

Dear WCIND Commissioners,

I come to this meeting wearing a few hats.

Hat 1 - Advisory Board Member: The Don Pero & Knight Islands Street & Drainage MSTU Advisory Board met yesterday, Nov 13, 2025. While the advisory board is neutral on the concept of a 2nd ferry, an unanimously agreed upon motion was made to communicate to this body the strong opposition to this location for the following reasons and for me to convey these reasons:

- The increase in traffic in general and especially heavy vehicles would damage the existing dirt roads and require more frequent and extensive roadwork than is scheduled or budgeted.
- The approach on the island side is via a blind curve on a single lane dirt road with no shoulder and no room to turn around.
- Whenever there would be a back up to the ferry such as the current ferry operation experiences daily,
 - Island-side EMS would be blocked as well as access to houses and communities further south on Kettle Harbor Road.
 - Egress from the lot for vehicles off-loading would be blocked as well.

Hat 2 – HOA President. I'm currently the HOA president of Point Bocilla. This HOA has three houses whose lots are next to the WCIND lot and who would be directly affected by any commercial activity on this lot that is clearly in a residential zone and has houses on both sides of it. Indeed, the actual entrance to the entire HOA would be affected. Some of these owners are here and I have letters from three other HOA members that have been provided to you. I'm happy to read these into the minutes if that is useful to this body. I am 100% certain all other member are opposed to this landing site and will have the remaining member all write letter or testify in person as necessary in the future.

I'm hoping you are aware that this lot is a swamp. Noise, lighting and drainage from a lot that would have to be heavily modified to have a ferry landing of any sort and support the weight of any vehicles and even foot traffic would directly affect the quality of life as well as the property values of these people. Further, the entire HOA would be bracketed by two ferry services approximately 1200 feet away, placing this residential area smack in the middle of two commercial ferry services.

Hat 3 – Private Citizen. Charlotte County Commissioners have already sponsored Bridgeless Barrier Island Public Input survey earlier this year with multiple public meetings and surveys conducted by Johnson Engineering.

As iterated in the handout provided, it was determined 'most residents favor the current system and oppose infrastructure change that would alter the islands character' and '...additional access modes where not desired by most residents.'

Further the existing Charlotte County Comprehensive Plan with the BBI overlay expressly forbids this type of venture on the islands in question.

Finally - Hat 4 – MY WCIND Mission Statement observations. The proposed island landing is in the Lemon Bay Aquatic Preserve which is a Class II preserve. It is an Estuary with Outstanding Florida Waterbody designation, which provides additional protection for water quality. It is designated as Class II, conditional for shellfish harvesting. Ferry operation would destroy seagrass, is in very shallow water which would requiring dredging and extensive drainage mitigation.

I have provided copies of maps clearing indicating seagrass areas, shallow water areas, the ICW and exiting houses adjacent and island side road access and pointing out relevant sections of your mission statement.

My conclusion is that the proposed location and indeed another ferry service is neither greatly desired nor in the public interest. This would be a new for-profit commercial endeavor as reflected in their own articles of incorporation provided to you.

In conclusion, and feel free to take this with a grain of salt, I'd expected highly organized, well financed and very vocal opposition to occur as more details of the proposed location, the participants involved and service details becomes public. I'd respectfully it's in the public interest to nip this location request in the bud to avoid long, painful and expensive opposition to this other governmental bodies.

Thank you for your time.

David Cohen
Lot 8, Pointe Way, Don Pedro Island
201-600-1450

TO: All WCIND Florida Commissioners

From: Stan and Elle Morse
3 Pointe Way
Englewood FL 33946

Re: Proposed Ferry Landing

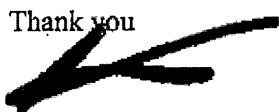
My wife and I have recently purchased our forever home on Palm Island. We have been traveling to the island for over 10 years and were married on the island 3 years ago. The attraction of the island is that it is a zoned residential community focused on living with the fragile environment.

We understand the need to have ferry access and that it is an essential service to the island. However, putting the ferry entrance into the adjacent lot to our property is in no way feasible. Please consider the following when making a decision

1. Property on both sides of the land
2. The roads in the community now are only single lanes and have tight turns in them (again if you want to widen the roads you will need to get property owners to agree)
3. The connection from the proposed ferry sight to the rest of the island is again a winding road with turns and will pose issues for emergency services
4. No room for parking anywhere near the landing for golf cart access or turn around for large vehicles (trucks and trailers)
5. A waiting line for the ferry would be impossible with the current roads
6. The water level where the ferry would come in is less than a foot or negative on low tide. I know this because I cannot take my 23' boat out during low tide, a channel would have to be dredged with huge environmental impact

In closing, we appreciate you reviewing our concerns. In all practicality I do not see how a new ferry landing would function in the proposed site. Additionally, the environmental impact by dredging, clearing natural areas and moving miles of roads is too excessive. The current ferry is working great; I don't understand the need for a change. Please feel free to contact me with any additional questions.

Thank you



Stan Morse
C:4253540904



David Cohen <david.paul.cohen@gmail.com>

WCIND directors

1 message

Matt Buckmaster <matt@purewestmt.com>

Wed, Nov 12, 2025 at 5:25 PM

To: David Cohen <david.paul.cohen@gmail.com>, Candy Cohen <candycecohen@gmail.com>

To WCIND Directors,

I am writing you to oppose the potential new Ferry system on Palm Island. I am the current owner of 7 Pointe Way, Pointe Bocilla on Palm Island and feel this would be in direct conflict with the fragile estuary, in addition our road system can NOT handle any additional traffic flow, as we have dirt streets and lots of "on island" habitat that would be affected. This is a bad idea

Please do not allow this to happen

Sincerely

Matt Buckmaster



David Cohen <david.paul.cohen@gmail.com>

WCIND Property - Lease on Land - Possible ferry landing

1 message

Pat Gordon <patgordon1@comcast.net>

Fri, Nov 14, 2025 at 7:26 AM

To: David Cohen <david.paul.cohen@gmail.com>

To Whom It Might Concern:

I/We object strongly for the following reasons:

1. Peace & Quiet destroyed
2. Sand roads could not support extra traffic; or heavy trucks
3. Area very low, floods easily, very shallow ICW
4. Decrease property values
5. Mature mangroves would be removed.
6. Parking? Hours of Service? Presents Security issues.
7. Located on curve of road; traffic possible safety issue.
8. Only about 1200 feet from existing ferry.

Thank you for your consideration,
James & Karen Gordon
9 Pointe Way
Point Bocilla





3/19/2025

Bridgeless Barrier Island Public Input

Summary Report

SUMMARY

Background

Charlotte County hired Johnson Engineering to perform a feasibility study for providing access to service the barrier islands of Charlotte County. The study was to be completed in two phases with a budget of \$50,000. The first phase is to collect public input, which would direct the second phase feasibility study. The project is currently in the first phase.

There have been two public input meetings with the residents of the four barrier islands (Palm Island, Knight Island, Don Pedro Island, and Little Gasparilla Island). Surveys were conducted and the results have been analyzed. The first public input meeting was held in January 2024, with

CHARLOTTE COUNTY
 Bridgeless Barrier Islands



results indicating a need to separate input for residents associated with the northern or southern islands.

The second public input meeting was held in November 2024 with an additional survey offered. This report summarizes the results of those findings, as well as the overall key findings from both public input initiatives.

Conclusion

The surveys and public feedback clearly indicate that most residents favor the current transportation system and oppose infrastructure changes that would alter the islands' character. Satisfaction levels with existing ferry and goods transfer methods are acceptable, and a significant majority prefer to preserve the secluded nature of the islands. These findings provide compelling evidence that although there are concerns about the current ferry service and access for commercial and personal boats, additional access modes are not desired by most residents.



MISSION

To preserve and enhance the commercial, recreational, and ecological values of the District Waterways.

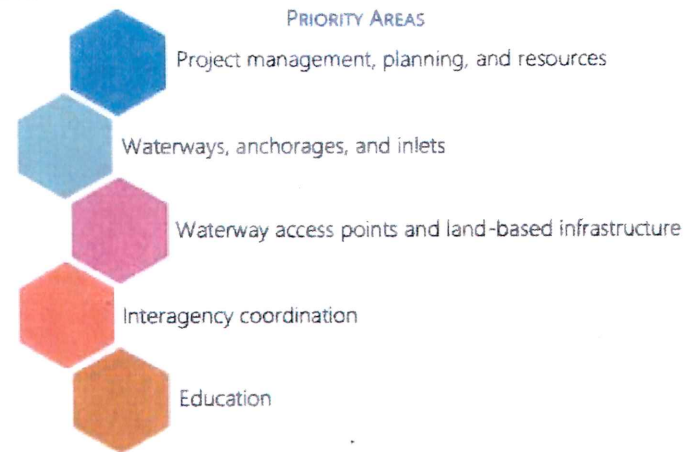
Strategic Plan 2022-2027

To preserve and enhance the commercial, recreational, and ecological values of District waterways

WCIND



The 2022–2027 priority areas of the strategic plan have been updated to better fit the District's current and future needs.



2. WATERWAYS, ANCHORAGES, AND INLETS –GOALS AND STRATEGIES

2.1 Maintain safe, navigable, and accessible waterways, inlets, and anchorages.

2.1.1 Install and maintain channel markers and manatee zone signs.

2.1.1.1 Assist counties with navigation improvement programs and permitting of signs and channels.

2.1.2 Maximize the effectiveness of channel markers and other aids to navigation.

2.1.2.1 Work with counties, the Florida Fish and Wildlife Conservation Commission, USACE, and the US Coast Guard to examine the effectiveness of the spatial layout and locations of aids to navigation, speed zones, and channel enhancements to improve safety, and boater compliance, and to reduce impacts to seagrass.

5.3 Promote environmental stewardship within the coastal and boating communities.

5.3.1 Increase public awareness of sensitive marine habitats through information dissemination including signage, public service announcements, and targeted literature.

5.3.1.1 Within each major estuary area, assist member counties in the development of signs designed for individual boat ramps and marinas showing how to avoid damage to local seagrass beds, as well as the locations of oyster beds and other fragile habitats, as requested by resource managers.

5.3.1.2 Work with member counties and marinas to place and maintain educational signs.



Jon Goranson

I am here to speak on Freedom Transit's proposed lease agreement for the WCIND property at 100 Kettle Harbor Dr. While I have no opinion whether an alternate ferry service is needed, I am opposed to an island side ferry landing located on this property.

I am an adjacent property owner at 2 Pointe Way which directly abuts 100 Kettle Harbor Dr. When we purchased our property, during our research, we were pleased that WCIND owned the lot since this meant that there would never be a house built behind us and the lot would provide privacy and also act as a greenbelt.

When we built our home in 2018/19 I met with WCIND to request temporary access through 100 Kettle Harbor during the building phase but could not do it because of unstable ground. In 2023 post lan, I was given a cease/desist letter from WCIND to stop cleaning the area and mowing behind the area behind our house since I was trespassing on WCIND property. I am struggling to understand how my mowing that resulted in the cease/desist order was considered more damaging than a barge landing could be to neighboring residential property.

On August 14, 2025 I was made aware that Freedom Transit had made a request to lease WCIND property for an island barge landing and had been on the agenda for the August 8, 2025 under the Administrative Agenda. I immediately sent an email

to WCIND asking for additional information and asked to be kept informed as to the status of the request. I received no reply. I also sent an email requesting access to meeting minutes. I received no reply.

I then continued to check the WCIND website for meeting agendas to make sure I could keep abreast of the Freedom Transit lease request, specifically concerned about the Kettle Harbor property. There was no mention of Freedom Transit in the September agenda. With no meeting in October, I checked the November 14, 2025 agenda and noted the Palm Island Ferry (not Freedom Transit) was on the Administrative Agenda with a Property Agreement. We clarified the agreement to be considered was with Freedom Transit and requested a copy of the agreement on November 10, 2025. It appears that discussions were held between WCIND and Freedom Transit between August and November. It was our assumption that prior to any agreement that a proposed plan with details of operation would be available to interested parties.

That being said, I am aware of issues that need to be addressed that are in conflict with the proposed lease agreement as follows:

The property is zoned BBI. A special exemption is not allowed for a barge landing in a BBI zone with the exception of LGI.

The BBI is residential. A commercial for profit use is not allowed.

When the lot was divided in 2021 it changed the Development standards criteria which moved it from a lot created before October 1990 to a lot created after October 1990. According to the BBI Development standards requirements for the property, area and setbacks were changed. Under the criteria for lots created after October 22, 1990 the lot does not meet the new standards.

Prior to making any decisions Commissioners should visit the island to view the proposed island side location.

Lindsay Yates
Statement to WCIND Board
11/14/25

I am here today to try to understand why you would encourage a commercial operation in a residential neighborhood. I am trying to understand if, in fact, you have any knowledge of the size and location of the property to be leased. I am trying to understand why none of the owners of properties immediately adjacent to the subject property and in the neighborhood at large have ever been advised of this potential adverse impact on their properties.

A barge landing is not a quiet, low-impact use. I am going to have traffic, lights, and noise right outside of my bedroom window 24 hours a day. We bought our lot because of the benefit of being adjacent to a green space upon which a house could not be built. Would you want this operation next to your home?

I have no opinion as to the desirability of an additional barge service. However, I do not think it is advisable or beneficial to marine traffic to have two barge crossings on the IntraCoastal within such close proximity to each other.

The 100 Kettle Harbor location provides no community benefit and only detracts from quality of life and peaceful enjoyment of our homes. Please don't even consider approving the Freedom Transit lease until each of you have personally inspected the site, have viewed the operation at the current Palm Island Transit barge landing and have seen for yourselves how detrimental this site would be to island residents. This is the wrong location for this use.