

EXHIBIT A – CRA MAP WITH IDENTIFIED NEW DEVELOPMENTS



CRA District

City of Naples, Florida

Date: 4/17/2014

Legend

- 1075 Central
- Forty One Ten
- Baker Park
- Naples Square
- Mangrove Bay
- CRA District

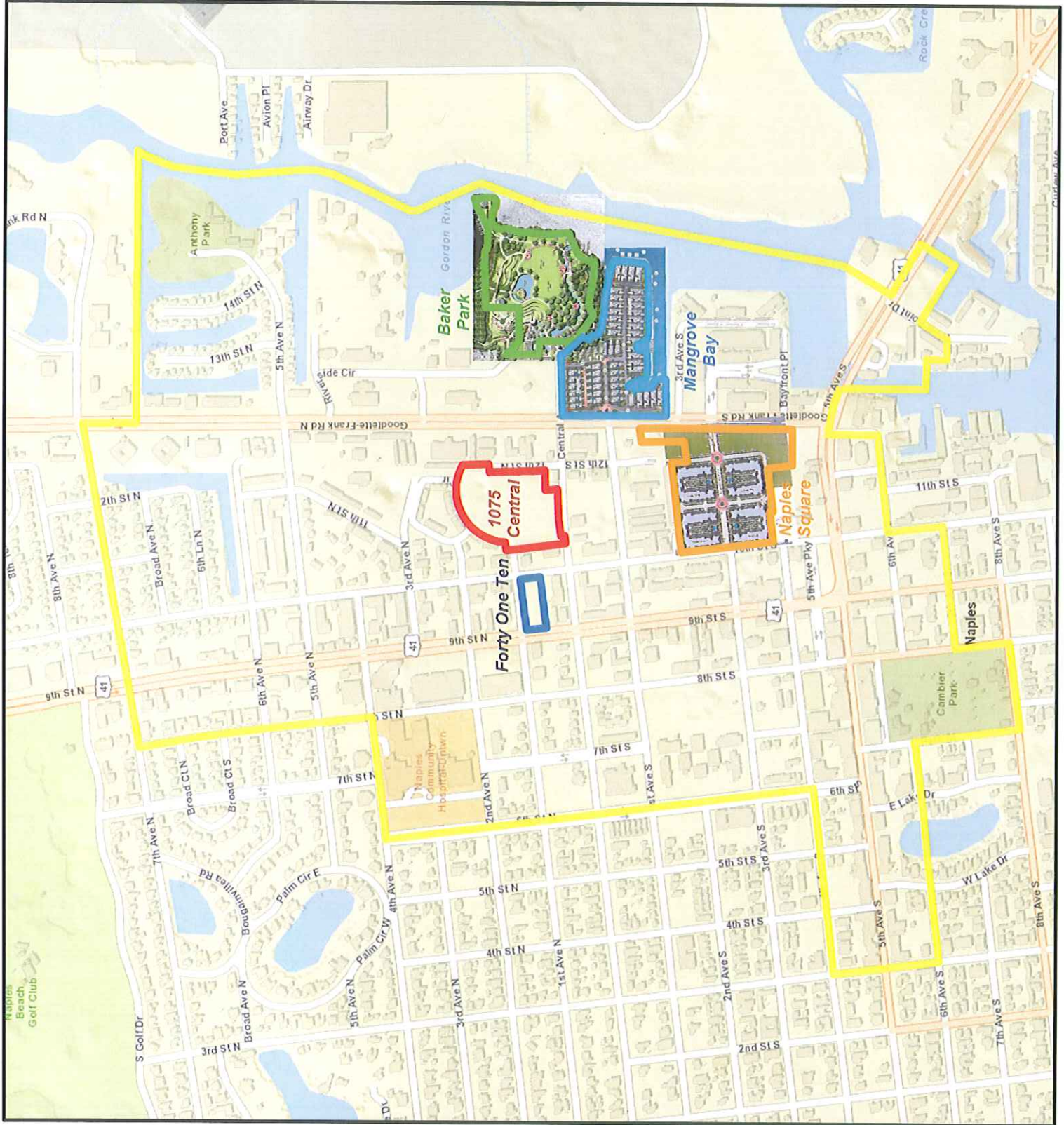


1 inch = 1,000 feet

The City of Naples assumes no liability for errors or omissions in the accuracy of this map.
 Data Sources: Parcel - Collier County Property Appraiser June 2012, Transportation Plannimetrics - Collier County Property Appraiser January 2012.
 All information shown is for reference only.



Technology Service
 GIS Division
 295 Riverside Circle
 Naples, FL 34102



TRAFFIC IMPACT STATEMENT

For

1075 CENTRAL
(Central Avenue, Naples, Florida)

October 23, 2013

Prepared by:

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CERTIFICATE OF AUTHORIZATION NO. 27830

(PROJECT NO. 130911)



JAMES M. BANKS, P.E.
FLORIDA REG. NO. 43860

10-23-2013

DATE

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Conclusions

Based upon the findings of this report, it was determined that the proposed development of 1075 Central will not have a negative impact upon the surrounding road network. It was verified that all roadways, within the project's area of influence, currently have a surplus of capacity and can accommodate the traffic associated with the proposed 220 apartment units and 3,000 square feet of specialty retail use. As determined, the road network will continue to operate at acceptable levels of service for 2018 project build-out conditions and the project will not create any off-site transportation deficiencies that need to be mitigated.

Scope of Project

1075 Central is a proposed apartment complex that will consist of 220 dwelling units, and 3,000 square feet of specialty retail use. The 8.8 +/- acre site is located on the northwest corner of Central Avenue and 12th Street North, within the City of Naples. Vehicular ingress/egress to the site will be via access to Central Avenue, access to 1st Avenue North and 12th Street North. For additional site details, refer to the MCP prepared by MHK Architecture & Planning.

**Table A
Proposed Land Use**

Proposed Land Use	Number of Units or Square Feet
Apartment Complex	220 Dwelling Units
Specialty Retail	3,000 Square Feet

As an alternative to the proposed land uses, the site could be developed as a commercial center consisting of 220,000 square feet of retail and office space. Table B provides a detail of the site's potential build-out.

**Table B
Potential Development**

Potential Development	Number of Units
Retail	70,000 Square Feet
Office	150,000 Square Feet

ZONING INFORMATION:

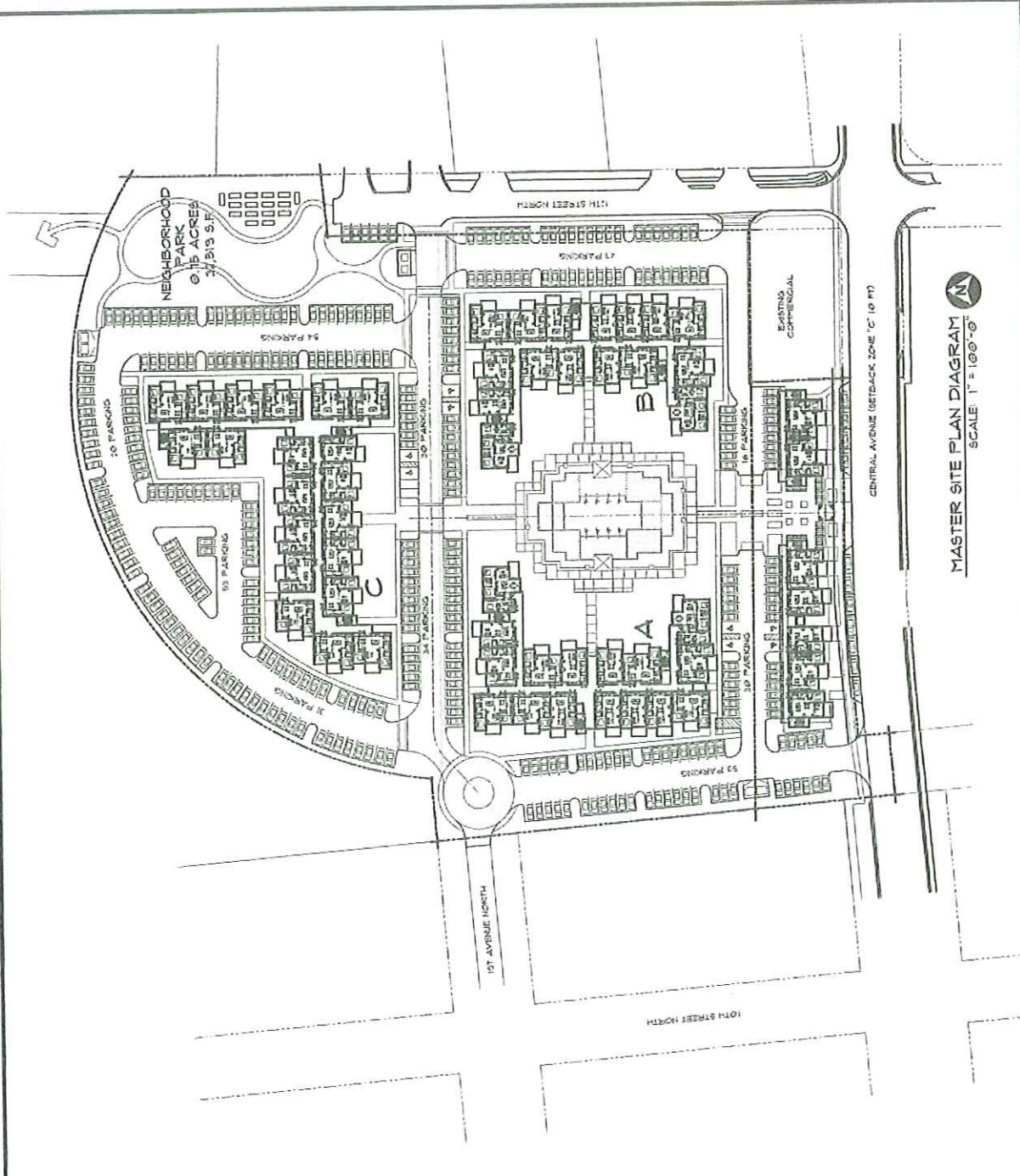
SITE AREA 9.6 ACRES / 383,435 SQUARE FEET
 MIXED-USE DISTRICT 0-32 ACRES / 40,136 SQUARE FEET
 RESIDENTIAL DISTRICT 1.98 ACRES / 343,302 SQUARE FEET
 ZONING PD PLANNED DEVELOPMENT (LOT 15 CENTRAL)
 ADDRESS 1075 CENTRAL AVENUE, NAPLES, FL 34102
 PLOT AREA CODE 15,000 SQUARE FEET
 MIN. LOT WIDTH CODE 100 FEET
 ACTUAL GREATER THAN 15,000 S.F.
 ACTUAL GREATER THAN 100 FEET
 MIN. YARDS * FRONT MIN. CENTRAL AVE (ZONE "C" 10 FEET)
 MAX. 20 FEET
 SIDE 0 OR 10 FEET
 REAR 10 FEET W/ 5 FT OF LANDSCAPING
 DENSITY * 22 UNITS / 75 UNITS PER ACRE
 OPEN SPACE * 51,100 SQUARE FEET
 PROVIDED 93,000 SQUARE FEET
 MAX. HEIGHT * MIXED USE 3 STOREY AND 42 FEET
 RESIDENTIAL 42 FOUR STOREY
 FLOOD ZONE * AET AND X MIXED

UNIT MATRIX:

BUILDING "A" (4-STORIES)	
1 BEDROOM UNITS.....	28
2 BEDROOM UNITS.....	28
3 BEDROOM UNITS.....	8
TOTAL UNITS.....	64
BUILDING "B" (4-STORIES)	
1 BEDROOM UNITS.....	28
2 BEDROOM UNITS.....	28
3 BEDROOM UNITS.....	8
TOTAL UNITS.....	64
BUILDING "C" (4-STORIES)	
1 BEDROOM UNITS.....	4
2 BEDROOM UNITS.....	14
3 BEDROOM UNITS.....	8
TOTAL UNITS.....	26
BUILDING "D" (3-STORIES)	
1 BEDROOM UNITS.....	8
2 BEDROOM UNITS.....	4
TOTAL UNITS.....	12
BUILDING "E" (3-STORIES)	
1 BEDROOM UNITS.....	8
2 BEDROOM UNITS.....	4
TOTAL UNITS.....	12
GRAND TOTAL UNITS.....	228

PARKING CALCULATION:

3,000 S.F. COMMERCIAL AT 31000.....	9 SPACES
3,000 S.F. AVENUE SPACE.....	0 SPACES
106,711 BEDROOM UNITS AT 1 PER UNIT.....	106,711 SPACES
120,727 BEDROOM UNITS AT 2 PER UNIT.....	241,454 SPACES
120,727 BEDROOM UNITS AT 3 PER UNIT.....	362,181 SPACES
94% OF COMMERCIAL PARKING SHARED.....	-9 SPACES
TOTAL SPACES REQUIRED.....	578 SPACES
TOTAL SPACES PROVIDED.....	578 SPACES
OFF STREET PARKING.....	11 SPACES
ON STREET PARKING (CENTRAL).....	11 SPACES
TOTAL.....	383 SPACES



MASTER SITE PLAN DIAGRAM
 SCALE 1" = 100'-0"
 N

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OCTOBER 23, 2019

Project Generated Traffic

Traffic that can be expected to be generated by 1075 Central was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. It was concluded that land use codes "Apartments" (LUC 220) and "Specialty Retail" (LUC 826) were most appropriate in estimating the new trips associated with the proposed project.

As determined, the project will generate 1,536 daily trips and 120 vph & 143 vph new trips during the AM and PM peak hours, respectively. Table 1A depicts the computations performed in determining the project's new trips, as well as for the alternative land uses. Table B provides a summary of the trip generation computation results that are shown in Table 1.

Table C
New Site-Generated Trips
(Summation of Table 1A)

	Daily Weekday Trips Generated (ADT)	AM Peak Hour Trips Generated (vph)	PM Peak Hour Trips Generated (vph)
LUC 220 + LUC 826	1,536	120	143

As an alternative to the proposed land uses, the site could be developed as a commercial complex consisting of 220,000 square feet of retail and office land uses. Table D provides a detail of the potential trips that would be generated by the site's potential build-out.

Table D
Potential Site-Generated Trips
(Summation of Table 1B)

	Daily Weekday Trips Generated (ADT)	AM Peak Hour Trips Generated (vph)	PM Peak Hour Trips Generated (vph)
LUC 750 + LUC 820	4,767	328	490

TABLE 1A
TRIP GENERATION COMPUTATIONS
1075 CENTRAL

PROPOSED DEVELOPMENT

Land Use

<u>Code</u>	<u>Land Use Description</u>
220	Apartment
826	Specialty Retail

Build Schedule

220 Units
3,000 s.f.

Land Use

<u>Code</u>	<u>Trip Period</u>	<u>Trip Generation Equation</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
LUC 220	Daily Traffic (ADT) =	$T = 6.65(X) =$	1,463 ADT	
	AM Peak Hour (vph) =	$T = 0.49(X) + 3.73 =$ 20% Enter/ 80% Exit =	112 vph	22 / 89 vph
	PM Peak Hour (vph) =	$T = 0.55(X) + 17.65 =$ 65% Enter/ 35% Exit =	139 vph	90 / 49 vph

LUC 826	Daily Traffic (ADT) =	$T = 44.32(X) =$	133 ADT	
	AM Peak Hour (vph) =	$T = 6.84(X) =$ 48% Enter/ 52% Exit =	21 vph	10 / 11 vph
	PM Peak Hour (vph) =	$T = 2.71(X) =$ 44% Enter/ 56% Exit =	8 vph	4 / 5 vph
	<i>Pass-by and Interanal Capture Trips =</i>	45%		
	New Daily Traffic (ADT) =	(ADT) x (% of New Trips)	73 ADT	
	New AM Peak Hour (vph) =	(AM) x (% of New Trips) 44% Enter/ 56% Exit =	8 vph	4 / 5 vph
	New PM Peak Hour (vph) =	(PM) x (% of New Trips) 48% Enter/ 52% Exit =	4 vph	2 / 2 vph

Total New	Daily Traffic (ADT) =		1,536 ADT	
	AM Peak Hour (vph) =		120 vph	26 / 94 vph
	PM Peak Hour (vph) =		143 vph	92 / 51 vph

TABLE 1B
TRIP GENERATION COMPUTATIONS
1075 CENTRAL

POTENTIAL DEVELOPMENT

Land Use		<u>Build Schedule</u>
<u>Code</u>	<u>Land Use Description</u>	
750	Office Park	150,000 s.f.
820	Shopping Center	70,000 s.f.

Land Use		<u>Trip Generation Equation</u>	<u>Total Trips</u>	<u>Trips Enter/Exit</u>
<u>Code</u>	<u>Trip Period</u>	<u>(Based upon S.F.)</u>		
LUC 750	Daily Traffic (ADT) =	T= 11.42(X) =	1,713 ADT	
	AM Peak Hour (vph) =	T= 1.71(X) = 89% Enter/ 11% Exit =	257 vph	228 / 28 vph
	PM Peak Hour (vph) =	T= 1.48(X) = 14% Enter/ 86% Exit =	222 vph	198 / 24 vph

LUC 820	Daily Traffic (ADT) =	Ln(T) = 0.65Ln(X)+5.83 =	5,386 ADT	
	AM Peak Hour (vph) =	Ln(T) = 0.61Ln(X)+2.24 = 62% Enter/ 38% Exit =	125 vph	78 / 48 vph
	PM Peak Hour (vph) =	Ln(T) = 0.67Ln(X)+3.31 = 48% Enter/ 52% Exit =	472 vph	226 / 245 vph

Pass-by Trips per ITE= $Ln(T) = 0.29Ln(X) + 5.00 =$ 43% Pass-by Rate

New Daily Traffic (ADT) =	(ADT) x (% of New Trips)	3,054 ADT	
New AM Peak Hour (vph) =	(AM) x (% of New Trips) 62% Enter/ 38% Exit =	71 vph	44 / 27 vph
New PM Peak Hour (vph) =	(PM) x (% of New Trips) 48% Enter/ 52% Exit =	268 vph	128 / 139 vph

Total New	Daily Traffic (ADT) =	4,767 ADT	
	AM Peak Hour (vph) =	328 ADT	272 / 55 vph
	PM Peak Hour (vph) =	490 ADT	326 / 164 vph

Existing + Committed Road Network

Table 2A provides a detail of the surrounding E + C road network. Table 2A depicts the minimum level of service performance standards and capacity for the roads within the project's area of influence.

Project Traffic Distribution

The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress; current and future traffic patterns in the area; location of surrounding businesses and commercial centers. Table 2A provides a detail of the traffic distributions based on a percentage basis and by volume.

Area of Significant Impact

The area of significant impact was determined based upon typical impact criteria that is commonly referred to as the 2%, 2% and 3% criteria (i.e., if the project's traffic is 2% or more of a roadway's adopted level of service capacity for the two closest roads and 3% for roads thereafter, then the project has a significant impact upon that link). Table 2A describes the project traffic distributions and the level of impact on the surrounding roadways. Roads and intersections that were identified as being within the project's area of impact are shown in Table 2A.

**TABLE 2A
PROJECT'S AREA OF IMPACT**

143

Project Traffic Peak Hour 2-Way (vph) =

Road Class	PK Direction Service Volume	LOS Standard	LOS Service		Project Traffic % Distribution	Project Traffic		Impact Standard	Percent Impact	Significant Impact
			Pk Hour 2-Way Volume (vph)	Pk Hour 2-Way Volume (vph)		PK Direction	Volume (vphpd)			
0th Street	5th Ave S. to Central Central to 5th Ave N.	C	1400	1400	5%	7	7	2%	0.51%	NO
		C	1400	1400	5%	7	7	2%	0.51%	NO
Central Ave	Tamiami Trail to 10th Street 10th Street to Goodlette Frank	C	850	850	50%	72	72	2%	8.41%	YES
		C	850	850	40%	57	57	2%	6.73%	YES
Goodlette-Frank Rd	Tamiami Trail to Central Ave Central Ave to Golden Gate Pkwy	E	5800	5800	25%	36	36	2%	0.62%	NO
		E	5800	5800	15%	21	21	2%	0.37%	NO
Tamiami Trail	5th Ave S. to Golden Gate Pkwy East of Goodlette-Frank	E	5800	5800	30%	43	43	2%	0.74%	NO
		E	5800	5800	20%	29	29	2%	0.49%	NO

2013 thru 2018 Project Build-out Traffic Conditions

In order to establish 2013 thru 2018 project build-out traffic conditions, historical and current traffic count data was collected from the City of Naples. Based upon the 2002 thru 2013 traffic count report, an annual growth rate was determined and then applied to background traffic volumes in order to forecast future 2018 conditions. In those cases where the historical growth trend was found to be less than 0.5% per year, a minimum growth rate of 0.5% was applied. After the correct adjustments were computed, the project generated traffic was then added to the 2018 background traffic. Tables 2B and 2C provide a summary of the 2013 thru 2018 traffic conditions and the roadways' level of service and remaining available capacity.

As shown, all project impacted roadways will continue to operate at the City's adopted minimum level of service thresholds at project build-out.

**TABLE 2B
2013 & 2018 ROADWAY LINK VOLUMES**

	2002 Traffic (vph)	2013 Traffic (vph)	Years of Growth	Calc Growth Rate	Min Growth Rate	Trip Bank (vphpd)	2013		2018	
							Total Pk Hr PK Direction Background (vphpd)	PK Direction Background (vphpd)	Total Pk Hr PK Direction Background (vphpd)	PK Direction Background (vphpd)
0th Street	465	374	11	-1.96%	0.50%	0	374	374	383	383
	465	374	11	-1.96%	0.50%	0	374	374	383	383
Central Ave	839	722	11	-1.36%	0.50%	0	722	722	740	740
	839	722	11	-1.36%	0.50%	0	722	722	740	740
Goodlette-Frank Rd	3616	3280	11	-0.88%	0.50%	0	3280	3280	3363	3363
	3616	3280	11	-0.88%	0.50%	0	3280	3280	3363	3363
Tamiami Trail	5684	5299	11	-0.64%	0.50%	0	5299	5299	5433	5433
	5684	5299	11	-0.64%	0.50%	0	5299	5299	5433	5433

TABLE 2C
2018 ROADWAY LINK VOLUME/CAPACITY ANALYSIS

	2013		2018		2018		2018		2018		2018	
	Peak Hour 2-Way (vph)	Peak Hour 2-Way LOS	Peak Hour 2-Way Background (vph)	Peak Hour 2-Way Background LOS	Project Peak Hour 2-Way (vph)	Build-Out Peak Hour 2-Way (vph)	Service Vol. Peak Hour 2-Way (vph)	Build-Out Peak Hour 2-Way v/c Ratio	Build-Out Peak Hour 2-Way LOS			
10th Street	374	C	383	C	7	391	1400	0.28	B			
	374	C	383	C	7	391	1400	0.28	B			
Central Ave	722	C	740	C	72	812	850	0.95	C			
	722	C	740	C	57	797	850	0.94	C			
Goodlette-Frank Rd	3280	C	3363	C	36	3399	5800	0.59	C			
	3280	C	3363	C	21	3384	5800	0.58	C			
Tamiami Trail	3363	C	3448	C	43	3491	5800	0.60	C			
	5299	E	5433	E	29	5461	5800	0.94	E			

APPENDIX

Support Documents

Two-way Volumes (Vehicles Per Day) For collector streets Arterials. In the City Of Naples

TRAFFIC COUNT STATION NUMBER	ARTERIAL OR COLLECTOR STREET	MAR. 2013	1ST QTR PEAK HOUR	JUN. 2013	2ND QTR PEAK HOUR	SEPT. 2013	3RD QTR PEAK HOUR	DEC. 2013	4TH QTR PEAK HOUR	MAXIMUM 2013	2013 PEAK HOUR
8	GOLDEN GATE PKWY (CR 886)	24,634	2,061	16,243	1,296	16,083	1,401				
10	GOODLETTE ROAD (CR 851)	35,042	3,280	23,910	2,315	23,744	2,404				
15	US 41 (N OF CR 886)	44,600	3,778	33,039	2,771	31,740	2,698				
16	US 41 (S OF CR 886)	43,848	3,633	32,523	2,624	30,960	2,549				
19	US 41 (6 AV N/7 AV N)	40,279	3,363	29,380	2,448	27,852	2,351				
23	US 41 (W OF CR 851)	44,522	3,775	31,379	2,481	28,815	2,397				
24	US 41 (E OF CR 851)	62,116	5,299	44,756	3,644	41,958	3,512				
30	PARKSHORE DRIVE	16,119	1,506	7,044	672	7,360	701				
34	GULFSHORE BLVD N	5,744	554	2,031	216	2,012	210				
37	HARBOUR DRIVE	6,692	549	3,240	319	3,522	364				
38	CREECH ROAD	1,194	115	854	95	893	86				
39	MOORING LINE DRIVE	7,862	756	3,638	348	3,367	319				
40	CRAYTON ROAD	8,750	895	3,589	371	3,421	351				
43	22ND AVENUE NORTH	3,797	399	2,106	224	2,415	291				
44	ORCHID DRIVE	4,177	432	2,767	259	2,741	269				
45	FLEISCHMANN BLVD	6,034	668	3,872	409	3,838	412				
48	GULFSHORE BLVD	6,821	751	3,219	308	3,128	296				
49	BANYAN BLVD	2,903	289	1,673	155	1,698	166				
55	7TH AVENUE NORTH	4,914	476	3,651	386	3,516	325				
56	10TH STREET	3,028	374	2,379	280	2,274	239				
57	5TH AVENUE NORTH	3,595	335	3,004	266	3,036	288				
62	CENTRAL AVENUE	7,359	722	4,799	475	4,771	466				
63	8TH STREET	4,486	455	2,965	296	2,888	300				
64	3RD AVENUE SOUTH	7,718	726	4,658	492	4,259	458				
70	5TH AVENUE SOUTH	10,336	798	6,657	558	6,805	525				
72	9TH STREET	9,385	803	5,848	533	5,729	518				
76	BROAD AVENUE SOUTH	6,677	628	4,335	428	4,149	379				
77	3RD STREET	5,644	465	3,707	316	3,711	364				
79	GORDON DRIVE	8,240	833	5,716	639	6,063	641				
83	SANDPIPER ST	7,193	688	5,123	412	4,856	402				
85	GULFSHORE BLVD SO	5,335	668	2,820	299	2,592	254				
86	4TH AVENUE NORTH	6,675	619	4,522	402	4,828	435				
89	NEAPOLITAN WAY	8,017	774	4,477	451	4,606	412				
91	WEST RD	4,550	513	2,020	223	2,133	211				

QUARTERLY
TRAFFIC COUNTS

TRAFFIC COUNT STATION NUMBER	ARTERIAL OR COLLECTOR STREET	MAR. 2002	1ST QTR PEAK HOUR	JUN. 2002	2ND QTR PEAK HOUR	SEPT. 2002	3RD QTR PEAK HOUR	DEC. 2002	4TH QTR PEAK HOUR	MAXIMUM 2002	2002 PEAK HOUR
8	GOLDEN GATE PKWY (CR 886)	24,078	1,995	18,521	1,557	17,733	1,473	22,959	1,966	24,078	1,995
10	GOODLETTE ROAD (CR 851)	42,080	3,616	35,072	3,116	28,683	2,639	35,380	3,091	42,080	3,616
15	US 41 (N OF CR 886)	55,990	4,440	42,024	3,557	42,211	3,323	48,371	4,033	55,990	4,440
16	US 41 (S OF CR 886)	48,646	3,775	36,463	3,017	34,507	2,831	41,365	3,400	48,646	3,775
19	US 41 (6 AV N/7 AV N)	45,854	3,532	33,626	2,797	31,701	2,620	36,518	3,016	45,854	3,532
23	US 41 (W OF CR 851)	46,682	3,750	32,882	2,656	31,515	2,753	38,127	3,161	46,682	3,750
24	US 41 (E OF CR 851)	69,058	5,684	51,859	4,271	49,098	4,150	59,364	4,912	69,058	5,684
30	PARKSHORE DRIVE	18,297	1,592	9,071	812	7,930	777	11,950	1,085	18,297	1,592
34	GULFSHORE BLVD	6,939	674	2,452	218	2,177	215	3,753	354	6,939	674
37	HARBOUR DRIVE	6,452	651	4,031	372	3,780	414	4,271	373	6,452	651
38	CREECH ROAD	1,334	123	884	95	1,006	105	1,287	128	1,334	123
39	MOORING LINE DRIVE	10,554	977	4,732	426	3,951	379	5,668	607	10,554	977
40	CRAYTON ROAD	11,464	1,119	4,974	466	4,334	442	6,785	675	11,464	1,119
43	22ND AVENUE NORTH	3,474	356	2,267	207	2,423	296	2,897	374	3,474	356
44	ORCHID DRIVE	4,495	435	3,097	279	3,031	284	4,056	393	4,495	435
45	FLEISCHMANN BLVD	6,659	688	5,360	585	4,877	530	7,127	714	6,659	688
48	GULFSHORE BLVD	10,230	944	4,617	407	3,907	376	2,338	237	10,230	944
49	BANYAN BLVD	4,106	406	2,204	204	1,922	204	2,711	285	4,106	406
55	7TH AVENUE NORTH	5,889	551	4,704	439	4,263	417	4,850	467	5,889	551
56	10TH STREET	4,356	465	3,430	402	3,489	383	4,004	425	4,356	465
57	5TH AVENUE NORTH	4,629	418	4,274	410	3,743	349	4,307	412	4,629	418
62	CENTRAL AVENUE	8,407	839	6,021	596	5,747	560	6,414	640	8,407	839
63	8TH STREET	5,587	584	4,034	407	3,220	323	4,288	428	5,587	584
64	3RD AVENUE SOUTH	8,070	856	5,229	486	4,999	450	6,453	645	8,070	856
70	5TH AVENUE SOUTH	10,503	824	8,073	679	7,729	636	8,822	719	10,503	824
72	9TH STREET	9,554	839	6,811	620	6,364	547	7,432	691	9,554	839
76	BROAD AVENUE SOUTH	5,957	617	4,538	428	4,261	396	5,478	540	5,957	617
77	3RD STREET	5,954	526	4,410	392	4,027	347	4,272	428	5,954	526
79	GORDON DRIVE	9,745	1,033	7,241	768	6,873	628	8,394	879	9,745	1,033
83	SANDPIPER ST	6,506	518	5,157	454	5,126	412	5,662	488	6,506	518
85	GULFSHORE BLVD SO	6,116	713	3,593	317	3,090	296	4,140	404	6,116	713
86	4TH AVENUE NORTH	7,031	653	5,348	523	4,994	460	5,687	498	7,031	653
89	NEAPOLITAN WAY	8,355	773	5,115	457	4,791	469	7,008	708	8,355	773
91	WEST RD	6,239	644	3,006	305	2,893	346	4,646	501	6,239	644

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES					UNINTERRUPTED FLOW FACILITIES									
STATE SIGNALIZED ARTERIALS					FREEWAYS									
Class I (40 mph or higher posted speed limit)					Core Urbanized									
Lanes	Median	B	C	D	E	Lanes	B	C	D	E				
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600				
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600				
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600				
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700				
						12	162,400	216,700	256,600	268,900				
Class II (35 mph or slower posted speed limit)					Urbanized									
Lanes	Median	B	C	D	E	Lanes	B	C	D	E				
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900				
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300				
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800				
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300				
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)					Freeway Adjustments									
Non-State Signalized Roadways - 10%					Auxiliary Lanes Present in Both Directions + 20,000					Ramp Metering + 5%				
Median & Turn Lane Adjustments					UNINTERRUPTED FLOW HIGHWAYS									
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	Lanes	Median	B	C	D	E				
2	Divided	Yes	No	+5%	2	Undivided	8,600	17,000	24,200	33,300				
2	Undivided	No	No	-20%	4	Divided	36,700	51,800	65,600	72,600				
Multi	Undivided	Yes	No	-5%	6	Divided	55,000	77,700	98,300	108,800				
Multi	Undivided	No	No	-25%	Uninterrupted Flow Highway Adjustments									
-	-	-	Yes	+ 5%	Lanes	Median	Exclusive left lanes	Adjustment factors						
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6					2	Divided	Yes	+5%						
					Multi	Undivided	Yes	-5%						
					Multi	Undivided	No	-25%						
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.									
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.									
0-49%	*	2,900	7,600	19,700	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.									
50-84%	2,100	6,700	19,700	>19,700	* Cannot be achieved using table input value defaults.									
85-100%	9,300	19,700	>19,700	**	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.									
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/capacity.html									
Sidewalk Coverage	B	C	D	E										
0-49%	*	*	2,800	9,500										
50-84%	*	1,600	8,700	15,800										
85-100%	3,800	10,700	17,400	>19,700										
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)														
Sidewalk Coverage	B	C	D	E										
0-84%	> 5	≥ 4	≥ 3	≥ 2										
85-100%	> 4	≥ 3	≥ 2	≥ 1										

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800			Ramp Metering + 5%			
2	Undivided	*	660	1,330	1,410							
4	Divided	*	1,310	2,920	3,040							
6	Divided	*	2,090	4,500	4,590							
8	Divided	*	2,880	6,060	6,130							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	260	680	1,770			
50-84%						190	600	1,770	>1,770			
85-100%						830	1,770	>1,770	**			
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,420			
85-100%						340	960	1,560	>1,770			
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E							
2	Undivided	770	1,530	2,170	2,990							
4	Divided	3,300	4,660	5,900	6,530							
6	Divided	4,950	6,990	8,840	9,790							
Uninterrupted Flow Highway Adjustments												
Lanes	Median	Exclusive left lanes		Adjustment factors								
2	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/online/default.shtml						

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering					
1	Undivided	*	370	750	800	+ 1,000	+ 5%					
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
Non-State Signalized Roadway Adjustments												
(Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment												
Multiply the corresponding directional volumes in this table by 1.2												
BICYCLE MODE²												
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	150	390	1,000			
50-84%						110	340	1,000	>1,000			
85-100%						470	1,000	>1,000	**			
PEDESTRIAN MODE²												
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	140	480			
50-84%						*	80	440	800			
85-100%						200	540	880	>1,000			
BUS MODE (Scheduled Fixed Route)³												
(Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
						Lanes	Median	B	C	D	E	
						1	Undivided	420	840	1,190	1,640	
						2	Divided	1,810	2,560	3,240	3,590	
						3	Divided	2,720	3,840	4,860	5,380	
						Uninterrupted Flow Highway Adjustments						
						Lanes	Median	Exclusive left lanes		Adjustment factors		
						1	Divided	Yes		+5%		
						Multi	Undivided	Yes		-5%		
						Multi	Undivided	No		-25%		
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/planning/default.htm						

EXHIBIT C - TRAFFIC IMPACT STUDY LIGHTHOUSE POINT



Traffic Impact Statement

LightHouse Point

Collier County, FL

2/26/2013

Prepared for:

Signature Development

Group of Naples, LLC

525 Via Veneto

Naples, FL 34108

Phone: (239) 822-7038

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Statement of Certification

I certify that this Traffic Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of Traffic and Transportation Engineering.

Norman J. Trebilcock, AICP, P.E.

FL Registration No. 47116

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Roadway Capacity	9 -10
Access/Intersection Analysis	11 -13
Improvement Analysis / Conclusions	14

Appendix A: Project Master Site Plan (1 Sheet)

Appendix B: Trip Generation Calculations (1 Sheet)

Appendix C: Project Trip Distribution Map by Percentage (1 Sheet)

Appendix D: Scenario A - Turning Movements Detail (1 Sheet)

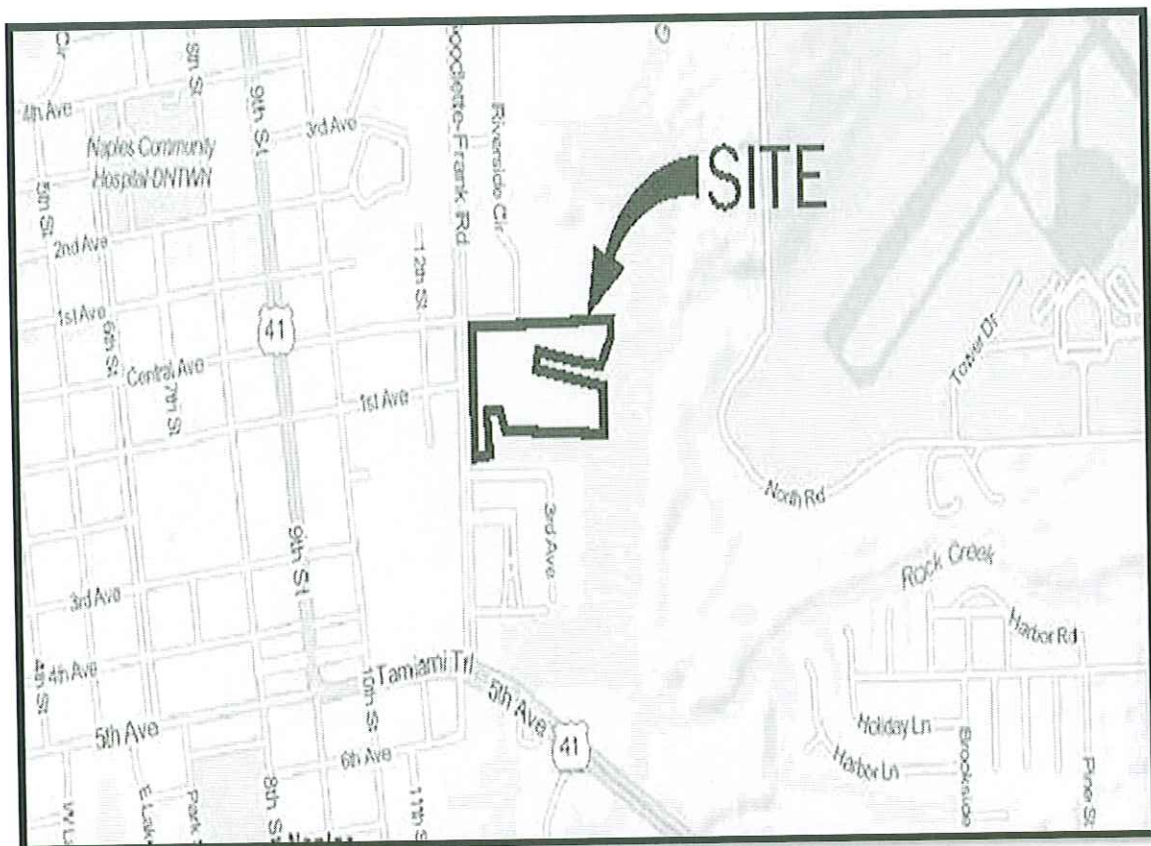
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Project Description

The LightHouse Point project is located in City of Naples, at the southeast corner of the intersection of Goodlette-Frank Road South and Central Avenue, approximately 0.4 miles north of the intersection of Goodlette-Frank Road South and US 41. The project is located in Section 03, Township 50S, Range 25E, Collier County, FL.

The internal site circulation system proposes internal roads to connect to Goodlette-Frank Road South and Central Avenue. Refer to **Fig. 1 - Project Location Map**, which follows and **Appendix A – Project Master Site Plan**.

Fig. 1—Project Location Map



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The proposed project will be developed as a residential use as follows: **Scenario A – Maximum Development Potential** and **Scenario B – Current Proposal**. **Scenario A** identifies the maximum potential impact that could occur under the Planned Development Rezone at build out conditions and consists of multi – family residential – 230 dwelling units. **Scenario B** proposes two (2) phases as follows: **Phase 1** - Southern Parcel - Fee Simple Townhome - Single Family Detached Housing – 56 dwelling units, and **Phase 2** - Northern Parcel (maximum phase 2 potential impact that could occur under the Planned Development Rezone) - Multi – Family Residential – 80 dwelling units. The proposed “Town Center” is considered passive incidental to residential and it is not included in the trip generation analysis.

The Traffic Impact Statement (TIS) analysis provides highest impact scenario with respect to the project’s proposed trip generation at build out conditions. Based on this criterion, **Scenario A – Maximum Development Potential** represents the most intense scenario for traffic impacts.

The proposed development program is illustrated in the following tables.

Table 1A — Scenario A – Maximum Development Potential

Land Use	ITE LUC	Size*	Build-Out Year
Build Out			
Multi-Family Residential	230	230	2016

Note*: dwelling units.

Table 1B — Scenario B – Current Proposal

Land Use	ITE LUC	Total Size*	Build-Out Year
Phase 1			
S.F. Detached Housing	210	56	2015
Phase 2			
Multi-Family Residential	230	80	2016
Build Out – Total		136	

Note*: dwelling units.

Access Management Considerations

Access to the proposed project is provided by a main entrance on Goodlette-Frank Road South, directly to the east of the intersection of 1st Avenue South and Goodlette-Frank Road South. A second access (restricted to residents and emergency vehicles only) is provided on Central Avenue, east of its intersection with Goodlette-Frank Road South.

Goodlette-Frank Road is a six-lane arterial roadway and it is under jurisdiction of Collier County. Existing conditions reveal a full median opening which provides directional left turn lanes in both northbound and southbound directions and unrestricted crossing movements. Full movements are permitted without restrictions. Gaps to accommodate turning and crossing movements are provided by signalization at Central Avenue and the entrance at the Bayfront Place.

For the purpose of this analysis, access classification and standards are provided per Collier County Resolution No. 01-247 requirements. Goodlette-Frank Road South is a class 5 facility, with minimum spacing criteria as follows: a) minimum connection spacing – 330 ft; b) minimum median opening – directional (440 ft) and full (1,320 ft); c) minimum signal spacing – 2,640 ft (0.5 mile).

Access – Goodlette-Frank Road South - a summary of Collier County access classification and standards versus existing conditions is illustrated in **Table 2 – Access Management Criteria** on the next page. Please note Goodlette-Frank Road South is an access class 5 facility, with median restrictions and posted speed limit of 45 mph.

Table 2 – Access Management Criteria

ACCESS – GOODLETTE-FRANK ROAD SOUTH	CONNECTION SPACING (sf)	MEDIAN OPENING	
		DIRECTIONAL (ft)	FULL (ft)
Collier County Access Management Criteria – Minimum Requirements	330	440	1,320
Existing Conditions*	320	N/A	370

Note*: Approximate values – length measurements taken from Google Earth aerial photography.

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The full median opening across from main entrance is recommended to be replaced by a directional median opening – with existing left turn lanes from both directions – southbound and northbound.

This modification is recommended to reduce conflicts and retain reasonable access operations.

The prohibition of direct left-turns out from the proposed project entrance, as a result of the directional median opening, may transfer the displaced left-turns to Central Avenue and Goodlette-Frank Road South traffic-signal-controlled intersection; as well as, the prohibition of direct left-turns from 1st Avenue South may transfer the displaced left-turns to U-turn lane at 3rd Avenue South entrance or at the entrance to Mariners Cove.

Per above recommendation, the remainder of this operational analysis is based on the assumption that the full median opening on Goodlette-Frank Road South is converted into a directional median opening.

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Trip Generation

The project’s site trip generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

The residential project trip generation is illustrated in **Table 3 – Project Trip Generation. Scenario A** reveals the most intensive external PM values. No reductions for internal capture or pass-by trips have been taken. More details of the trip generation calculations can be found in **Appendix B – Trip Generation Calculations**. The software program Otiss – Online Traffic Impact Study Software (Version 2.1.0.15) is used to create the raw unadjusted trip generation for the project. The ITE equations – best fit, were used to generate project trips.

Table 3 — Project Trip Generation—Average Weekday*

Scenario A Maximum Development Potential		24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
Land Use	Size		Enter	Exit	Enter	Exit
Build-Out - Multi-Family Residential	230 du	1,328	17	84	79	40

Scenario B Current Proposal		24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
Land Use	Size		Enter	Exit	Enter	Exit
Phase 1 - S.F. Detached Housing	56 du	616	12	37	39	23
Phase 2 - Multi-Family Residential	80 du	530	7	36	33	17
Build Out - Total External	136 du	1146	19	73	72	40

Note*: Refer to Table 4 for the addition of this data impact on roadway network.

Roadway Capacity

The residential project trip generation is illustrated in **Table 3 – Project Trip Generation** – page 8 of this TIS.

The traffic generated by the development (most intense traffic impact - **Scenario A – Maximum Development Potential**) was assigned to the adjacent roadways using the knowledge of the area. The site-generated trip distribution is shown in **Table 4—Roadway Capacity (Peak Hour – Two Way)** and it is graphically depicted on the next page - **Fig. 2—Project Distribution By Trips**. The project trip distribution by percentage can be found in **Appendix C**.

The project impacts to the adjacent roadway network are not adverse to their level of service as each analyzed link (Goodlette-Frank Road South, Central Avenue, US 41) has sufficient capacity to accommodate project trips.

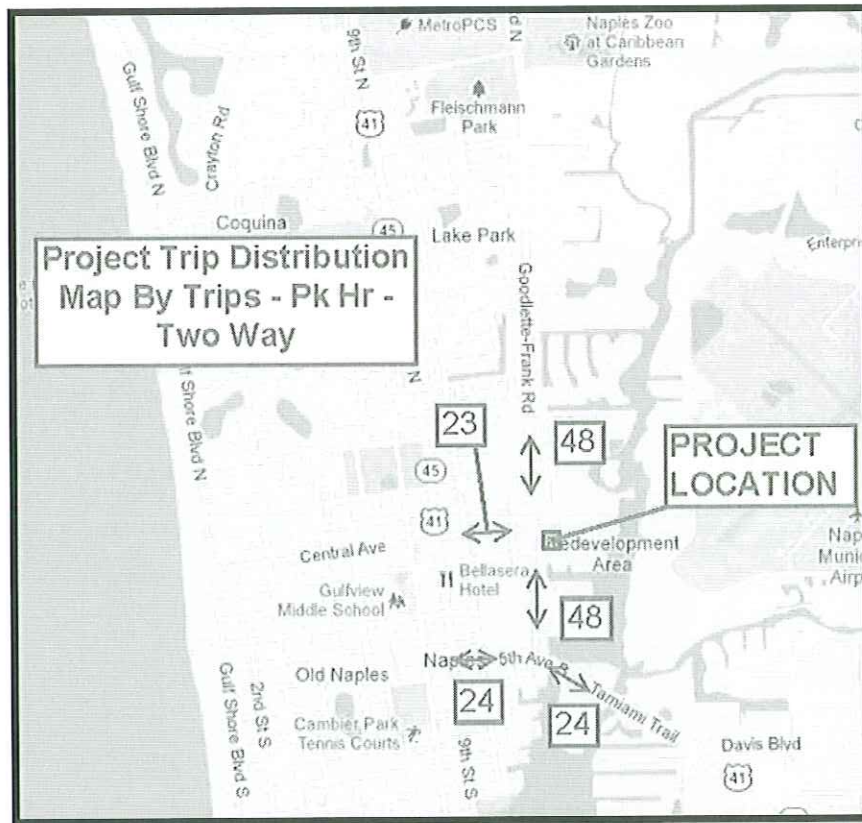
Table 4—Roadway Capacity (Peak Hour – Two Way)

	2011 Peak Hour Capacity*	2011 Peak Hour Volume*	2011 Peak Hour Surplus	Project Trips Added**	Remaining Surplus
Goodlette-Frank Rd.	5,680	2,713	2,967	48	2,919
Central Avenue	1,960	693	1,267	23	1,244
US 41 – west of Goodlette	5,420	3,732	1,688	24	1,664
US 41 – east of Goodlette	6,300	5,480	820	24	796

Note*: From City of Naples – Concurrency System Management Element – Roadways – Level of Service for 2011. Note**: Total 119 trips in the PM peak hour.

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Fig. 2—Project Distribution by Trips



Access/Intersection Analysis

Central Avenue/Project Access

The proposed project has one restricted access on Central Avenue (residents and emergency vehicles only). Separate right, or left turn lanes off of Central Avenue are not proposed for this secondary access point.

Goodlette-Frank Road South/Project Access

The proposed project has its main access on Goodlette-Frank Road South, located straight across from 1st Avenue South approach. There are no operating traffic control signals at the project entrance and this location. This intersection is too close to Central Avenue for a signal.

Per the previously mentioned access management recommendation, our analysis is based on the assumption that the median opening on Goodlette-Frank Road South is a directional median opening and provides for two opposing left turn in or U-turn movements (median “pork chop”).

Project main entrance was evaluated for turn lane warrants based on appropriate Collier County criteria (40 vph for right turn lane/20 vph for left turn lane). The exiting volume will be right out only, so a single egress lane is needed.

However, per “Construction Standards Handbook for Work within the Public Right-of-Way, Collier County, Florida”, right turn lanes shall always be provided for existing multi-lane divided roadways (sec. III-1.b.2). Based on the facts stated above, we recommend a 210ft right turn lane length (1 vehicle queue) for the project’s main driveway (northbound Goodlette-Frank Road South).

Goodlette-Frank Road South is a six-lane arterial roadway and has a posted speed limit of 45 mph. Based on FDOT Index 301, the minimum turn lane length is 185 ft (which includes a 50 ft taper) plus required queue. As a free flow right turn lane a single vehicle queue of 25 ft is recommended. The total NB right turn lane length is 210 ft

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Central Avenue/Goodlette-Frank Road Intersection

This existing signalized intersection has the following approach lane conditions:

Northbound Goodlette-Frank Road approach has three (3) through lanes and one left-turn lane. Southbound Goodlette-Frank Road approach has one channelized right-turn lane (painted island), three (3) through lanes and one left-turn lane. Eastbound Central Avenue approach provides one left-turn lane and one through/right-turn lane. Westbound Central Avenue approach provides one left-turn/through/right-turn lane.

Based on this analysis, the overall project trips generated are not projected to warrant a right-turn lane, nor a left-turn lane at the westbound Central Avenue intersection approach.

The City of Naples Staff Report has identified overall off-site related Access-External/External Impacts illustrated as follows:

“1. Intersection of Goodlette-Frank Road and 1st Avenue Alignment: Currently, the existing median includes turn lanes and provides for access in all directions. The Goodlette access with the adjacent roundabout provides for acceptable throat length and capacity. Of concern long term will be growing peak hour traffic on Goodlette and the operation of the existing median opening. Should safety issues and/or intersection capacity issues arise at the median opening in the future, the potential solution of such issues will be median modification to provide directional controls or median closure. Should direct access via southbound Goodlette be constrained in the future, the secondary access via Central Avenue would become the primary point of access. Permitting of access via Goodlette shall be subject to Collier County policies and controls; it is anticipated that a northbound right turn lane will be both needed and required to maintain capacity on Goodlette, subject to intersection improvements at Central Avenue.

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2. Intersection of Goodlette-Frank Road and Central Avenue and Driveway Access via Central Avenue: The proposed plat includes a provision to have a second development access via Central Avenue. In the distant future based on increasing levels of traffic on Goodlette-Frank, potential median controls and the safety of using a signalized intersection, southbound development trips are anticipated to shift from the main entrance to the Central Avenue entrance. Should this scenario occur, future improvements need to be identified for the intersection of Goodlette and Central Avenue. These improvements potentially include a northbound right turn lane and an added westbound lane. The cost of these future improvements should be shared between the City and the new development. The sharing of cost can be via right-of-way commitments and/or a combination of right-of-way commitments and construction cost based on generated traffic volumes.”

The LightHouse Point project proposes to provide an easement for a northbound right-turn lane on Goodlette-Frank Road South to fulfill its “fair share” commitment to intersection improvements (should the value of this easement exceed the project’s “fair share”, offsetting impact fee or other credits may be available to the project). The proposed turn lane length is estimated at 235 ft, which would accommodate a 50 ft taper, deceleration and queue. This is based on a 45 mph design speed. In addition a minimum 30 ft interior radius return is recommended.

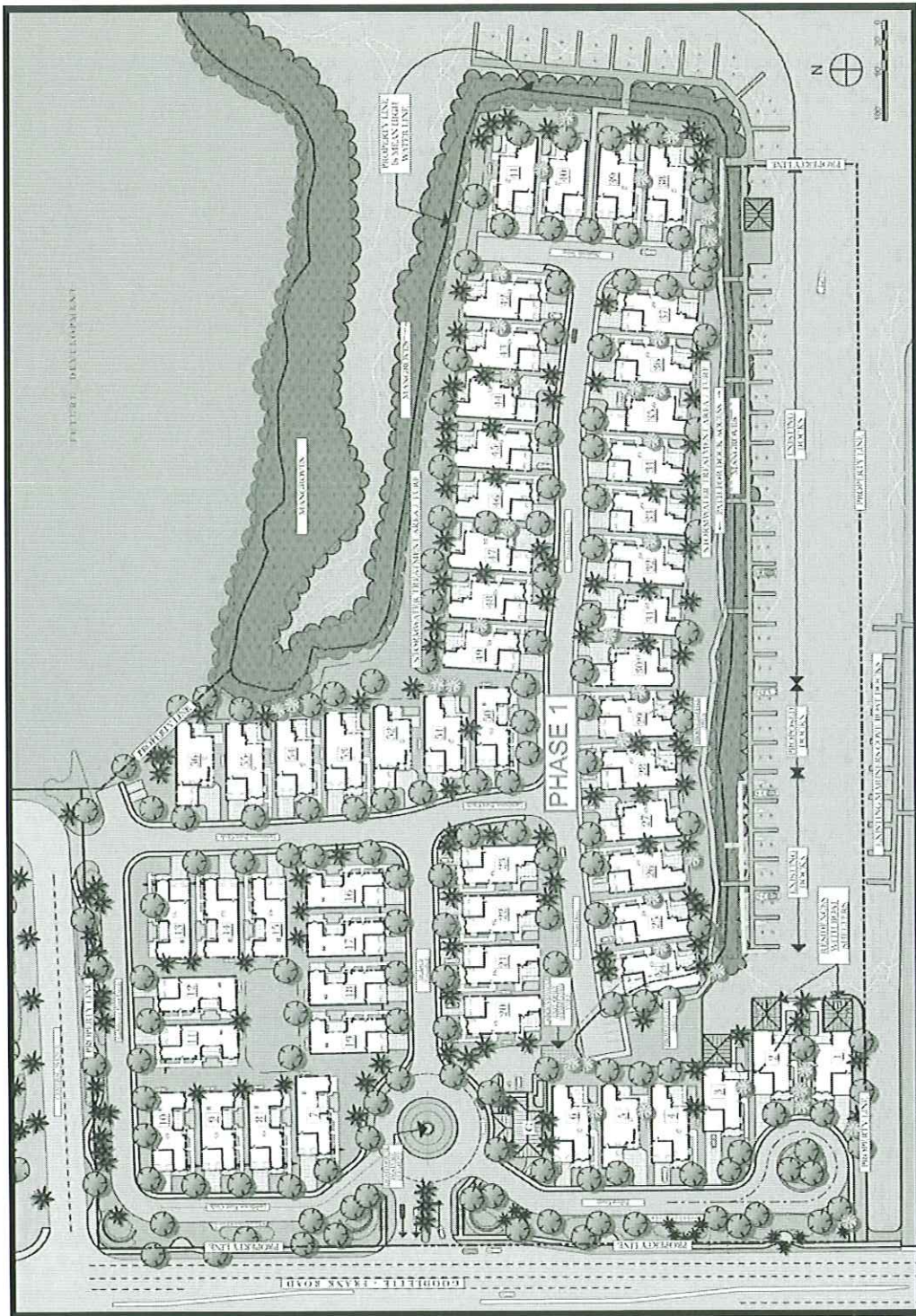
Improvement Analysis / Conclusions

Based on the results of this analysis, there is adequate and sufficient roadway capacity to accommodate the proposed development generated trips without adversely affecting adjacent roadway network level of service. However, operational offsite improvements are recommended as follows:

1. Modifications to the median opening on Goodlette-Frank Road South at the property main entrance – convert the full median to a directional opening – “pork chop” configuration northbound/southbound to accommodate for two opposing left turn or U-turn movements.
2. Goodlette-Frank Road South – Main Entrance – northbound deceleration lane – right turn – 210 ft lane (includes 50 ft taper) plus a 30 ft interior radius return.
3. Goodlette-Frank Road South and Central Avenue Intersection westbound approach – right turn lane / left turn lane, and northbound approach – right turn lane, “fair share” contribution due to project stacking and queuing. An easement for a northbound right-turn lane on Goodlette-Frank Road South at the intersection with Central Avenue will fulfill the land owner’s “fair share” commitment (should the value of this easement exceed the project’s “fair share”, offsetting impact fee or other credits may be available to the project). The proposed turn lane length is estimated at 235 ft, which would accommodate a 50 ft taper, deceleration and queue. In addition, a 30 ft interior radius return is recommended.

Appendix A: Project Master Site Plan
(1 Sheet)

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**Appendix B: Trip Generation Calculations
(1 Sheet)**

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Project Name:	LightHouse Point - Scenario A	No:	
Date:	2/13/2013	City:	Naples
State/Province:		Zip/Postal Code:	
Country:	Collier County	Client Name:	
Analyst's Name:		Edition:	9th

Land Use	Size	Daily - 2 Way Volume		PM Peak Hour		AM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
230 - Residential Condominium/Townhouse	230 ⁽¹⁾	664	664	79	40	17	84
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		664	664	79	40	17	84
Total		664	664	79	40	17	84
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		664	664	79	40	17	84

(1) Dwelling Units

Project Name:	LightHouse Point - Scenario B	No:	
Date:	2/13/2013	City:	Naples
State/Province:		Zip/Postal Code:	
Country:	Collier County	Client Name:	
Analyst's Name:		Edition:	9th

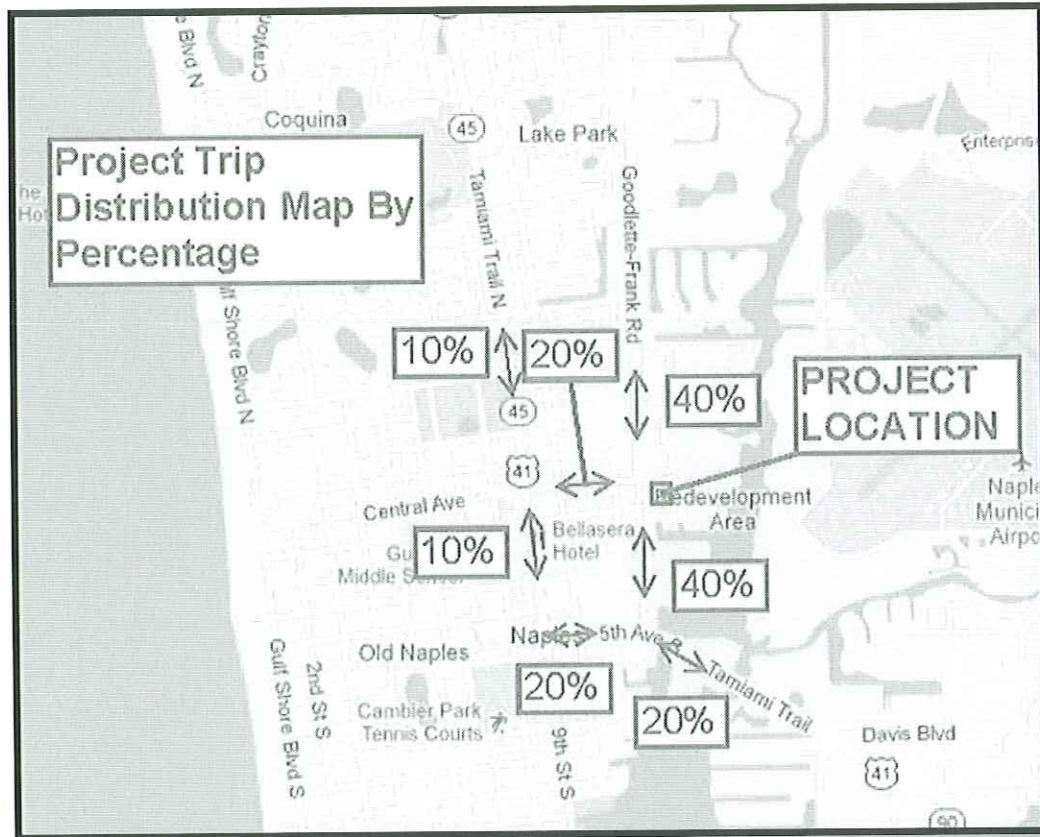
Land Use	Size	Daily - 2 Way Volume		PM Peak Hour		AM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
230 - Residential Condominium/Townhouse	20 ⁽¹⁾	265	265	23	17	7	36
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		265	265	23	17	7	36
210 - Single-Family Detached Housing	56 ⁽¹⁾	308	308	39	23	12	37
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		308	308	39	23	12	37
Total		573	573	72	40	19	73
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		573	573	72	40	19	73

(1) Dwelling Units

Note: Multi-Family Residential is described by ITE LU 230 as Residential Condominium/Townhouse.

**Appendix C: Project Trip Distribution Map
by Percentage
(1 Sheet)**

Light House Point – Traffic Impact Statement - February 2013



**Appendix D: Scenario A – Turning
Movements Detail
(1 Sheet)**

Light House Point – Traffic Impact Statement - February 2013

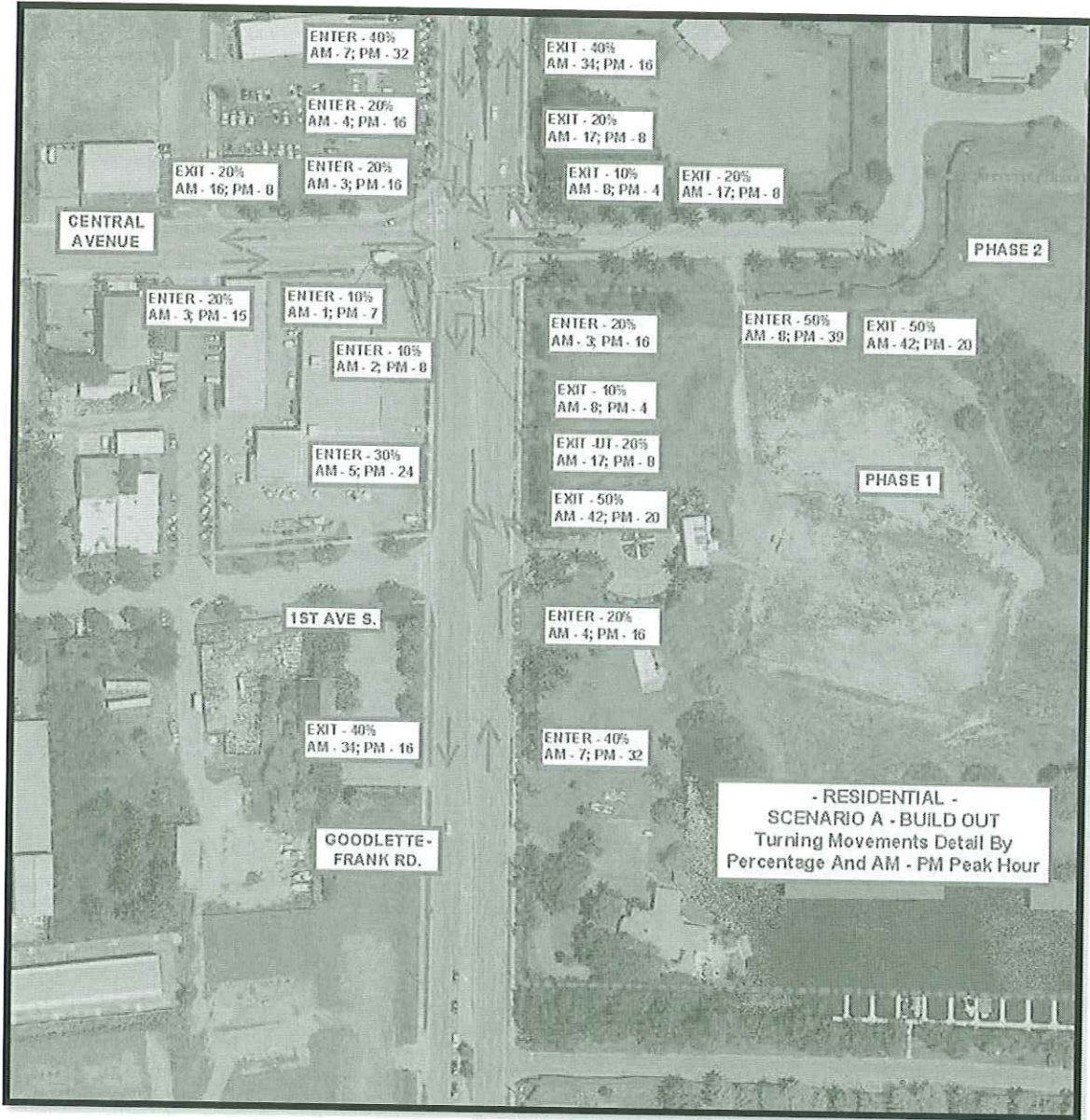


EXHIBIT D — LOS BUILD-OUT EVALUATION OF “D” DOWNTOWN

LOS BUILD-OUT EVALUATION OF ‘D’ DOWNTOWN

The following table has been prepared using traffic modeling information from the Collier County MPO’s recent 2035 Long Range Transportation Plan (2035 LRTP) to indicate future conditions beyond build-out of the ‘D’ Downtown area. The time period selected was the year 2035, representing a ‘post’ build-out period (Note: The land-use data of the 2035 LRTP includes build-out development of the ‘D’ Downtown area. This analysis represents acceptable ‘LOS’ in the future years with the exception of the 8-lane bridge section of U.S.41; this road section, as all others, has no travel lane additions planned thru 2035. Future acceptable LOS on the 8 lane bridges will be subject of intermodal operations and signal system coordination.

ARTERIAL ROAD SEGMENT	LOS (1) CAPACITY	2012 (2) VOLUME	2035 (1) VOLUME
U.S. 41:			
SR 90			
E. of CR851	70,900	65,711	87,309
W. of CR851	53,100	46,956	40,245
SR 45			
S. of 7 th AveN	53,100	42,593	38,959
S. of CR886	55,300	46,040	35,799
Goodlette-Frank Road			
S. of CR 886	55,300	32,618	47,302
Golden Gate Parkway			
W. of CR851	55,300	23,669	38,264
Central Avenue			
US41 to Goodlette	1,960 (3)	750 (3)	1,400 (4)

- Notes: (1) AADT Data from Adopted LOS in 2035 LRTP.
 (2) AADT Data from Peak Season counts by City; count data is not factored.
 (3) Peak Hour data per City of Naples.
 (4) Factored ADT from Kimley-Horn 2025 Downtown Modeling.

TRAFFIC COUNT STATION NUMBER	ARTERIAL OR COLLECTOR STREET	MAR.	1ST QTR PEAK HOUR	JUN.	2ND QTR PEAK HOUR	SEPT.	3RD QTR PEAK HOUR	DEC.
62	CENTRAL AVENUE	7,359	722	4,799	475	4,771	466	6,041
62	CENTRAL AVENUE	7,040	750	4,849	515	4,683	494	5,454
62	CENTRAL AVENUE	6,990	693	4,855	463	4,331	437	6,858
62	CENTRAL AVENUE	6,717	690	5,000	498	4,284	460	5,977

Count Station 62 is located between US41 and 10th St N

4TH QTR PEAK HOUR	MAXIMUM 2013	PEAK HOUR	LOS C PEAK HOUR	VOL/CAP RATIO	LOS	Year
692	7,359	722	1,960	0.37	B	2013
542	7,040	750	1,960	0.38	B	2012
855	6,990	693	1,960	0.35	B	2011
545	6,717	690	1,960	0.35	B	2010

Two-way Volumes (Vehicles Per Day) For collector streets Arterials. In the City Of Naples

TRAFFIC COUNT STATION NUMBER	ARTERIAL OR COLLECTOR STREET	2008	2009	2010	Average 2008-2010	LOS
8	GOLDEN GATE PKWY (CR 886)	22,484	21,159	22,903	22,182	C
10	GOODLETTE ROAD (CR 851)	34,103	33,199	28,970	32,091	C
15	US 41 (N OF CR 886)	49,598	46,182	47,461	47,747	C
16	US 41 (S OF CR 886)	47,912	44,447	45,880	46,080	C
19	US 41 (6 AV N/7 AV N)	43,944	41,082	42,430	42,485	C
23	US 41 (W OF CR 851)	46,837	44,200	44,277	45,105	C
24	US 41 (E OF CR 851)	68,762	64,939	65,088	66,263	C
30	PARKSHORE DRIVE	16,583	16,854	15,882	16,440	C
34	GULFSHORE BLVD N	6,121	5,792	5,762	5,892	B
37	HARBOUR DRIVE	5,845	5,551	5,920	5,772	B
38	CREECH ROAD	1,016	1,036	1,089	1,047	A
39	MOORING LINE DRIVE	8,154	8,043	7,604	7,934	C
40	CRAYTON ROAD	9,366	8,610	8,576	8,851	C
43	22ND AVENUE NORTH	2,889	2,734	3,486	3,036	B
44	ORCHID DRIVE	4,095	4,023	4,336	4,151	B
45	FLEISCHMANN BLVD	5,541	5,976	6,465	5,994	C
48	GULFSHORE BLVD	6,862	6,940	7,157	6,986	B
49	BANYAN BLVD	2,988	6,561	2,489	4,013	A
55	7TH AVENUE NORTH	5,420	4,994	4,800	5,071	C
56	10TH STREET	3,264	3,102	3,034	3,133	B
57	5TH AVENUE NORTH	3,784	3,856	3,839	3,826	B
62	CENTRAL AVENUE	7,049	6,903	6,717	6,890	B
63	8TH STREET	5,223	4,769	4,733	4,908	C
64	3RD AVENUE SOUTH	7,863	7,111	7,256	7,410	C
70	5TH AVENUE SOUTH	11,447	10,500	9,862	10,603	C
72	9TH STREET	8,251	8,156	8,957	8,455	C
76	BROAD AVENUE SOUTH	4,985	4,631	5,513	5,043	C
77	3RD STREET	6,061	5,529	5,378	5,656	B
79	GORDON DRIVE	9,037	8,052	7,726	8,272	C
83	SANDPIPER ST	6,852	6,232	6,320	6,468	C
85	GULFSHORE BLVD SO	5,691	5,012	4,725	5,143	C
86	4TH AVENUE NORTH	6,675	7,223	7,489	7,129	B
89	NEAPOLITAN WAY	7,797	6,674	7,751	7,407	B
91	WEST RD	5,080	4,695	4,734	4,836	B
	Totals	487,579	464,767	464,609	472,318	