have questioned the side yard setback on this new construction on the left side towards the front of the house (it appears too close to me) and the finished height of the home over our 35' max. I have told them that the first floor does not calculate into the 35' (flood plus freeboard). Can you have a Planning and Zoning staffer provide the constructed number so I can share them? Someone may need to look at what was constructed and compare with the plans. We can add

it to the 4 pm chat.
BJ Bishop
Commissioner, Longboat Key

621 or 622 Longview

To: Longboat Key Commissioner BJ Bishop
We can do that and we'll let you know what we find.
Thanks for sharing the concern.
Howard N. Tipton
Town Manager, Town of Longboat Key

621 or 622 Longview

To: Longboat Key Planning and Zoning Director Allen Parsons
When you have a minute, please have a member of the team check out this concern and advise what is found.
Howard N. Tipton
Town Manager, Town of Longboat Key

KeyCrossword



Existential Angst

Robert Stockton

ACROSS

- 1. It provides a measure of power
- 5. Hebrew for "Hairy"
- 9. It may follow a cut
- 14. Able to look down on?
- 15. Memo heading abbr.
- 16. Square dance complement
- 17. Like Letterman's show
- 18. How a reveler might run
- 19. Blueprints
- 20. Display of stinging insects?
- 23. Springy
- 24. Beam
- 25. Booker T.'s band
- 28. Broadway dancer's fast results?
- 31. Rafter's challenge
- 35. Home of Sen. Reid
- 36. Cube creator Rubik
- 37. Target of NASA's NEAR Shoemaker probe (Feb. 12, 2001)
- 38. Mork's pal
- 40. Titanic killer
- 41. Riviera resort
- 42. Purchase from Pat Sajak
- 43. Emulates an egret
- 44. Confiscate the veggies?
- 48. It's found beneath the foam?
- 49. Bassist Chris Squire's band
- 50. With the program
- 55. Stadium demolition?
- 58. Cosa Nostra
- 60. Big brand in baking
- 61. "Spartacus" composer Khachaturian
- 62. Like molasses or mucilage
- 63. Kin to a coot or crake
- 64. Suffer when saying sassafrass?
- 65. What jalapeño salsa contains that habanero does not
- 66. Made one's mark
- 67. Burt's claim to fame, in the cosmetics aisle

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65								66			67			

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DOWN

- 1. Writer with the Right Stuff
- 2. Help
- 3. Prefix with chloride or meter
- 4. Where a forest might hide
- 5. "You'll have to work for your reward!"
- 6. Experiment 626, familiarly, in a Disney flick
- 7. It was modeled by Rutherford and Bohr
- 8. Like the pages of a brand new book
- 9. Segar drew him with a pipe
- 10. Org. that frequently makes FOIA requests
- 11. Emulated Mel Tillis
- 12. Groundbreaking result for Nadia
- 13. MIB extras
- 21. Somewhat
- 22. Query from Captain Jack Sparrow
- 26. Variety
- 27. British busses
- 29. Kind of voice or tube (and a hint to the letters that are in "conflict" in this puzzle)
- 30. Eponymous album that topped the Country charts in 1988
- 31. Wreck preceders
- 32. Helvetica alternative
- 33. Oft-quoted quantity of rye
- 34. "Thanks for clearing that up!"
- 38. Golfer who scored a par-4 ace in 2001
- 39. How a coney may be caught
- 43. Org. for Mercury or Lynx
- 45. Answer to an admiral
- 46. Nickname for a teenage Dr.
- 47. Wrap up
- 51. Bristly Proctor&Gamble brand
- 52. "Mansion in the sky", e.g.
- 53. Genetic enzyme
- 54. Muffles
- 56. Hurried
- 57. Evil industrialist in a Bond film
- 58. Co. bigwigs
- 59. Championship boxer Laila

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REAL ESTATE BY A REAL EXPERT
NO REALTOR HAS EVER LISTED OR SOLD MORE LONGBOAT KEY PROPERTIES



ATRIUM - FAIRWAY BAY
2120 HARBOURSIDE DR., #611 • LONGBOAT KEY, FL • \$1,295,000
Corner 3BR/3BA residence featuring the popular Banyan floor plan, with terraces off each of the bedrooms, and walkdown access to the tropical grounds bay.



FAIRWAY BAY
2020 HARBOURSIDE DR., #411 • LONGBOAT KEY, FL • \$975,000
Renovated 2BR/2BA corner residence positioned to maximize its seamlessly flowing floor plan, set on the first living level with a walkdown to the bay.



ST. ARMANDS
515 S. WASHINGTON DRIVE • SARASOTA, FL 34236 • \$4,495,000
Landmark 3BR+DEN+OFFICE/4BA waterfront estate with first floor primary suite featuring access to the pool, spa, fully equipped summer kitchen and private boat dock with lift, all moments to St. Armands Circle.



THE SANCTUARY
545 SANCTUARY DR., #B506 • LONGBOAT KEY, FL • \$2,395,000
3BR/2.5BA residence with panoramic views of the city, Bay and the golf course from a large, open terrace. Brittany floor plan, enhanced with opening up of kitchen for a seamless flow through dining and living areas.



GRAND BAY III
3030 GRAND BAY BLVD., #316 • LONGBOAT KEY, FL • \$2,695,000
Panoramic golf, city, bay and marina views from this 3BR/3BA residence in one of the the best locations in Grand Bay.



NEW PRICE • FAIRWAY BAY
1930 HARBOURSIDE DR., #112 • LONGBOAT KEY, FL • \$625,000
This 2BR/2BA ideally located residence boasts an extended terrace and direct walkdown access to a world of fabulous resort amenities – benefits exclusive to this living level.



NEW PRICE • GRAND BAY III
3030 GRAND BAY BLVD., #325 • \$1,299,000
Furnished 2BR+DEN/3.5BA corner residence with expansive wrap around terrace offering views of the bay, city, marina and golf course.



SEASCAPE
5135 GULF OF MEXICO DR., #202 • LONGBOAT KEY, FL • \$1,199,000
Spacious 3BR/2BA residence located in a direct Gulf-front community of only 8 units. Includes 2 highly coveted covered parking spaces.



GRAND BAY II
3040 GRAND BAY BLVD., #263 • LONGBOAT KEY, FL • \$2,295,000
Direct bay panoramic views from this sprawling 2BR+Den/2.5BA residence offering the popular Cayman floor plan and two covered patios.



PRIVATEER SOUTH
1000 LONGBOAT CLUB RD., #301 • \$1,895,000
Rarely available 3BR/3BA corner residence offering over 1,700 sq. ft. of living space, with direct Gulf front views from multiple terraces.



1350 MAIN
1350 MAIN ST., PENTHOUSE 1704 • SARASOTA, FL • \$7,500,000
THE ONE - Redesigned 3,208 SF entertainers penthouse offering jet liner views of the city, Bay and the Gulf of Mexico. Completely remodeled by one of the region's finest builders.



UNDER CONSTRUCTION
2945 PYRULA DRIVE • LONGBOAT KEY, FL • \$3,345,000
Exceptional quality, untouched refinement, 2-story, 5BR/5BA, 3,815 sq. ft. residence. Features abound, including a separate in-law suite and large 3-car garage. Expansive outdoor area with heated pool and spa.



BEACHPLACE
1095 GULF OF MEXICO DR., #504 • LONGBOAT KEY, FL • \$1,150,000
Breathtaking views through windows and sliders of high-impact glass from this 2BR/2BA updated residence. Includes 2 assigned parking spaces.

OVER \$97 MILLION SOLD IN 2022 • OVER \$134 MILLION SOLD IN 2021

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