



City Council Chamber
735 Eighth Street South
Naples, Florida 34102

City Council Special Workshop Meeting – April 11, 2000 – 5:00 p.m.

Mayor MacKenzie called the meeting to order and presided.

ROLL CALLITEM 1

Present: Bonnie R. MacKenzie, Mayor
Joseph Herms, Vice Mayor
Council Members:
Gary Galleberg (arrived at 5:21 p.m.)
William MacIvaine
Fred Tarrant
Penny Taylor
Tamela Wiseman (left at 7:15 p.m.)

Also Present:

Kevin Rambosk, City Manager
Dr. Jon Staiger, Natural Resources Manager
Kenneth Cuyler, City Attorney
Ron Lee, Planning Director
Ann Walker, Planner
Laura Spurgeon, Planner
Virginia Neet, Deputy City Clerk
Brenda Blair, Recording Specialist

Clark Russell
Ron Pennington
Tom Longe
Mike Del Duca
Bill Boggess

Media:

AnneElena Foster, Naples Daily News

ITEMS TO BE ADDEDITEM 2

None.

.....ITEM 3

**DISCUSSION OF CHARTER AMENDMENT REFERENDUM LANGUAGE -
CONSERVATION ZONING AND COMMERCIAL DENSITY/INTENSITY (Pursuant to
4/3/00 Workshop)**

(5:00 p.m.) City Manager Kevin Rambosk stated that in accordance with Council direction, the planning staff would present an overview of commercial intensity based on building preference surveys. This would include: an overview of definitions, building surveys results, and sample site

plans. He suggested that Conservation zoning be discussed at the end of the meeting in order to provide staff with direction.

Planning staff then presented a report on commercial properties (see Attachments 1 and 2). Planning Director Ron Lee explained the various definitions/requirements for urban versus suburban form; density versus intensity; lot coverage versus floor area ratio; yards; setbacks; buffers; and landscaping requirements. He clarified that a corner lot which does not abut an alley has two front yards and two side yards; a yard abutting a canal is considered a rear yard. A buffer yard is green space/open space typically between the property line and the building; although this definition is not mentioned in the Code, it is referred to as a landscaped area between 6 and 20 feet. One hundred percent in rock is not considered landscaping, although some rocks are allowed. A setback is a required dimension from the property line to the building, an exception being an overhang of 36 inches from the wall of the building which is allowed for decorative awnings, cornices, and other types of decorative embellishments.

It is noted for the record that Council Member Galleberg arrived at 5:21 p.m.

Planner Ann Walker provided an overview of building studies, along with the preferred commercial buildings submitted by Council Members (Arvida Real Estate, Trianon Center, U.S. Trust, Hole Montes, Belair, and Martin - Attachment 1, Pages 4-8). She also reviewed lot size percentages and parking conformities for the redeveloped area, the North Tamiami Trail, and study sites. She then reviewed the aforementioned individual building statistics. In response to Council Member Galleberg, Ms. Walker agreed to provide Council with the year in which each of these properties were developed. She confirmed that the 46% open space at the U.S. Trust Building consists of landscaping. Ground level parking (uncovered) at the Hole Montes Building is not counted in the floor area ratio (FAR). The Belair Building is part of a larger piece of property which includes the Sun Bank Building, which has not been included in the calculations. The interior landscaping along the 10-foot wide walkway between the two buildings is two feet in width, well maintained, and varied for seasonal color. She then reviewed the Martin Building statistics. Ms. Walker concluded with statistics for building form, parking, lot configuration, and open space. She noted that a list of additional buildings and their statistics are included in a spreadsheet (see Attachment 1, Page 10).

Planner Laura Spurgeon presented an overview of five conceptual site plans for lot space and coverage, based on a vacant lot located at 1350 9th Street North (next to the Pippins restaurant), 37,600 square feet in size, and site specific in design. She then reviewed each plan, and explained variations in open space affecting all other aspects. In response to Vice Mayor Herms, Ms. Spurgeon confirmed that in each scenario, all existing Code requirements have been met, including maximum building height of 42 feet, and each is site specific to the property. She confirmed that if more green space were required, the building and parking areas would be reduced in size. Mr. Lee clarified that each plan varied in parking configuration and size. Council Member Taylor questioned whether ground-floor parking beneath a building was required to meet FEMA height requirements. Mr. Lee explained that FEMA begins at the first habitable floor, which would be 10-12 feet, and the ground floor parking would count as one of the three stories allowed.

Referring to the Hole Montes Building, Council Member Taylor pointed out that the philosophy of the 41-10 area was not to allow a building over ground floor parking. Planner Walker explained that such buildings are specifically prohibited which face the street; the Hole Montes Building however represents a specific destination (engineering firm), with nothing of interest to pedestrians. The Comprehensive Plan states that for commercial and retail space, the façade must have real doors and real windows if fronting the street, with parking in the rear.

Council Member Galleberg however said it was difficult to generalize from just one lot. Vice Mayor Herms said that buildings on stilts or street-side parking does not have to be allowed. Council Member Taylor recommended that Council decide between suburban or urban density. Mayor MacKenzie observed that building choices did not include large stores nor did it take into account the need for the large amount of space to accommodate products. Council Member Tarrant cautioned that some property owners might take advantage of the terminology of terms such as green space and pedestrian friendly. Council Member Galleberg concurred, and added that a property owner has the option to build or not. Vice Mayor Herms noted that Council must determine how much development is desirable on each property; the more available square footage, the higher the price of the property, all of which will have a phenomenal affect on the community, he predicted.

Council then discussed the impact of limited land and parking availability within the City upon grocery stores, which are now expanding to offer additional facilities such as pharmacies. Council Member Taylor said that smaller operations such as Wynn's Family Market are more compatible.

Vice Mayor Herms commented on population and projected growth in the City, with 4,000 new residents over the next ten years as quoted by the Naples Daily News (21,000 to 25,000). Planning Director Ron Lee said that these figures could be accurate since the next phase of Grey Oaks would soon be underway and that the Bureau of Economic and Business Research at the University of Florida provides statewide population estimates and projections that local governments use for Comprehensive Plan purposes. Vice Mayor Herms said this meant that it did not represent a future increase in density in the downtown area.

In response to Council Member Tarrant, Planner Walker clarified that the current Code for the 41-10 area requires an urban form for buildings, with a 22-foot setback from curb to separate the sidewalk from the traffic and to ensure a continuous building line; however, the actual design is a mixture of urban and suburban. Mayor MacKenzie said that this has been the traditional Naples design appealing to residents. Ms. Walker said that three parking spaces per 1,000 square feet of building space for new construction is required, must be placed at the rear of the building, with the possibility of on-street parking. She confirmed that parking can occur under a building if it is at the rear, provided that a specified number of feet is allocated for retail or commercial use.

Public Input: (6:07 to 6:52 p.m.) **Clark Russell, 3005 Ft. Charles Drive**, noted that some of the buildings selected are destination-oriented (U.S. Trust), irrelevant to pedestrian traffic. He expressed concern about imposing upon retail the stringent requirements of office commercial uses, noting a need for retail to be closer to the street with more window exposure, etc. He noted changing market conditions wherein retail once took over banking facilities; however, banks are now returning. Although commending the overall plan, he urged Council to be sensitive to individual solutions and address zoning districts individually. In further dialog with Council, Mr. Russell said that he supported mixed-use buildings, but did not in all areas, and suggested that the Land Trust target large tracts, pursuing state, federal, and private funding. He also suggested someway to reward individuals for building smaller residences and increasing green space.

Ron Pennington, 3430 Gulf Shore Boulevard North, expressed concern that Council seemed to be expediting regulations without a specific objective, cautioning against absolutes, especially if the fairly new Downtown District and the 5th Avenue Special Overlay District were included. He said that it is also unrealistic to state that no development will occur on Conservation-zoned property, citing work performed at the airport related to safety issues. He noted that with the height limit charter amendment, after-the-fact questions arose, and requested that as Council proceeds, the public be kept informed of the City's direction.

Tom Longe, 3725 Rachel Lane, said that he has since 1983, developed a number of Planned Developments, each with its own creative process, which represented good development and which encouraged use of the land. He expressed concern that a charter amendment would have negative affects on property owners with outdated buildings which do not meet Code requirements. He also expressed the view that the referendum reducing commercial building height had not been reviewed properly and urged Council to undertake a proper review, receive public input, and achieve creative development. Mr. Longe further said that unless flexibility is encouraged, existing properties in disrepair would not be upgraded. Council Member Tarrant pointed out that Council is trying to strike a balance to retain value in the community for developers and citizens and is trying to be sensitive to all parties. Mr. Longe concurred, but urged Council to extend its review of these complex issues over the next two years in order for public education and input.

During discussion of lot size, square footage, and density, Vice Mayor Herms said that the Council wants to mirror the same standards that created this community. He expressed the view that two projects, both so extraordinarily dense that they did not resemble anything else in the City, one had been built, and the other came close to being built. Unless the City returns to the same standards reflected throughout most of the City, there will be a great amount of high density and urban development, he predicted. Council Member Galleberg pointed out that discussion about neighborhoods, eras, and needs would be addressed in a 75-word charter amendment.

Michael Del Duca, 2101 Tarpon Road, who said that he is a 28-year resident, noted that the City appears to be endeavoring to have residents lock it in place and questioned the intention. He said he felt that City residents are not cognizant of issues like green space, and while the 5th Avenue Special Overlay District had overcome blight, the 41-10 zoning had not engendered any redevelopment.

Vice Mayor Herms clarified that the City is asking developers that build commercial buildings to provide a minimum of green space, although Council Member Wiseman expressed disagreement, since, she said, all commercial zoning is not the same; it is important to look at the uses which had been ignored so far. Vice Mayor Herms said that each commercial district could have its own specific standards. Council Member Wiseman then requested clarification whether Council intended to develop an ordinance referred to in a charter amendment, rather than attempting to accomplish it in 75 words. City Attorney Kenneth Cuyler clarified that with a charter amendment, a variance cannot be approved, unless flexibility is built into an ordinance referred to in a charter amendment. If not, no flexibility can be allowed once it becomes part of the charter. Vice Mayor Herms requested clarification that if Council develops an ordinance that is then enacted via a charter amendment containing specific standards, could a future Council change that ordinance and standards without the voters approval; Attorney Cuyler said no. Council Member Galleberg said he felt it important to note that the current Council is beginning a process to inhibit future Councils and suggested an amendment to state that future Councils cannot change prior Councils' decisions. Council Member Taylor added that this is what they wanted in Vero Beach and really represents the vote of the people, which a true form of representative government. Mayor MacKenzie said that Vero Beach merely froze its standards and did not create them. Council Member Tarrant referred to a hotel on Myrtle Terrace approved by a prior Council without knowing the source of a deficit of 150 parking spaces. This is not good management, he said, and is why a charter amendment is so important.

Bill Boggess, 1100 8th Avenue South, said based on prior experience, citizens can demand whatever they want, but it must be reasonable. The problem in Naples is growth, he said, and being a resident for 16 years, he has seen significant growth and excessive development. He criticized past administrations for this, citing encouraging Naples Community Hospital to fast track its project prior

to City elections. The only way to have reasonable growth is to have a charter amendment that is reasonably clear that others can change if the people vote for it, Mr. Boggess said.

City Manager Kevin Rambosk requested direction from Council regarding developing scenarios for potential Ordinances. Mayor MacKenzie stated that more information is needed to balance these issues so as not to unintentionally freeze the good portions of zoning, as well as encourage good development. Mr. Galleberg requested the planning staff to provide information on evolution of density over the last several years. Planning Director Lee said while this would take extensive research, the information from the past 5-7 years should be available on permitted site plans. Mr. MacIlvaine said he was unsure whether such an extensive study was necessary. Mr. Tarrant said he favored a charter amendment, but urged simplicity rather than attempting to explain setbacks, green space, landscaping, etc. Mayor MacKenzie suggested specifying percentages allowed. Mr. Herms said a key component is to provide parking not above the ground floor, but at the rear of the building, and suggested that language for parking requirements could be in a separate charter amendment. Mr. Tarrant also suggested strictly prohibiting parking garages. Mr. Rambosk agreed to provide information on the aforementioned hotel that was built with a deficit of 150 parking spaces. Mayor MacKenzie pointed out that lowering parking standards would encourage more restaurants and questioned whether this is Council's desire.

A motion was now proffered by Herms, seconded by Taylor, and appears below after continued discussion.

Mr. Herms said that the concept of the first proposed charter amendment comes from existing zoning language. After further discussion of lot coverage of various chosen buildings, Planning Director Lee stressed the importance of noting the different geographical areas within the City, and suggested that Council proceed cautiously in applying universal standards. A tiered process with certain lot coverage and certain open space standards for those size lots may be appropriate, he said, but cautioned against across-the-board standards. Mr. Herms commented that urban development seems to have 14-17% green space; suburban has 25-28%. If Council establishes a minimum of 14-15%, there is no reason why the Highway Commercial zoning district could not be required to have a higher degree of green space; minimum standards are for a worse-case scenario. Mr. Lee pointed out that a 25% open space requirement should not be applied to the 41-10 area; Council concurred. Mr. Herms clarified that a minimum standard be established, which allows for restrictive standards in other specific areas. He noted that the Highway Commercial district appears to have the highest level of green space. Planning Director Lee confirmed that this information will be provided to Council by the next special workshop scheduled for April 24.

MOTION by Herms to DIRECT STAFF to draft two charter amendments with the following: 1) establish specific language that deals with a charter amendment that controls intensity by green space, parking, and lot coverage; and 2) a charter amendment that controls intensity by the limitations on parking garages above the ground floor, along with the requirements of minimum standards of parking that must be met that cannot have variances granted by the City Council. This motion was seconded by Taylor and carried 5-2 (Herms-yes, Galleberg-no, MacIlvaine-yes, Tarrant-yes, Taylor-yes, Wiseman-no, MacKenzie-yes).

Recess: 7:15 to 7:21 p.m. It is noted for the record that Council Member Wiseman was absent when the meeting reconvened.

Vice Mayor Herms then reviewed Conservation zoning (Section 102-771 through Section 102-788, a copy of which is contained in the file for this date in the City Clerk's Office). Some of the

conservation-vital areas include marine grass beds, tidal swamp and marsh areas, Class II waters, gulf beaches and dunes, and high hazard areas, he said, suggesting that these areas be specifically identified, along with their permitted uses and/or conditional uses, and that these specific sections of the Code of Ordinances be referred to in a charter amendment, since the Code provides specific language. He further noted that conservation-transitional lands can only be identified through the Development of Significant Environmental Impact (DSEI) process which limits one single-family residence per five acres of land; transitional-conservation also allows marinas as a conditional use, he said, which requires a rezone to Transitional Conservation (TC) or Planned Development (PD). He said he was not concerned with transition-conservation areas because they represent upland areas which do not have mangroves, but are natural uplands or spoil sites near conservation-vital land. In response to Council Members, Planning Director Lee clarified that only part of the conservation land at the Airport which was cleared for the relocation of North Road was conservation-vital, but not all. Council Member Tarrant suggested that the language prohibit any and all mitigation. Attorney Cuyler however clarified that if Council sets aside specific land where development is strictly prohibited, language prohibiting mitigation would be unnecessary; however, on land where development is allowed, he said, Council could not prohibit mitigation due to State, Federal and other local regulations. Planning Director Lee confirmed that in Transitional Conservation zoning, mitigation is allowed if development impacts wetlands. Mr. Herms urged that no mitigation be allowed in vital areas such as marine grass beds, tidal swamp and marsh areas, Class II waters, gulf beaches and dunes, and are the only uses permitted. Council Member Taylor requested specific language that only one single-family residence is permitted on five acres. Mr. Lee suggested that in the permitted use section of the Code, residential uses would be identified as one unit per five acres, which would be specifically written into a charter amendment.

Mr. Herms requested additional suggestions on other methods to achieve what had been discussed. Mr. Lee suggested that an effective alternative to a charter amendment may be to revise the Comprehensive Plan. Although comprehensive plans are subject to change, all sections concerning Conservation zoning could be modified which controls development in conservation areas. In response to Mayor MacKenzie, Mr. Lee said that more than 50% of Conservation land is in public ownership, primarily by either the City or the State. Mayor MacKenzie then questioned whether this action would create problems in the future with privately-owned conservation lands. Mr. Herms said this is not creating new zoning, but is in fact existing zoning standards. Mr. Tarrant said that up until recently, conservation lands had been protected, but due to circumstances in ongoing legal disputes, it has not necessarily been the case; charter amendment language could simply state that conservation-zoned land would remain without exception. Mr. Herms concurred, adding that the charter amendment language must specifically state that rezoning of vital conservation lands is strictly prohibited. Attorney Cuyler clarified that charter amendments can in fact freeze zoning, such as what occurred in Vero Beach; any amended charter must be changed through the charter amendment process. Regarding conservation-vital land currently zoned residential and in private ownership, Mr. Cuyler said there is some question whether the City could avoid liability for actions through the charter amendment process, as opposed to actions done by the City directly. Mayor MacKenzie said she felt there would be a difference between a council-sponsored versus a citizen-sponsored charter amendment; Mr. Cuyler agreed, urging Council to explore this with its new City attorney.

MOTION by Herms to DIRECT Planning Staff, City Manager, and City Attorney to work cooperatively to draft charter amendment language, or an ordinance, which will establish conservation-vital zoned areas, including permitted uses, and conditional uses, and the prohibition of mitigation and prohibition of rezoning to any other types of zoning districts. This motion was seconded by Tarrant and

carried 4-2 (Herms-yes, Galleberg-no, MacIlvaine-yes, Tarrant-yes, Taylor-yes, Wiseman-absent, MacKenzie-no).

It was noted for the record that a special workshop will be held on Monday, April 24, at 8:30 a.m., to continue discussion regarding a charter amendment referendum for commercial density/intensity, and conservation zoning. Mr. Herms suggested weekly meetings in May in order to move the process forward. Mayor MacKenzie requested that at least in the initial stages of discussion, all seven members of council be in attendance; Mr. Herms concurred. During discussion it was suggested that meetings could also be scheduled during evening hours.

MOTION by Herms to DIRECT Council to meet once a week during the month of May on charter amendment issues (commercial density/intensity, and conservation zoning), meeting dates and times yet to be determined; seconded by Tarrant and carried 6-0 (Herms-yes, Galleberg-yes, MacIlvaine-yes, Tarrant-yes, Taylor-yes, Wiseman-absent, MacKenzie-yes).

CORRESPONDENCE / COMMUNICATIONS

None.

OPEN PUBLIC INPUT

None.

ADJOURN

7:45 p.m.

Bonnie R. MacKenzie, Mayor

Minutes prepared by:

Brenda A. Blair, Recording Specialist

Minutes approved: 5/17/00



Commercial Intensity

Council Workshop 4/11/00

Definitions

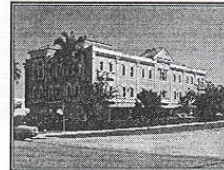
Urban Form

- Relates to the street
- Relates to the pedestrian
- Relates to its neighbors



Suburban Form

- Relates to parking area
- Relates to the automobile
- Isolated from neighbors



Density

The number of dwelling units, households, or housing structures per unit of land



Intensity

The measure of commercial use of a parcel, usually expressed in terms of lot coverage or floor area ratio



Lot Coverage

That portion of a lot that is covered by buildings

The building footprint divided by the lot size



Lot Coverage Calculation

19,250 square feet on two floors

9,625 square feet on one floor (footprint)

$9,625 / 30,000$ square foot lot



Lot coverage = 32%

Floor Area Ratio

The gross floor area of all buildings on a lot divided by the total lot area



Floor Area Ratio Calculation

19,250 total square footage of building

divided by 30,000 square feet of lot



Floor area ratio = 0.64

Lot Coverage vs. Floor Area Ratio

For one story buildings, lot coverage and floor area ratio will be the same

For multi-story buildings, lot coverage is smaller than the floor area ratio

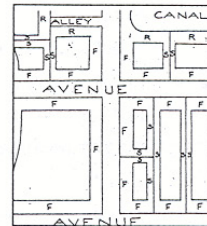
Yards Defined

- Any yard that abuts a street is a front yard (regardless of the orientation of the building).
- Any yard that is parallel to a front yard and abuts an alley is a rear yard.
- A yard that is perpendicular to a front yard is (usually) a side yard.

Yards Explained

A corner lot, by definition, has two front yards. Depending upon whether or not it abuts an alley, the other two yards may be a rear and a side or two sides.

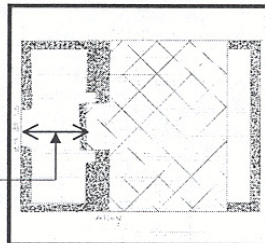
Yards Depicted



Setback

Dimension from property line to building

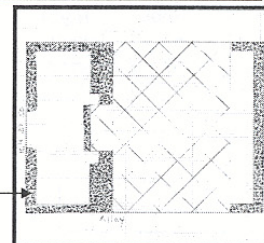
Front Setback



Buffer Yard

Area of open/green space usually located on edge of property

Buffer Yard



Landscaping



- Code is basically for parking lots
- Between parking lot and street or residential use: 6' wide strip with one tree per 30', hedge or wall, and ground cover
- Between parking lot and other commercial: One tree per 50 feet
- Interior of lots: 20 square feet for each space that does not abut perimeter located to break up expanse of asphalt

Building Studies

Lot Sizes

Belair Building	6,000 square feet
Hole Montes	14,160 square feet
Martin Building	18,900 square feet
Arvida Real Estate	19,500 square feet
U. S. Trust	43,034 square feet
Trianon Center	143,748 square feet

Lot Sizes

	Redev. Area	North Trail	Study Sites
15,000 or less	53%	17%	33%
15,001 - 43,000	33%	36%	33%
43,001 - 86,000	7%	29%	17%
Over 86,000	7%	18%	17%

Parking Conformity

Redev. Area	North Trail	Study Sites
30%	67%	83%

Arvida Real Estate



Arvida



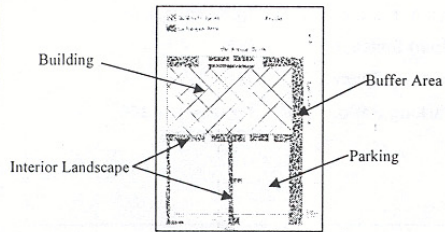
Building Form	Urban
Lot Configuration	Corner Lot
Lot Size	19,500
Building Square Ftg.	7,182
Stories	1
Lot Coverage	37%
Floor Area Ratio	0.37

Arvida

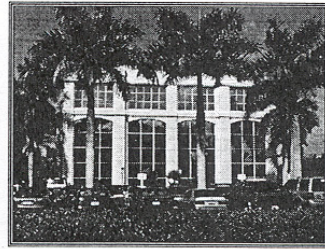


Front Buffer Width	10'
Interior Landscape	498 square feet
Open Space	18%
Parking Spaces	28
Parking Ratio	1 space per 257 square feet

Arvida Site Plan



Trianon Center



Trianon Center



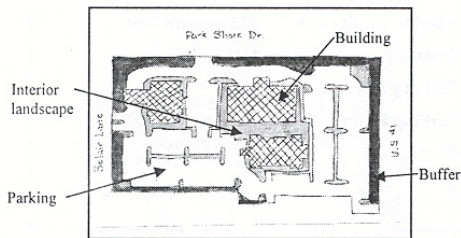
Building Form	Suburban
Lot Configuration	Corner Lot
Lot Size	143,748 square feet
Building Square Footage	53,502
Stories	3
Lot Coverage	15%
Floor Area Ratio	0.37

Trianon Center

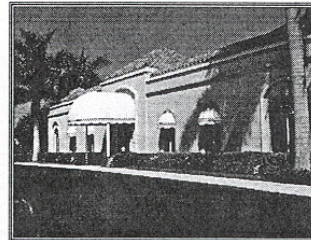


Front Buffer Width	20'
Interior Landscape	14,300 square feet
Open Space	25%
Parking Spaces	177
Parking Ratio	1 space per 302 square feet

Trianon Center Site Plan



U. S. Trust



U. S. Trust



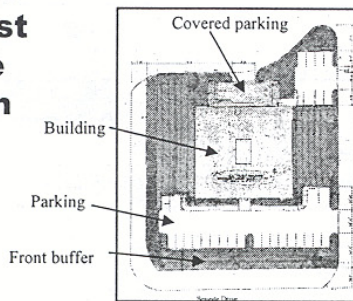
Building Form	Suburban
Lot Configuration	Corner Lot
Lot Size	43,034 square feet
Building Square Ftg.	9,443 + 1,560 covered parking
Stories	1
Lot Coverage	26%
Floor Area Ratio	0.22

U. S. Trust

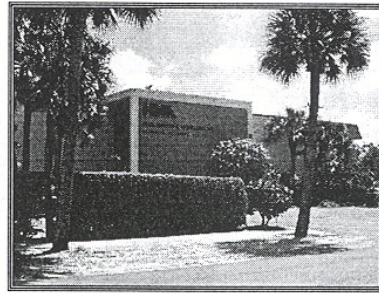


Front Buffer Width	20'
Interior Landscape	1,072 square feet
Open Space	46%
Parking Spaces	31
Parking Ratio	1 space per 305 square feet

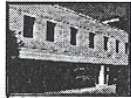
U. S. Trust Site Plan



Hole Montes



Hole Montes

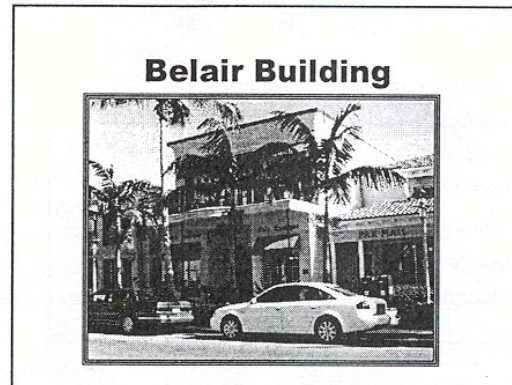
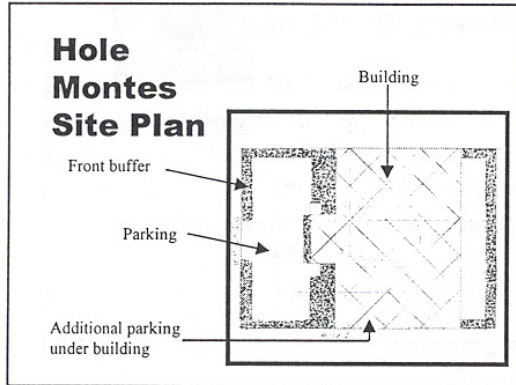


Building Form	Suburban
Lot Configuration	Interior
Lot Size	14,160 square feet
Building Square Ftg.	7,728
Stories	2
Lot Coverage	52%
Floor Area Ratio	1.04

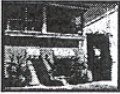
Hole Montes



Front Buffer Width	6'
Interior Landscape	535 square feet
Open Space	14%
Parking Spaces	24
Parking Ratio	1 space per 322 square feet




Belair Building

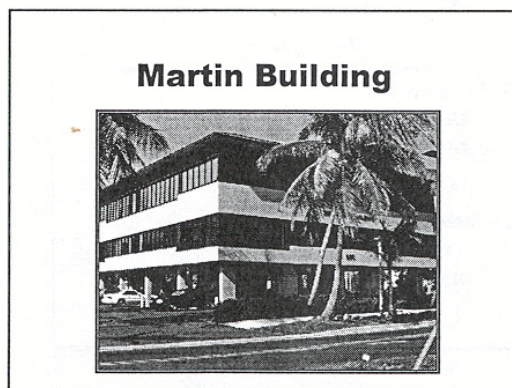
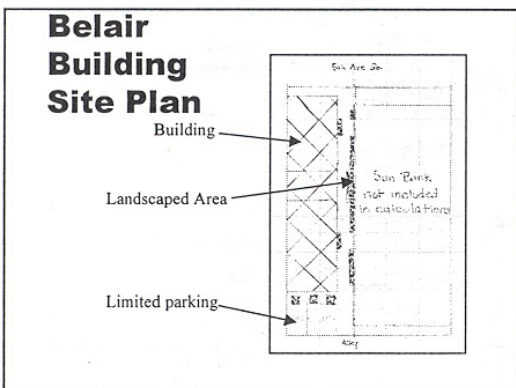


Building Form	Urban
Lot Configuration	Interior lot
Lot Size	6,000 square feet
Building Square Ftg.	5,830
Stories	2
Lot Coverage	59%
Floor Area Ratio	0.97

Belair Building



Front Buffer Width	0
Interior Landscape	48 sq. ft.
Open Space	4%
Parking Spaces	2
Parking Ratio	1 space per 2,915 square feet (Addnl. parking available off-site)

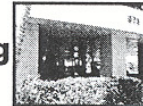


Martin Building



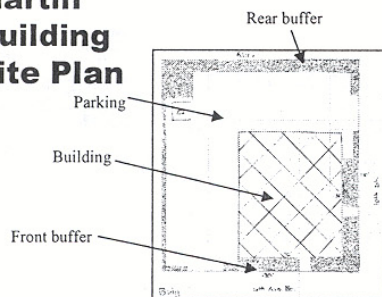
Building Form	Suburban
Lot Configuration	Corner lot
Lot Size	18,900 square feet
Building Square Ftg.	11,100
Stories	3
Lot Coverage	29%
Floor Area Ratio	0.88

Martin Building



Front Buffer Width	10'
Interior Landscape	324 square feet
Open Space	18%
Parking Spaces	38
Parking Ratio	1 space per 292 square feet

Martin Building Site Plan



Statistical Wrap-Up

Building Form and Parking

Building Form:	
Urban	2
Suburban	4
On-Street Parking Adjacent:	
Yes	3
No	3

Lot Configuration and Open Space

Lot Configuration:	
Corner Lot	4
Interior Lot	2
Open Space Averages:	
Corner Lot	27%
Interior Lot	9%

General

	Low	High	Average
Stories	1	3	2
Lot Coverage	15%	59%	36%
FAR	0.22	1.04	0.65
Front Buffer	0'	20'	11'
Open Space	4%	46%	21%

Other Sites

Camargo House - 1209 3rd St. South
Mole Hole - 1201 3rd St. South
Bradley Place - 363 12th Ave. South
The Corner - 1167 3rd St. South
The 400 Building - 400 5th Ave. South
Regency Row - 405 5th Ave. South
Royal Courtyard - 898 5th Ave. South

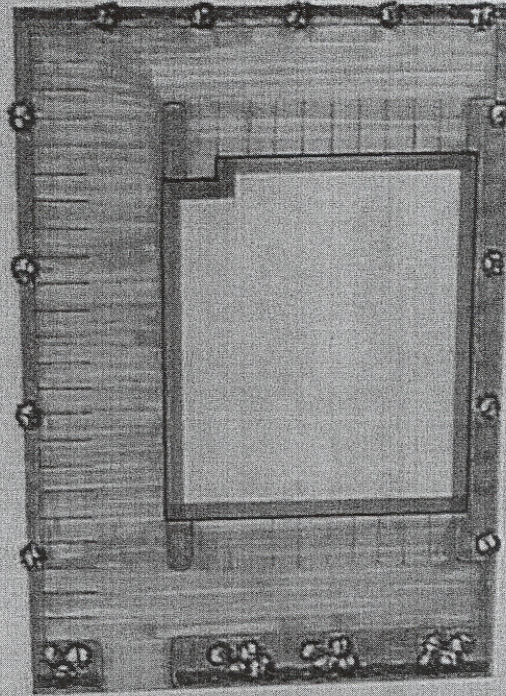
City Hall - 735 8th St. South
Baker Center - 201 8th St. South
Professional Arts - 848 1st Ave. N.
Paragon Center - 130 9th St. North
Collier Commercial - 851 5th Ave. North
Atlantic States Bank - 3055 9th St. North
Inn of Naples - 4055 9th St. North
Neapolitan Way South - 800 Neapolitan Way
Buttonwood Place - 5871 9th Street North
Andrea Deane Realtors - 800 Seagate Drive

Other Sites

	Low	High	Average
Stories	1	5	2
Lot Coverage	8%	94%	26%
FAR	0.16	2.00	0.43
Front Buffer	0'	20'	8.5'
Open Space	0%	30%	14%

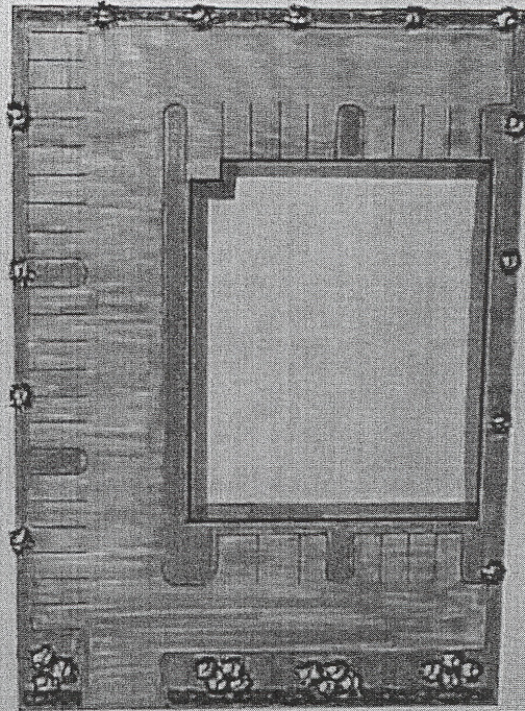
Name	Address	Bldg. Form	Lot Conf.	Lot Size	Bldg. Size	Stories	Lot Cov.	FAR	Front Buffer	Green Space
Camargo House	1209 3rd St. South	Urban	Corner	30,000	19,250	2	32%	0.64		
Mole Hole	1201 3rd St. South	Urban	Corner	22,650	5,729	1	25%	0.25		
Bradley Place	363 12th Ave. South	Urban	Corner	20,000	8,020	2	20%	0.4	4	11%
The Corner	1167 3rd St. South	Urban	Corner	40,000	19,122	2	24%	0.48	4	11%
Hole Montes	715 10th St. South	Suburban	Interior	14,160	7,728	2	52%	1.04	6	14%
Martin Building	975 6th Ave. South	Suburban	Corner	18,900	11,100	3	29%	0.88	10	18%
Belair Building	340 5th Ave. South	Urban	Interior	6,000	5,830	2	59%	0.97	0	4%
400 Building	400 5th Ave. South	Suburban	Corner	25,600	16,200	3	22%	0.63	10	14%
Regency Row	405 5th Ave. South	Urban	Corner	22,650	10,040	2	22%	0.24	10	16%
Arvida Real Estate	550 5th Ave. South	Urban	Corner	19,500	7,182	1	37%	0.37	10	18%
Royal Courtyard	898 5th Ave. South	Urban	Corner	6,885	13,836	2	94%	2	0	0%
City Hall	735 8th St. South	Urban	Corner	58,300	31,780	2	32%	0.55		
Baker Center	201 8th St. South	Suburban	Double Front	85,458	28,250	3	11%	0.33	0	
Professional Arts	848 1st Ave. North	Suburban	Corner	39,000	16,875	3	14%	0.43	0	2%
Paragon Center	130 9th St. North	Suburban	Corner	42,000	19,128	3	23%	0.68	5	13%
Collier Commercial	851 5th Ave. North	Suburban	Corner	34,000	14,759	3	14%	0.43		
Atlantic States Bank	3055 9th St. North	Suburban	Double Front	63,600	10,444	2	8%	0.16	20	30%
Tranion Center	850 Park Shore Dr.	Suburban	Corner	143,748	53,502	3	15%	0.37	20	25%
Inn of Naples	4055 9th St. North	Suburban	Interior	71,000	57,283	5	22%	0.81	20	
Neapolitan Way South	800 Neapolitan Way	Suburban	Corner	194,000	62,100	1	32%	0.32	20	26%
Buttonwood Place	5871 9th St., North	Suburban	Corner	26,000	5,744	1	22%	0.22		
Andrea Deane Realtors	800 Seagate Drive	Suburban	Interior	20,238	11,125	3	28%	0.84		
U. S. Trust	765 Seagate Drive	Suburban	Corner	43,034	9,443	1	26%	0.22	20	46%
Total				1,046,723	444,470	52	663%	13.26		
Mean Average				45,510	19,325	2.3	29%	0.58	9.0	17%
Median				30,000	14,759	2	24%	0.43	10	14%

PLAN 1: Single Story



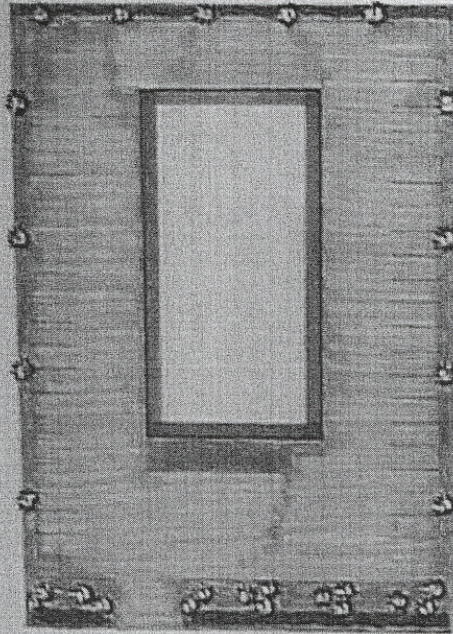
LOT COVERAGE	34.2%
OPEN SPACE	18.6%
F.A.R.	0.34
FLOOR AREA	12,742 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	38 spaces
PROVIDED	41 (2 handicapped)
	1 loading space

PLAN 1A: Single Story



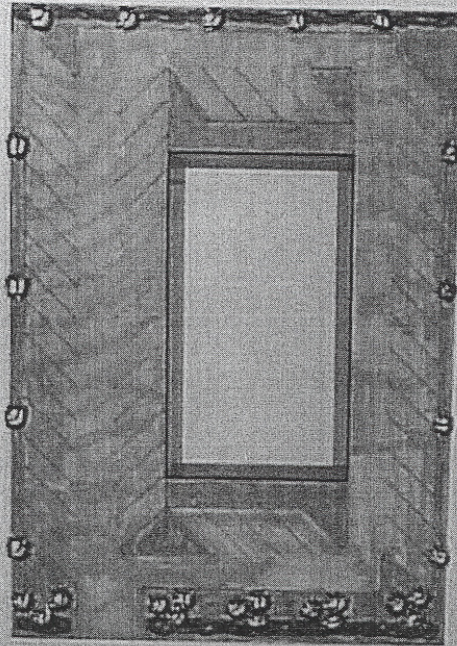
LOT COVERAGE	29.8%
OPEN SPACE	25.6%
F.A.R.	0.30
FLOOR AREA	11,210 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	34 spaces
PROVIDED	35 (2 handicapped)
	1 loading space

PLAN 2: Two Story



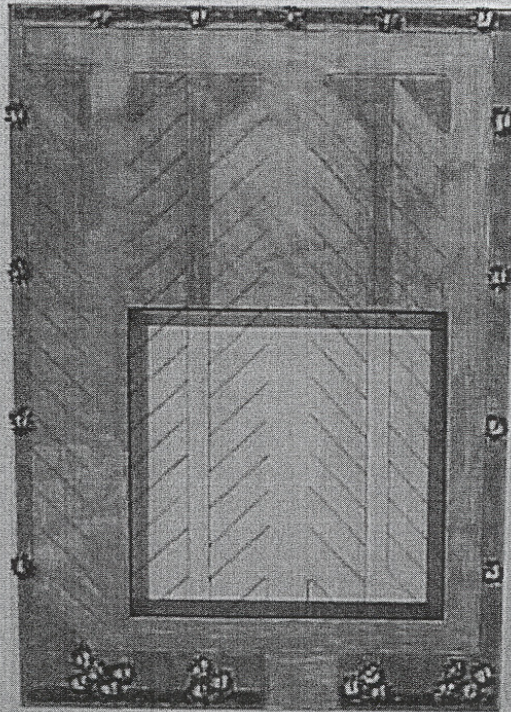
LOT COVERAGE	22.3%
OPEN SPACE	17%
F.A.R.	0.45
FLOOR AREA	16,770 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	50 spaces
PROVIDED	51 (2 handicapped) 1 loading space

PLAN 2A: Two Story



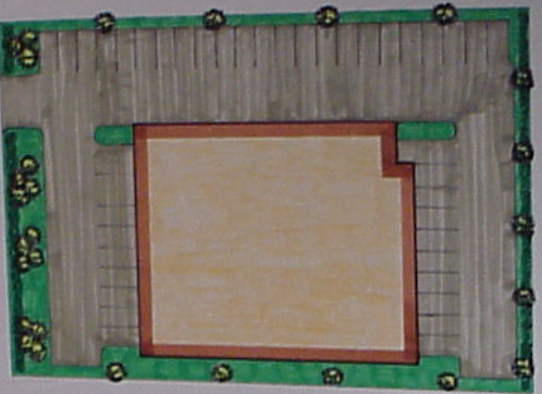
LOT COVERAGE	21.6%
OPEN SPACE	25%
F.A.R.	0.43
FLOOR AREA	16,214 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	49 spaces
PROVIDED	49 (2 handicapped) 1 loading space

PLAN 2B: Two Story Over Parking



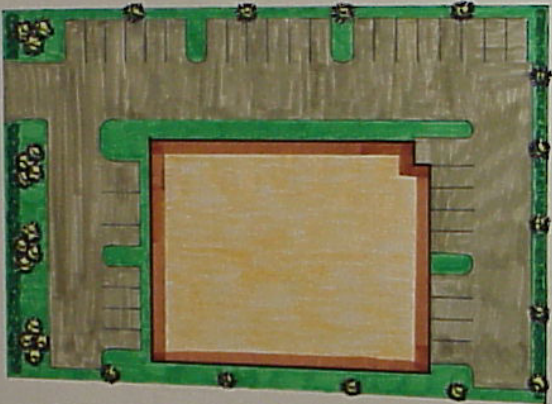
LOT COVERAGE	28.8%
OPEN SPACE	28%
F.A.R.	0.86
FLOOR AREA	21,667 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	65 spaces
PROVIDED	66 (3 handicapped)
	1 loading space

PLAN 1: Single Story



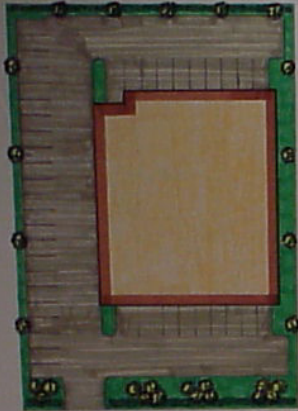
LOT COVERAGE	34.2%
OPEN SPACE	18.6%
F.A.R.	0.34
FLOOR AREA	12,742 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	38 spaces
PROVIDED	41 (2 handicapped)
	1 loading space

PLAN 1A: Single Story



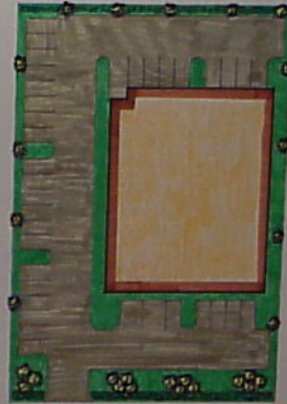
LOT COVERAGE	29.8%
OPEN SPACE	25.6%
F.A.R.	0.30
FLOOR AREA	11,210 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	34 spaces
PROVIDED	35 (2 handicapped)
	1 loading space

PLAN 1: Single Story



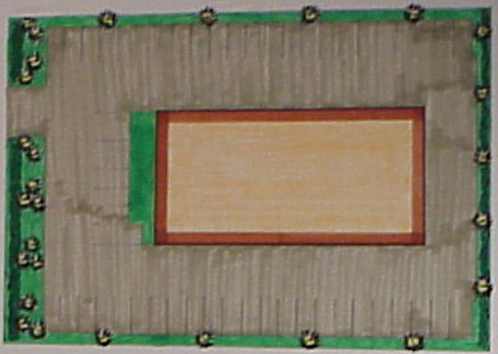
LOT COVERAGE	34.2%
OPEN SPACE	18.6%
F.A.R.	0.34
FLOOR AREA	12,742 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	38 spaces
PROVIDED	41 (2 handicapped)
	1 loading space

PLAN 1A: Single Story



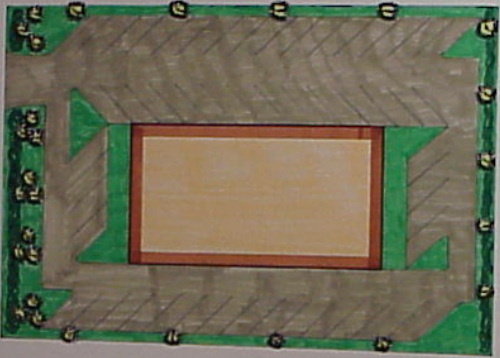
LOT COVERAGE	29.8%
OPEN SPACE	25.6%
F.A.R.	0.30
FLOOR AREA	11,210 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	34 spaces
PROVIDED	35 (2 handicapped)
	1 loading space

PLAN 2: Two Story



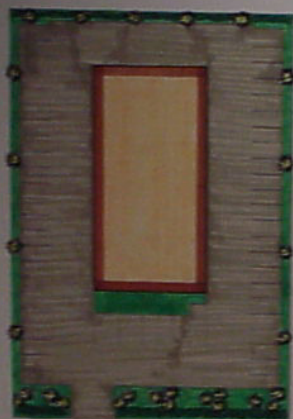
LOT COVERAGE	22.3%
OPEN SPACE	17%
F.A.R.	0.45
FLOOR AREA	16,770 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	50 spaces
PROVIDED	51 (2 handicapped)
	1 loading space

PLAN 2A: Two Story



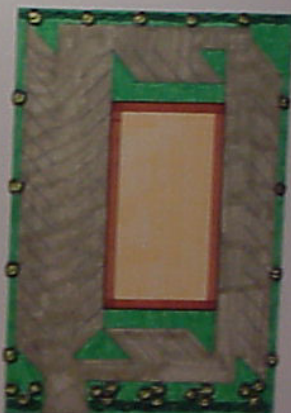
LOT COVERAGE 21.6%
OPEN SPACE 25%
F.A.R. 0.43
FLOOR AREA 16,214 s.f.
PARKING 3 spaces per 1,000 s.f.
REQUIRED 49 spaces
PROVIDED 49 (2 handicapped)
1 loading space

PLAN 2: Two Story



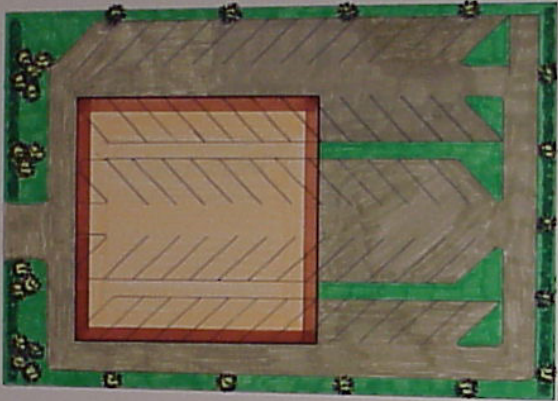
LOT COVERAGE 22.3%
OPEN SPACE 17%
F.A.R. 0.45
FLOOR AREA 16,770 s.f.
PARKING 3 spaces per 1,000 s.f.
REQUIRED 50 spaces
PROVIDED 51 (2 handicapped)
1 loading space

PLAN 2A: Two Story



LOT COVERAGE 21.6%
OPEN SPACE 25%
F.A.R. 0.43
FLOOR AREA 16,214 s.f.
PARKING 3 spaces per 1,000 s.f.
REQUIRED 49 spaces
PROVIDED 49 (2 handicapped)
1 loading space

PLAN 2B: Two Story Over Parking



LOT COVERAGE	28.8%
OPEN SPACE	28%
F.A.R.	0.86
FLOOR AREA	21,667 s.f.
PARKING	3 spaces per 1,000 s.f.
REQUIRED	65 spaces
PROVIDED	66 (3 handicapped)
	1 loading space