

NAPLES COMMUNITY REDEVELOPMENT AGENCY

D-DOWNTOWN GARAGE SITE AND PROJECT EVALUATION **FINAL REPORT**

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SECTION ONE

INTRODUCTION

In January of 2019, PLACE Planning and Design, Inc. was engaged by the Naples Community Redevelopment Agency (CRA) to evaluate a potential partnership to construct a parking garage at the southwest corner of 1st Avenue South and 12th Street South. This potential partnership was presented to the CRA and City by the Gulfshore Playhouse.

The Gulfshore Playhouse indicated to the CRA that it had purchased land to develop a new \$40 million high-end theater with the hopes of becoming one of the premier theater companies in the southeastern United States and using that to become one of a few theaters in the nation that essentially function as locations in which shows are presented and refined before potentially moving to Broadway theaters and being performed before wider audiences.

As part of this project, the Playhouse acquired an approximately one-acre parcel on which they were going to construct a surface parking lot of approximately 130 parking spaces (or the minimum required by code for their development). Upon review, a potential partnership opportunity with the CRA and/or the City of Naples to develop the site into a parking garage rather than a surface lot arose. Gulfshore Playhouse has offered to donate the one-acre site to the CRA/City if the CRA would construct a public parking garage on the site.

The CRA and City are eager to add parking in the area of the proposed theater but was uncertain as to whether the garage was needed, if this site was the most advantageous and whether it could serve other area private properties that experience parking shortages at their sites during peak hours, special events taking place on City properties particularly at the soon-to-be completed Baker Park which is located two blocks from the proposed garage site.

The CRA also began to ask questions related to construction costs, number of spaces that might be provided, and if the space in the garage that would be utilized by the theater warranted the City bearing the cost of construction. Additionally, questions related to how this site would forward the mission of the CRA and the City Comprehensive Plan were asked but not answered.

The CRA ultimately hired PLACE Planning and Design to review the proposal and evaluate the site with respect to its potential to help redevelop the CRA area and provide value to the CRA.

Through research, on-site investigations, and stakeholder interviews over a three month period in early 2019, PLACE gathered information relevant to the asked questions. The following pages of this report present PLACE Planning's findings and answers to the CRA's questions.

SECTION TWO

DOCUMENT REVIEW

In preparation for this assignment and to understand the history and sentiment regarding parking and parking structures within the City, the CRA district, and specifically within the D-Downtown area, PLACE Planning undertook a review of existing plans, studies and other documents. Included in this review were the following:

- City of Naples Charter
- City of Naples Land Development Code
- City of Naples Comprehensive Plan
- 2007 Naples Vision Plan
- 2014 Naples Community Redevelopment Plan Update
- D-Downtown Zoning District Economic & Market Analysis (2016)
- 2017 Downtown Naples Mobility & Connectivity Study
- 2017 Naples Parks Master Plan

Each document was reviewed for comments and/or references to parking as it might relate to the parking structure that is the subject of this review and whether elements of the document supported the creation of parking or parking structures, and whether there was any mention of additional need for parking in the downtown area.

A. NAPLES CHARTER

The City of Naples Charter was amended in February 2000 by the electorate of the City to limit commercial structures to three stories and/or a height not to exceed 42 feet (with limited exceptions for equipment or other necessary elements). In the case of parking structures, the City has historically interpreted this as allow for three floors and a rooftop that can be utilized for additional parking. Essentially this interpretation would be the same as having a rooftop lounge, pool, or other gathering space open to the elements. It is important to note that these limits would apply to a parking structure on the subject site.

B. CITY OF NAPLES LAND DEVELOPMENT CODE

Under the City's Land Development Code, the subject site is zoned D-Downtown. This zoning district was created with the following intent as outlined in the Land Development Code:

The D downtown district (the "district") is intended to contain a mixture of uses including commercial, medical, office, service, restaurant, cultural, institutional, and residential. The primary function of the district is:

- (1) To promote the orderly redevelopment of the downtown area;*
- (2) To improve the aesthetics and physical appearance of the downtown area;*
- (3) To provide for a prosperous, viable downtown;*
- (4) To encourage fulltime residential use in the downtown area;*

- (5) To recognize and promote the role of the medical community in the area;*
- (6) To retain and promote the establishment of a variety of consumer and service businesses so that the needs of the area's residential and working populations will be satisfied;*
- (7) To reinforce the role of the downtown as a community center and a meeting place for residents, tourists, and visitors;*
- (8) To encourage mixed-use, infill development, particularly residential and retail;*
- (9) To promote pedestrian-friendly streets*

The purpose of a parking structure, as we will explore in this review, meets several of these stated intents. A parking structure within the D-Downtown area would be designed to reduce the amount of surface parking to allow for an orderly urban design that minimizes open asphalt parking lots to minimize distance between buildings and to maximize landscape and beautification. Additionally, reduction of surface parking minimizes the potential for pedestrian conflicts and creates a "park and walk by all business" condition which enhances visibility of businesses and promotes interaction among people.

The existence of parking structures within reasonable distance of a business also allow for any required on-site parking to be minimized. The property would have flexibility for future use that is not dictated by on-site parking. For example, if a property is built for retail with spaces required for a commercial use and a another user, not classified as commercial and which it was determined to have a greater requirement for parking, wanted to lease the space, this could be an obstacle. If the additional required spaces were not available in an on-site lot, this use would not be allowed to occupy the space. However, the Land Development Code allows for the City, upon payment of a pre-determined fee, to allocate public parking spaces towards the private properties parking needs (up to 25% of the required parking), thus the new tenant could proceed with locating on the property.

C. CITY OF NAPLES COMPREHENSIVE PLAN

There are several relevant parking references in the Goal, Objectives and Policies of the City's Comprehensive Plan. These include objectives and policies designed to promote the vision created by the residents of the City through the 2007 Naples Vision Plan.

Objectives and policies related to the 2007 Vision Plan include the following (with cross references in parenthesis to redundant policies in the Future Land Use Element (FLUE) of the Comprehensive Plan):

Objective 8: *Develop commercial parking options to reduce parking impacts in adjacent residential neighborhoods while supporting commercial businesses.*

Policy 8-1 *Identify locations and funding for parking and consider partnerships for mixed use parking garages in the high intensity commercial and mixed use districts of the City (FLUE 1-14)*

Policy 8-2 *Calculate parking needs at build-out in the redevelopment area and amend parking requirements and payment in lieu of programs accordingly (FLUE 1-14)*

Objective 10: *Enhance the quality of the residential experience of Naples to promote the safety, ambiance, beauty and quietness of life.*

Policy 10-1 *Develop parking options as outlined in Objective 8*

Objective 11: *Maintain the diverse cultural, socio-economic, economic and lifestyle aspects of small town life*

Policy 11-3 *Review City redevelopment strategies in the 41-10 district and promote incentives for mixed use and disincentives for “big box” retailers*

Policy 11-4 *Incentivize businesses that serve local residents through flexible parking requirements (FLUE Policy 1-7.6)*

Objective 8 (and by reference, Objective 10) and its resultant policies promote the creation of shared public parking to reduce the impacts on adjacent residential neighborhoods. For the D-Downtown area this would include Lake Park, River Park, Anthony Park, and portions of Old Naples. In the case of Policy 8-1, this is to be specifically accomplished through the creation of parking garages.

Objective 11 and its resultant policies support the use of parking flexibility to the detriment of large retailers and to promote smaller businesses that serve residents. These policies can be promoted through the implementation of the “in-lieu of” payments for parking. The ability to move some parking off-site allows for a more efficient use of existing buildings and/or the redevelopment of the smaller-sized parcels that currently exist in the D-Downtown Area (referred to in the Comprehensive plan as the “41-10 district”). In the absence of this flexibility, redevelopment would only occur if enough parcels could be assembled to include significant surface parking lots or a parking garage.

The Future Land Use Element (FLUE) of the Comprehensive Plan has several policies related to parking as well. In addition to the policies that are mirrored in the Vision Work Plan Element, the following are also relevant to the discussion put forward in this review:

Objective 1: *Manage new development, redevelopment and reuse to ensure that it is orderly, balanced, and compatible with the City’s desire to maintain and protect its existing residential character, to maintain the viability of its commercial areas, provide open/green space, encourage pedestrian/bicycle linkages, and protect environmentally sensitive lands.*

Policy 1-9: *Commercial properties shall be properly screened, provide adequate parking, include orderly traffic circulation patterns, and integrate appropriate design features to enhance safety, efficiency, and site appearance.*

Policy 1-9.5: *Site design shall ensure safe pedestrian access from parking areas to commercial activities. Pedestrian conflicts within vehicular circulation shall be minimized.*

FLUE Policy 1-9 is clearly designed to insure there is sufficient parking provided for all new development and redevelopment. Policy 1-9.5 as parking structures will promote the use of a singular area for parking and reduce the number of vehicles circulating within the downtown and reduce the number of crossings in less visible driveways of individual properties thus reducing pedestrian conflicts in such locations.

D. 2007 NAPLES VISION PLAN

The 2007 Naples Vision Plan, which is being updated with a final report due shortly after the authoring of this review, included a number of conclusions as to what the City should be in the future based on the concerns and desires of the public gathered through a series of public input meetings and other methods. This document and its outlined vision for the City were included as the Vision Work Plan Element of the Comprehensive Plan (and which are noted in the subsection above on the Comprehensive Plan).

The Vision Plan report specifically noted several items/concerns related to parking that were brought up in the public discussions during the report's preparation. These items/concerns included:

- The need for more public parking
- Pedestrian access
- Downtown goes parking in residential areas
- Parking space requirements in new and redeveloped property
- Parking requirement incentives for targeted businesses
- Special events management

The thoughts of residents were geared towards Fifth Avenue South as the downtown area, but their thoughts favored parking garages with the following noted for this discussion:

Public parking garages with mixed use of retail, commercial, and residential use were favored by a majority (63.3 percent). About 37 percent (36.7 percent) favored exclusive public parking garages.

The end result of the public discussions was a Vision Report that outlined several strategies for the City moving into the future. These included:

Strategy 8. Develop more parking options:

The intent of this strategy is to lessen public parking in residential neighborhoods while providing more parking to support local businesses. It is also to plan for impacts on downtown parking needs of newly developed town centers outside the city, and redeveloped commercial and retail areas inside the city. Specific actions that could implement this strategy include:

- *Development of additional parking garages. The public opinion survey indicated a preference for "hybrid" parking garages that offer retail space that traditional public parking garages do not.*
- *Establish a well understood and accepted methodology for calculating parking space needs.*

Strategy 10. Enhance the quality of the residential experience of Naples:

The intent of this strategy is to promote the safety, ambiance, beauty, and quietness of life in neighborhoods in balance with property rights and the needs of the larger community. Some specific actions by which this strategy would be implemented include:

- *Eliminate parking in residential area by downtown visitors by providing additional parking capacity;*

E. 2014 NAPLES COMMUNITY REDEVELOPMENT PLAN UPDATE

The CRA's 2014 plan update included several items related to parking and some specifically related to the D-Downtown district.

Of particular note overall was a conclusion drawn from the market study prepared for the update. This conclusion stated the CRA should:

Provide adequate parking facilities to meet demand – parking for a district, not a project

This statement suggest the CRA and City review overall area parking demand and not just look at requirements for individual projects or users with the intent that such an approach supports a pedestrian atmosphere by encouraging people to get out of their cars and walk about the area rather than driving to individual uses.

One of the 10 Redevelopment Project Strategies noted early in the plan update is “Additional parking and parking structures” which exemplifies the importance of parking in the CRA.

Specifically referring to the 10th Avenue area conditions, the document states on page 12 the following two observations:

Parking is at a premium in the area since many of the businesses on 10th Street do not have sufficient on-site parking...

Additionally, while there is significant on-street parking, there is clearly a need for additional parking. Many of the buildings have little or no off-street parking and the popularity of the district given the ever-increasing design-related users, has resulted in a large number of the parking spaces being used most of the day.

The Redevelopment Plan Update also includes a section of Redevelopment Goals, Objectives and Policies which were reiterated from the 1994 Naples Community Redevelopment Plan. One objective relates to parking (non-relevant policies are not shown):

Transportation Objective: *To provide an integrated transportation system within and to the downtown.*

Policies:

2. Provide for a more integrated system of conveniently located, visible and readily accessible parking.

9. Provide for greater flexibility in parking codes

These policies are also related to the subject review as a parking structure in the D-Downtown would promote Policy 2. Additionally, Policy 9 could be satisfied if a D-Downtown parking structure’s spaces were available to property owners through exiting “in-lieu of” parking allowances rather than to require on-site parking.

The Redevelopment Plan Update also contains specific discussion related to the Design District (D-Downtown) potential projects. On page 81 of the document a subsection, “Redevelopment Inducements” includes “CRA Projects to Promote Redevelopment and Customer Attraction”. This subsection states:

There are projects the CRA can undertake that will promote the area and attraction of new building space and customers to the Redevelopment Area. Several of these project types will be described.

Parking Garages/Decks

The construction of public parking garages/decks in several locations of the Redevelopment Area will allow a greater portion of private land to be utilized for leasable building space and will enhance the ability of the public to find convenient parking in a minimal period of time.

The subsection continues stating:

Further, if the Design District begins to develop further and attracts additional customers, there may be a future need for a parking facility in this area as well. The CRA should keep watch of the area and determine what locations may be appropriate for such a facility. If property in these locations becomes available over time, the CRA should consider purchase of these properties in anticipation of construction of a garage or deck.

The document also shows supports for a parking garage within the D-Downtown district through its inclusion of a project to acquire land for such a facility in its suggested “10-30 Year Capital Improvement and Implementation Plan”. It is clear that demand for a parking structure was not considered imminent, thus the 10-30 year horizon, however, the growth that has been experienced and the future growth contemplated by owners of vacant properties and properties with high redevelopment potential may warrant an acceleration of the project. (This demand has also increase area value and will most likely require more than the \$1.5 million anticipated in the illustrative financial model presented in the plan update.)

F. D-DOWNTOWN ZONING DISTRICT – ECONOMIC & MARKET ANALYSIS (2016)

The Economic and Market Analysis reached several key conclusions that are relevant to the discussion in this review. The analysis specifically stated types of uses that would be drivers in the D-Downtown indicating that these uses should be accommodated and efforts made to attract them to the area for its future financial success. In conjunction with these conclusions, the summary presentation to the City Commission specifically noted that:

Parking is a critical element to redevelopment planning, particularly as it relates to revitalizing smaller parcels.

- *Identifying optimal location of centralized parking is crucial to maximize utilization and impact within D-Downtown*
- *Centralized parking garage can be a joint public/private effort; but, will require at least some level public subsidy*

As with other documents reviewed, the recommendations contained within support centralized parking in a parking garage. The statement goes even further in stating a need for public subsidy for such a structure.

G. 2017 DOWNTOWN NAPLES MOBILITY & CONNECTIVITY STUDY

This study focused on motor vehicles, pedestrian, bicycle, and other modes of travel and their movement throughout the downtown (centering on 5th Avenue South and including areas west of US 41. The report did not focus on areas east of US 41 but similar conditions might be assumed for the D-Downtown area). The Study included a parking demand component with recommendations regarding the use of parking in the downtown area though only preliminary thoughts on the D-Downtown area were included.

The parking demand analysis, completed by Desman Design Management, indicated that parking was at a premium during peak days during peak season (their investigations took place during February of 2017). Specifically mentioning there was generally enough parking in the area except the peak times of peak season, that is, Fridays and Saturdays between December and April. During these peaks, it was found that the existing downtown parking garages were fully (100% utilized at times) as was a majority of on-street parking.

One statement relating to the 5th Avenue South area may be of value in this review. The following statement was included in the report as it related to expanding parking systems:

As a longer-term solution, there may be the opportunity for the City to partner with a developer on the construction of additional public parking spaces. This has the potential to be a less expensive way for the City to gain additional public parking in a structured parking facility. The addition of 100 or 150 “public” parking spaces to a private parking facility serving a new development would likely meet most of the City’s existing peak needs.

This suggestion is certainly viable for the D-Downtown area as well and in fact, is what the proposal from the Gulfshore Playhouse is all about.

The parking demand analysis indicated that there were some preliminary findings from an analysis of the D-Downtown area (though a final report on this area, if ever finalized, was not provided to the authors of this report). One of these findings is of relevance to this review:

The DESMAN team does not agree with the recommendation to use the 6th Avenue South Garage as a way to satisfy demand in the renamed Midtown Design District

The report further indicates that this statement is due to the high use of the 6th Avenue South Garage and its current level of utilization for the 5th Avenue area. This implies that any parking need in the D-Downtown (referred to as the Midtown Design District) would need to be satisfied through some other parking option.

H. 2017 NAPLES PARKS MASTER PLAN

The Parks Master Plan has limited relatability to this review however, it bares mentioning that the plan indicates that during public input sessions, interviews and focus group meetings, parking was mentioned as a concern both at parks and for special events.

Within the plan, the soon-to-be completed Baker Park was listed as a new location for special events. It was noted that parking would be of issue for such events at the park with the following statement as the recommendations for this Park:

Special event parking could be provided through use of the adjacent municipal parking lots on evenings and weekends; the use of airport parking across the river; conversion of Riverside Circle into a “complete street”, providing additional on-street parking spaces; and construction of new parking areas on the Baker Park site. Consider relocating the proposed Recycle Drop-Off Area to another location and avoid disturbing the current warehouse storage lot.

This section is relevant to the review of a D-Downtown parking garage as Baker Park is located across Goodlette Frank Road from the D-Downtown area and its main entrance is located one block north and one block east of the potential garage at the Gulfshore Playhouse site. This means it is possible for any garage in the D-Downtown area to serve as potential overflow parking for special events in Baker Park.

I. SUMMARY

It would appear that all of the documents reviewed for this report in some way indicate a lack of parking in the D-Downtown and 5th Avenue South area (often referred to in these documents as “downtown”). The City’s Comprehensive Plan, the Redevelopment Plan Update, and several other documents specifically mention a need for flexibility in parking regulations with the potential to meet parking requirements with allocation of off-site, public spaces or payment in-lieu of parking as a method outlined. In addition, several of the document show general support for additional parking provided in a parking garage as provision of such a facility maximizes the use of land and will provide parking for a general area rather than for a specific project. Many of the issues pointed to above will be explored in the discussions contained in the following pages.

SECTION THREE

STAKEHOLDER INTERVIEWS

To determine reaction to how a potential parking garage in the D-Downtown in general and in the subject site at 1st Avenue South and 12th Street South might be received and how it may interact with surrounding properties, several stakeholders were interviewed. In addition to gauging immediate response, the purpose of these interviews was to understand what key property owners in the area were planning for their sites, determine if they believed a parking garage, particularly one at the subject site, would be beneficial to these plans and the area in general.

A. INTERVIEWS WITH CITY STAFF

Several interview meetings were held with key City and CRA staff members. The purpose of these meetings was to gather information related to current conditions and projects of the City. Representatives of the following departments participated in these meetings:

- City Manager's Office
- Community Services Department
- Streets and Stormwater Department
- Planning Department
- Police Department
- The Community Redevelopment Agency

City and CRA staff shared updates on current projects and programs as well as observations about parking issues within the D-Downtown and 5th Avenue South areas. A meeting with departments involved with special events provided an understanding of the City's desire to relocate certain events from the 5th Avenue South Area to Baker Park once the Park is completed and operating. Information gleaned from the Planning Department focused on design issues related to any potential garage and the size limitations on such a facility.

B. OTHER STAKEHOLDER INTERVIEWS

Individuals representing other key organizations that may be effected by a parking garage were interviewed. These interviews included representatives of the following:

- Gulfshore Playhouse
- Naples Square/Eleven Eleven Central
- The Design District Association
- The 5th Avenue South Business Improvement District
- Vernon Allen Builder
- The Wynn Family
- Naples Storage
- Victoria Square

Information regarding the future plans for a facility and parking was provided by Kristen Coury Founder and CEO of the Gulfshore Playhouse. Ms. Coury explained her vision for the facility, and update of the efforts to construct the facility, and the circumstances surrounding the offer of land to the City for construction of a parking facility

Representatives of the Design District Association and the 5th Avenue Business Improvement District express general support for a parking structure. As to the specific location at 1st Avenue South and 12th Street South, all indicated that they believed a structure at this location would not elicit the same response as the formerly proposed parking garage at 4th Avenue South and 4th Street South as the area does not have a significant amount of residential neighbors at this time and any future residential would be more dense and urban in character which would not be in conflict with a parking garage.

The remaining stakeholder interviews were generally with owners or executives of the development companies that own property in the immediate area around the potential parking garage site at 1st Avenue South and 12th Street South. These stakeholders shared their current projects, plans for future projects, and any thoughts about what they are considering if they have no clear plans at the time of the interview. Almost all of the stakeholders indicated they were looking are creating mixed-use projects that would extend activity in the D-Downtown from 10th Street toward Goodlette Frank Road. When asked about the potential for a parking garage, all of those interviewed expressed they were supportive of the idea and believed that it would support future development and businesses that will locate to the area. In addition, several individuals expressed belief that the parking garage is warranted to support special events at Bayfront and future events at Baker Park.

C. OTHER PROFESSIONALS INTERVIEWED

Several other individuals were interviewed because of their connection to the Gulfshore Playhouse project and representatives of the two free-shuttle companies offering service in Naples were also contacted for information.

- James Russell, Vice President of The Pizzutti Companies

Mr. Russell was interviewed due to his understanding of public and non-profit construction as well as his role advising the Gulfshore Playhouse in their efforts to build a new facility. He provided additional background on the facility and on potential scenarios the Playhouse has reviewed for parking including the potential parking garage and the default position if the garage does not move forward, providing a surface parking lot.

- Stephen Rebor, President, Desman Design Management

Mr. Rebor's firm, Desman Design Management, prepared the parking analysis for the Downtown Mobility and Connectivity Study and he has also advised the Gulfshore Playhouse regarding a parking structure at their proposed site. Mr. Rebor is also a part-time Naples resident and has understanding of the City. Mr. Rebor shared a history of concepts for a parking garage at the subject site as well as insight into size, cost and other issues.

- Devon Browne, Vice President for Strategic Partnerships and Business Development, The Nickel Ride

- Mike Trombino, CEO, Slidr

Mr. Browne and Mr. Trombino were consulted as their companies, The Nickel Ride and Slidr provide free shuttle service within the City of Naples. Such shuttles are a new and growing business deriving their revenue from advertisements on their vehicles. Both contacts were asked about their ability to service a new parking garage in the D-Downtown and what if any obstacles may exist due to a need to regularly cross of US 41 to shuttle people to 5th Avenue South and other locations. Both indicated there were no issues of note. Additionally, both expressed that their companies could easily provide service and would welcome a defined pick-up/drop-off location.

D. SUMMARY

Interviews with key City/CRA staff as well as other stakeholders and professional showed strong support for the placement of a parking garage in the D-Downtown and specifically for the subject parcel. None of those interviewed raised any issues of note related to a parking structure. It was conveyed by almost all of the developer/property owners that they felt an option to obtain an allocation of spaces in a garage would help them provide a better project on their property. There was also a sense by all that a garage at the subject site would help development move eastward in the D-Downtown and could help energize the area as it develops.

SECTION FOUR

POTENTIAL GARAGE PARAMETERS AT PROPOSED SITE

A. PROPERTY CHARACTERISTICS

The site the Gulfshore Playhouse has offered to the City for the construction of a public parking garage is located at the southwest corner of 1st Avenue South and 12 Street South. According to the Collier County Property Appraiser, the site has the following characteristics (all measurements are approximate):

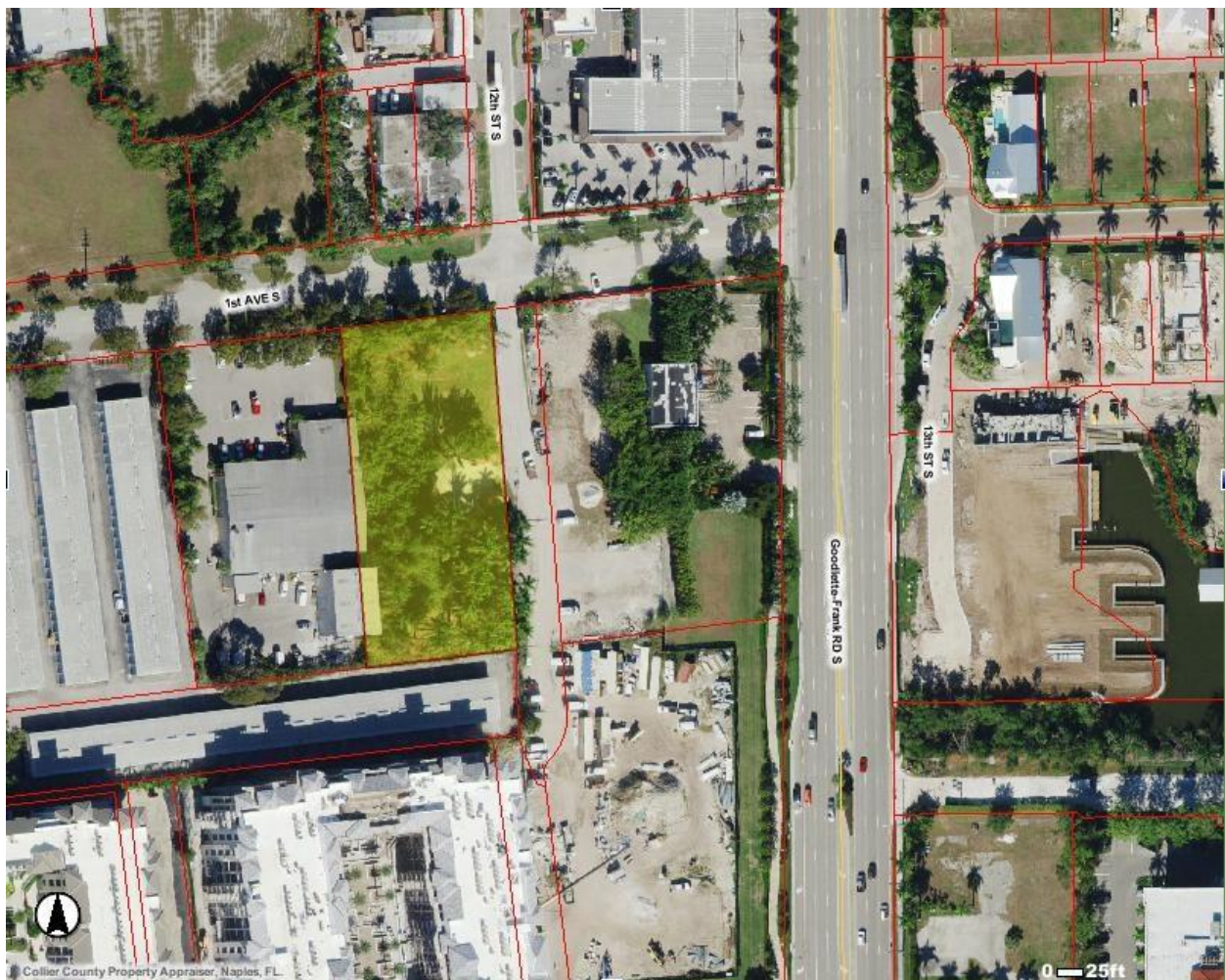
Legal Description – Naples Square Commercial North Tract C-3

Total Area: 45,530 sq. ft. or 1.04 acres

Property Dimensions: 1st Avenue S. (East-West) length – 142 feet

12th Street S. (North-South) length – 320 feet

Figure 4.1 – Subject Site Shaded



The site has the following land use characteristics:

Zoning: D-Downtown District

Future Land Use: Downtown – Mixed Use

Other: The site is within the Naples Community Redevelopment Area

B. POTENTIAL GARAGE SIZE AND CAPACITY CALCULATIONS

In order to determine the space available for a parking garage structure, footage for setbacks must be eliminated from the property dimensions, thus (for calculation purposes, the 1st Avenue South frontage is considered the front of the property):

For the 12th Street South available length for the structure:

(12th Street S. Length) minus (minimum front setback) minus (minimum rear setback)

= Available Building 12th Street S. Length

OR

320 feet – 10 feet – 10 feet = **300 feet Available Building 12th Street S. Length**

For the 1st Avenue S. available length for the structure:

(1st Avenue S. Length) minus (east side setback) minus (west side setback)

= Available Building 1st Avenue S. Length

(NOTE: side setbacks in Setback Zone C, which are applicable to this building include 10 foot if an alleyway adjacent otherwise a 0 foot or 10 foot setback will apply. This calculation assumes that 12th Street S. is not considered an alley and a 0 foot setback would apply on the east and 10 foot would apply to the west)

OR

142 feet – 0 feet – 10 feet = **132 feet Available Building 1st Avenue S. Length**

In addition, a liner building to house a retail or other use should be included on the 1st Avenue South frontage to insure pedestrian interest and to screen the parking structure. This would require approximately 40 feet in depth for the building, thus an additional 40 feet should be removed from the 12th Street S. available length as follows:

(Available 12th Street S. Building Length) minus (Liner Building Depth)

= 12th Street S. Length Available for Parking Structure

OR

300 feet – 40 feet = **260 feet Available 12th Street S. Length for Parking Structure**

As there are no additional subtractions from the Available Building 1st Avenue S. Length

(Available Building 1st Avenue S. Length) = (Available 1st Avenue S. Length for Parking Structure

OR

132 feet = **132 feet Available 1st Avenue S. Length for Parking Structure**

This leaves a potential footprint for the parking structure of:

(12th Street S. Length Available for Parking Structure) multiplied by

(Available 1st Street S. Length for Parking Structure)

= Total Area Available for Parking Structure Footprint

OR

260 feet x 132 feet = **34,320 square feet Total Area for Parking Structure Footprint**

For the Total Square Footage Area of a parking structure it is important to note that this structure would be subject to the height limitation of commercial structures embodied in the City of Naples Charter. This limitation is three stories and/or a height no greater than 42 feet (with certain exceptions for necessary accessories). For purposes of a parking garage, this has been consistently interpreted to mean three stories and the potential to utilize a roof for parking as well giving a total of four available parking levels. To determine the Total Surface Square Footage Area of a potential parking structure we simply use the following calculation:

(Total Area Available for Parking Structure Footprint) multiplied by (Total Levels)

= Total Surface Square Footage Area

OR

34,320 square feet x 4 levels = **137,280 square feet of Total Surface Area**

To determine the Total Number of Potential Spaces in this garage, we utilize a conservative industry standard of 400 square feet per space. This 400 square feet includes a parking space and any additional square footage that might be necessary for such items as drive lanes, stairwells, equipment, additional space required for disabled parking spaces, and otherwise unusable space. Given this we can calculate potential spaces using the following:

(Total Surface Square Footage Area) divided by (Per Space Square Footage)

= Total Number of Potential Spaces

OR

137,280 square feet / 400 square feet = **343 Potential Parking Spaces**

These calculations indicate a parking garage at the 1st Avenue S. and 12th Street S. site might potentially include up to 343 spaces. This is only an estimate however. The number of actual spaces would be based on geometrics of the site that are not fully taken into account through these calculations.

C. LINER BUILDING SIZE AND CAPACITY CALCULATIONS

In addition, there is also additional square footage that can be added to the Total Surface Square Footage Area. The above calculations also provided for 40 feet of the 12th Street S. length to be allocated for a liner building across the 132 feet of Available Building 1st Street S. Length. Utilizing these measurements we can ascertain the potential square foot footprint of a liner building on the 1st Avenue S. side of the property. This square footage is calculated as:

(Liner Building Depth) multiplied by (Available Building 1st Avenue S. Length)

= Available Liner Building Footprint Square Footage

OR

40 feet x 132 feet = **5,280 square feet Available Liner Building Footprint**

The height limitation for such a building would be three stories so to calculate the Total Building Square Footage the following calculation is used:

(Available Liner Building Footprint Square Footage) multiplied by (Total Stories)

= Total Building Area

OR

5,280 square feet x 3 stories = **15,840 square feet of Total Building Area**

To determine leasable square footage an assumption is made that 15% of the building would consist of common areas and thus an amount equal to this space is eliminated from the total:

(Total Building Area) minus ((Total Building Area) multiplied by (% of Common Space))

= Leasable Square Feet

OR

15,840 – (15,840 square feet x 15%) = **13,464 square feet of Leasable Space**

Utilizing average office rental rates for Q2-2018 as reported by Cushman & Wakefield (the most recent data readily available) of \$19.79 per square foot, which would result in a rental income calculation of:

(Leasable Space) multiplied by (Average Office Rental Rates)

= Potential Annual Lease Income

OR

13,464 square feet x \$19.79 = **\$266,452.56 Potential Annual Lease Income**

D. ALTERNATIVE CALCULATIONS FOR GARAGE CAPACITY AND LINER BUILDING SIZE AND CAPACITY

It is unlikely the upper floor spaces would be readily leased in this location and it is advisable to maximize the number of parking spaces in the parking garage. Given this an alternative calculation can be made for the liner building. This alternative would include the ground floor leasable square footage (one level equal to the liner building footprint of 5,280 square feet) and construct parking spaces above this space. To insure sufficient height of leasable space for the inclusion of lights, wiring, air conditioning ducts, etc., it is advisable to allow for the height of two levels of the parking garage to be allocated to the liner space. As the roof of the liner building can now be utilized for parking (not previously included), the total additional surface area available for parking would be calculated as:

(Available Liner Building Footprint Square Footage) multiplied by (Levels Available)

= Additional Surface area for Parking

OR

5,280 square feet x 2 levels = **10,560 square feet of Additional Surface Area for Parking**

Utilizing the 400 square feet per parking space established previously, the number of additional spaces that would be added to the parking garage is as follows:

(Additional Surface Area for Parking) divided by (Per Space Square Footage)

= Additional Spaces

OR

10,560 square feet / 400 square feet = **26 Additional Spaces**

The capacity of the parking garage would now be increased to include
343 spaces + 26 additional spaces for a **new total of 369 Parking Spaces**

With a single story of space in the liner building, leasable space will increase as a percentage as there will be no stairways or other significant common space in the building. To be conservative however, the 15% common space factor will continue to be utilized. The potential annual lease income is now calculated as:

(Available Liner Building Footprint Square Footage) multiplied by (% of Common Space))

= Available Liner Building Footprint Square Footage

OR

5,280 square feet x (5,280 square feet x 15%) = **4,488 square feet of Leasable Space**

Potential Annual Lease Income would therefore be:

(Leasable Space) multiplied by (Average Office Rental Rates) = Potential Annual Lease Income

OR

4,488 square feet x \$19.79 = **\$88,817.52 Potential Annual Lease Income**

While not advisable, a final alternative in which there is no liner building is presented for discussion purposes. The number of spaces that would be in such a facility would be calculated in the following manner:

((Available Building 12th Street S. Length) multiplied (by Available Building 1st Avenue S. Length)) divided by (Per Space Square Footage) multiplied by (Number of Levels) = Total Potential Parking Spaces

OR

((300 feet x 132 feet) / 400 square feet) x 4 = **396 Total Potential Parking Spaces**

E. CONSTRUCTION COSTS

Construction costs for parking garages in the Naples area are generally estimated at \$25,000 per space (figures similar to those previously used by the City of Naples, costs indicated by Desman Design Management and the author's understanding of construction costs for such facilities). In addition liner building construction cost and buildout costs will be estimated at \$250 per square foot. Three different scenarios are presented in this section:

- Scenario #1 – 343 parking spaces with a three story liner building of 15,840 total square feet;
- Scenario #2 – 369 parking spaces with commercial space of 5,280 square feet lining the garage at ground level;
- Scenario # 3 – 396 parking spaces with no liner building or leasable commercial space.

Given the rates presented above, the construction cost for the three scenarios presented are found in the following table:

Table 4.1 - Parking Garage Construction Costs

Scenario	# of Spaces	Cost per Space	Total Cost
#1	343	\$25,000	\$8,575,000
#2	369	\$25,000	\$9,225,000
#3	396	\$25,000	\$9,900,000

Table 4.2 - Liner Building Cost

Scenario	Sq. Feet	Cost per Sq. Ft.	Total Cost
#1	15,840	\$250.00	\$3,960,000
#2	5,280	\$250.00	\$1,320,000
#3	0	\$250.00	\$0

Table 4.3 - Total Building Cost

Scenario	Garage Cost	Liner Bldg. Cost	Total Cost
#1	\$8,575,000	\$3,960,000	\$12,535,000
#2	\$9,225,000	\$1,320,000	\$10,545,000
#3	\$9,900,000	\$0	\$9,900,000

F. VARIABLES TO CONSIDER

A number of variables could affect the calculations presented in this section. The actual size of parking spaces and width of drive aisle required could increase or decrease the number of spaces. Determinations of setbacks and potential for waiver of these setbacks may also affect total number of spaces. Additionally, the design of the parking garage itself is critical to costs. It is preferred to have flat decks in the garage so if future technology renders the garage obsolete, it can more easily be convertible to another use such as office space or residential units, however this will reduce the number of parking spaces and increase the per space costs.

Amount of leasable space and overall size of a liner building or commercial space will affect cost. Lease rates for the liner space will be influenced by the surrounding buildings as they develop. The type of commercial space available in new developments as well as the amount of space available will significantly affect potential rental rates.

G. SUMMARY

Given the dimensions of the subject property, three scenarios have been presented:

- 1) A parking garage containing 343 parking spaces with a liner building including 13,464 leasable square feet with a potential annual lease income of \$266,452.56 and an estimated construction cost of \$12,535,000;
- 2) A parking garage containing 369 parking spaces with ground floor leasable space along the 1st Avenue S frontage of 4,488 square feet with a potential annual lease income of \$88,817.52 and an estimated construction cost of \$10,545,000;
- 3) A parking only garage containing 396 parking spaces and no leasable space with an estimated construction cost of \$9,900,000.

These scenarios are useful in determining if a parking garage is desirable, however, without a detailed design it is impossible to determine exactly how many spaces may be available or the type of leasable space that may be available and the actual lease rates.

SECTION FIVE

POTENTIAL ALTERNATIVE LOCATIONS

The D-Downtown vicinity was explored for potential alternative locations for a parking structure. This exploration sought sites that met the following parameters:

- Comparable in size to the Gulfshore site
- Centrally located enough to serve as large a portion of the D-Downtown area as possible
- Had no or minimal structures located upon them to reduce the cost of property purchase
- Did not require significant assembly of multiple parcels with different ownership.

While the sites chosen may violate one of the established parameters, such violations were deemed not significant enough to remove the site from the list of alternatives.

A. THE ALTERNATIVE SITES

The following is a list of the alternative sites that will be further evaluated later in this section:

- 1) 100 & 160 10th Street North (two properties to be assembled)
- 2) The 800 Block of 5th Avenue North (a.k.a. 0 5th Avenue North)
- 3) 1010 Central Avenue

Information related to potential garage size, possible purchase price, proximity to destination uses in the D-Downtown area, and potential for a significantly higher and better use. For purposes of this review costs will not include potential for ground floor commercial space. Additionally, potential purchase prices shall be based on 1.5 times the market value as determined by the Collier County Property Appraiser Office's website are attached as EXHIBIT A to this report). This value attempts to account for historically conservative Property Appraiser market assessments as well as unrealized potential value that would be realized at the time of a sale.

Each site is reviewed and a potential total cost, potential number of parking spaces, and potential per space cost are all provided in order for the sites to be compared to the Gulfshore Playhouse site. It is important to note the Gulfshore Playhouse land is being donated and thus the per space price is only that of garage construction costs of \$25,000 per space the alternative site's per space price is \$25,000 per space plus a per space cost for land acquisition.

It should be noted that all of the sites are located in the D-Downtown zoning district and all would be subject to the 3 story and/or 42 foot height limitations in the City's Charter.

B. 100 & 160 10TH STREET NORTH

These two properties have separate owners and would require assembly of these parcels as one site alone would not provide sufficient space for a parking garage. These properties are of identical land size. The buildings on these properties are also almost identical in size and are of a lower value, metal construction. This site is ideally located for access to existing businesses on 10th Street as well as those on US 41. The site is also accessible to most of the southern side of the D-Downtown and 5th Avenue by shuttle. The site is usable for special events in the 5th Avenue South area with shuttle assistance and at Baker Park by foot or shuttle. The site has a medium redevelopment potential as a site for mixed use development if assembled as building height may be an issue.

Figure 5.1 160 10th Street North



Figure 5.2 100 10th Street North



	<u>160 10th Street North</u>	<u>100 10th Street North</u>
Land Area:	25,050 sq. ft. (.58 ac.)	25,050 sq. ft. (.58 ac.)
Building Area:	8,960 sq. ft.	8,625 sq. ft.
Land Market Value:	\$1,002,000	\$1,002,000
Improvements Value (buildings and parking):	\$ 251,133	\$ 259,480
Total Market Value:	\$1,253,133	\$1,261,480
Total Potential Purchase Price:	\$1,879,700	\$1,892,220
Potential per Sq.Ft. Purchase Price:	\$ 75.04 sq. ft.	\$ 75.54 sq. ft.
Zoning District:	D-Downtown	D-Downtown
Future Land Use:	Downtown Mixed Use	Downtown Mixed Use

Combined 160 & 100 10th Street North Site

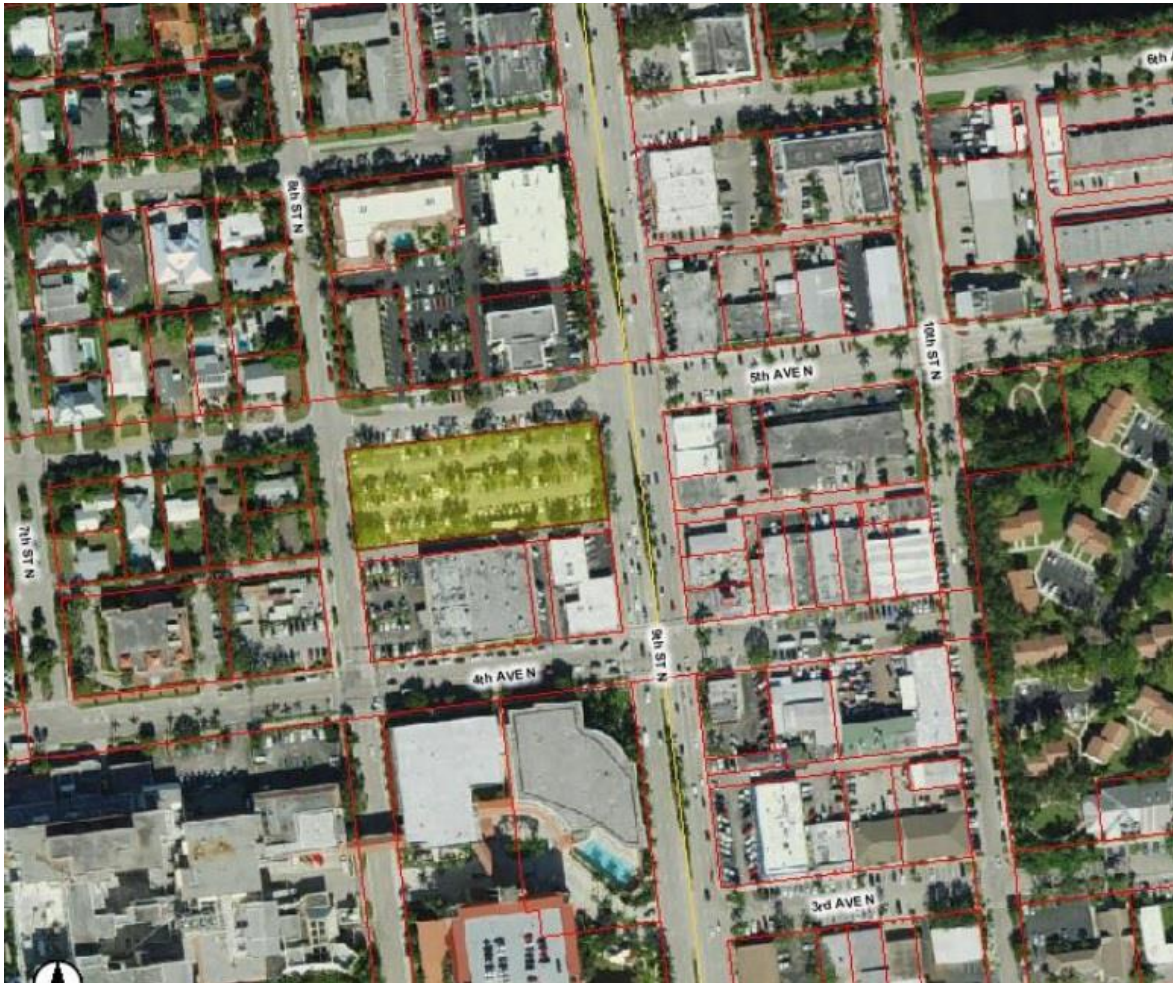
Land Area:	50,100 sq. ft. (1.15 acres)
Building Area:	8,960 sq. ft.
Land Market Value:	\$2,004,000
Improvements Value (buildings and parking):	\$ 510,613
Total Market Value:	\$2,514,613
Total Potential Purchase Price:	\$3,771,920
Potential per Sq.Ft. Purchase Price:	\$ 75.29 sq. ft.
Zoning District:	D-Downtown
Future Land Use:	Downtown Mixed Use
Potential Parking Structure Footprint:	42,100 sq. ft.
Potential # of Spaces:	421 spaces
Total Cost (land + const.):	\$14,296,920
Potential per Space Cost (land + const.):	\$ 33,959 per space

C. THE 800 BLOCK OF 5TH AVENUE NORTH (A.K.A. 0 5TH AVENUE NORTH)

This site, which is listed in the Collier County Property Appraiser's records as 0 5th Avenue North, is currently a surface parking lot in the medical district on the western side of US 41. This location across US 41 from the majority of the D-Downtown is not ideal, however, the site could serve the northern area of the D-Downtown as well as the medical district. This site is not ideal to serve all of the D-Downtown area but can serve the northern areas. The site is also not ideal for special events due to its distance from Baker Park and the need to cross US 41 to reach the park, though it works better as a shuttle-fed overflow site for 5th Avenue South area special events.

The site is currently serving uses and is often full. This means that an easement reserving spaces for the current owners may be required limiting an ability to allocate spaces for "in-lieu of" parking. The redevelopment potential for this site is medium. It is a desirable location for new development though the need for the existing parking may limit the ability to develop.

Figure 5.3 The 800 Block of 5th Avenue North



The 800 Block of 5th Avenue North

Land Area:	56,940 sq. ft. (1.31 acres)
Building Area:	0 sq. ft.
Land Market Value:	\$2,775,825
Improvements Value (buildings and parking):	\$ 88,795
Total Market Value:	\$2,864,620
Total Potential Purchase Price:	\$4,296,930
Potential per Sq.Ft. Purchase Price:	\$ 75.46 sq. ft.
Zoning District:	D-Downtown
Future Land Use:	Downtown Mixed Use
Potential Parking Structure Footprint:	47,840 sq. ft.
Potential # of Spaces:	478 spaces
Total Cost (land + const.):	\$16,246,930
Potential per Space Cost (land + const.):	\$ 33,989 per space

(NOTE: This site may need a parking easement for owners to meet other parking requirements)

D. 1010 CENTRAL AVENUE

This site is centrally located in the D-Downtown district and can serve just about all of the area. It is sufficiently close to Baker Park and to the 5th Avenue South area to serve for special events. The site has an existing one-story commercial structure that holds some value and will increase acquisition costs. The site has a high redevelopment potential due to its high visibility location and recent construction of mixed use facilities on similarly sized parcels in the immediate area.

Figure 5.4 1010 Central Avenue



1010 Central Avenue

Land Area:	52,800 sq. ft. (1.21 acres)
Building Area:	17,820 sq. ft.
Land Market Value:	\$1,504,800
Improvements Value (buildings and parking):	\$ 797,363
Total Market Value:	\$2,302,163
Total Potential Purchase Price:	\$3,453,245
Potential per Sq.Ft. Purchase Price:	\$ 76.30 sq. ft.
Zoning District:	D-Downtown

Future Land Use:	Downtown Mixed Use
Potential Parking Structure Footprint:	44,800 sq. ft.
Potential # of Spaces:	448 spaces
Total Cost (land + const.):	\$14,653,245
Potential per Space Cost (land + const.):	\$ 33,993 per space

E. SUMMARY

These three alternative sites all have potential viability if a parking garage were to be constructed upon them. Each of them comes with added cost to acquire land, however, once acquired, only the 800 Block of 5th Avenue North site would probably come with additional encumbrances (a potential need for a parking easement to provide parking for the owners other area properties). This would render all of the spaces in the other two sites as available to be allocated as “in-lieu of” parking alternatives and an undetermined number of spaces available at the 5th Avenue North site. While the Gulfshore Playhouse site would be donated to the City/CRA for the parking garage, approximately 118 spaces would need to be allocated for the Playhouse’s parking requirement (actual number would be dependent on the final size and/or number of auditorium seats in the constructed playhouse) as well as 12 spaces that are part of an existing easement on the parking garage site for an owner across 1st Avenue South from the site.

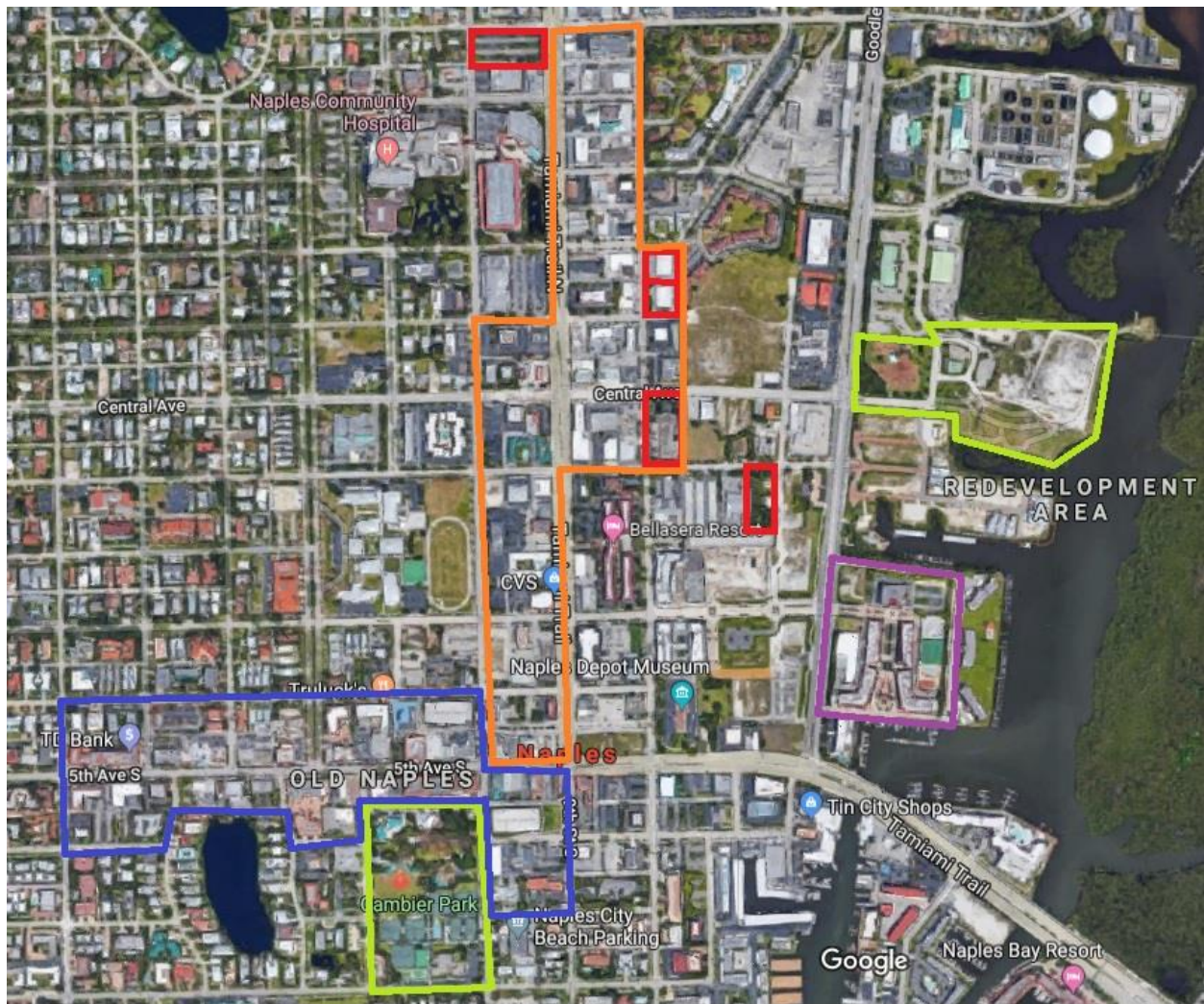
Table 5.1 Potential Parking Garage Site Comparison contains the number of parking spaces, total project cost, and per space costs for the Gulfshore Playhouse site as well as for the alternative sites for ease of comparison.)

(Note: without detailed design drawings the numbers provided are rough estimates of potential cost only. Potential costs would also be affected by actual negotiated sales price based on a professional property appraisal. Additionally, costs are provided for parking garage only with no liner buildings provided for at any of the potential sites)

Table 5.1 – Potential Parking Garage Site Comparison

Site	# of Parking Spaces	Total Project Cost	per Space Total Cost	Other encumbrances
Gulfshore Playhouse	396	\$9,900,000	\$25,000	130 Space to be allocated to Playhouse and nearby property
100 & 106 10 th St. N.	421	\$14,296,920	\$33,959	
The 800 Block of 5 th Ave. N.	478	\$16,246,930	\$33,989	Potential for parking spaces to be allocated to current owners at unknown cost
1010 Central Ave.	448	\$14,653,245	\$33,993	

Figure 5.5 Map of all Parking Garage Locations and Sites/Areas to be Served



SECTION SIX PARKING POTENTIAL OF THE PROPOSED SITE

This section is designed to bring together information presented elsewhere in this report, the information gleaned from the document review and stakeholder interviews, the conveyed understanding of the proposed Gulfshore Playhouse, and the PLACE Planning's understanding of the Naples' efforts to redevelopment the D-Downtown area in an effort to describe how a parking garage at the Gulfshore Playhouse might work and whether it will benefit the larger community. PLACE Planning will further utilize this section to formulate a response to the questions the CRA is seeking to answer regarding this project.

A. CURRENT PARKING SUPPLY

It was noted in the 2014 CRA Plan Update that parking was at a premium throughout the commercial districts of the City but particularly along the 5th Avenue South Corridor and along 10th Street North. Since that time parking demand has not decreased. Additional, more visitor intense uses have been added to what was referred to as the Design District on 10th Street North. New restaurants are opening in this area expanding the hours in which business is being transacted. Additionally, existing design professionals and suppliers whom tend to operate during the day continue to battle with auto repair uses for what little parking exists in the area. The Redevelopment Plan update indicated that the CRA should acquire property for a parking structure in this area in a 10-20 year horizon. It appears as if that project should be accelerated.

The areas of the D-Downtown and the planned development areas south of Central Avenue have also put additional pressures on parking in this area. While parking demand in the 10th Street North area appears to be a little less seasonal, demand in the areas south of Central Avenue tend to be more seasonal in nature. Stakeholders have also conveyed that special events at Bayfront lead to overflow of vehicles seeking parking which they often find at the City's complex of buildings several blocks to the North.

In addition to these users, the opening of Baker Park just to the east of the D-Downtown may also cause issues. City Staff conveyed through interviews that a number of special events from the 5th Avenue South and Cambier Park area may move to Baker Park. Specifically cited were concert and run/walk events but staff did present a list of 58 events taking place over 66 days that they have identified as appropriate for potential relocation. Both of these types of events have the potential to draw large crowds. Most run/walk events held in the City in 2017 drew approximately 500-600 participants, however of the 23 such events held that year, five drew over 2,500 people. Generally, the 10 concerts held at Cambier Park during this year attracted upwards of 1,000 attendees. If these events relocate to Baker Park, these attendees/participants will maximize the entire of the parking at Baker Park and the City facilities north of the park. Overflow users will then go looking for parking as close as possible.

It is clear that at peak times the current parking supply cannot support current demand, therefore, it can be assumed it will not support future peak demand for parking in the area.

B. THE 1ST AVENUE SOUTH AND 12TH STREET NORTH LOCATION (GULFSHORE PLAYHOUSE SITE)

The question for answering here is whether the location offered by the Gulfshore Playhouse for a public parking garage is appropriate for a D-Downtown garage. The answer is yes, but it may not be the ideal location to serve the D-Downtown. All in all, the site at 1010 Central Avenue would be more centrally located in the district, may better serve the D-Downtown District itself and may be more visible to potential attendees/participants of events at Baker Park. However, the 1st and 12th Site is sufficiently close to serve areas on and west of 10th Street and it is closer to the growing number of uses towards the south and east and its closer proximity to Baker Park and Bayfront and will better serve the area during special events once residents become familiar with its location.

The City/CRA should investigate if the alternative sites reviewed in Section 5 of this report are available to be purchased prior to making any final determinations regarding the Gulfshore offer. It is likely that the Gulfshore offer will remain the least expensive alternative (both related to total cost and per space cost), but this will not be known unless the owner of the alternative sites propose a price.

C. SERVING MULTIPLE USERS

As stated above, a garage at the subject site would certainly be able to serve Baker Park and Bayfront during special events at these sites. There may be some conflict with Saturday matinee performances at the Playhouse, however, these performances would most likely begin after runs/walks at the Park (which tend to be early morning events). In addition, there would still likely be spaces available in the garage for overflow from special events even during matinee performances.

The garage could also serve as a satellite parking location for 5th Avenue South. With The Nickel Ride and Slidr operating within the City, shuttle options could be utilized for this. PLACE Planning reached out to the two shuttle providers to discuss a potential garage at the subject site. Both providers were excited about the prospects of serving the garage and shuttling users of the garage to other locations in the City. Both firms indicated if this were to come to fruition, they would like to discuss the creation of more formal routes that could operate around the D-Downtown to 5th Avenue South and the other two parking garages in the City. Both see benefit in having at least one shuttle operating on a fixed route (though both did discuss potentially receiving a subsidy from the City to provide fixed routes).

If the parking garage were to be wholly owned and constructed by the City/CRA then there should be no restrictions on its use by any user. In fact the only restriction should be area used by valet parking if demand warrants such a service. This restriction would only be on what level valet cars would be parked. Valet service would be desirable, particularly for peak time performance nights as when cars are valet parked, they can be closer together thus providing for more potential spaces in a garage.

D. SERVING SPECIAL EVENTS

Discussion has been provided above regarding the use of the subject garage for special event overflow for Baker Park and Bayfront. This site could also be utilized for special events in the 5th Avenue South and Cambier Park area as well as special events anywhere in the City. In fact, there is no reason that an individual hosting a large party at their home could not direct their guests to park in the subject garage or

the other garages in the City. The key to servicing events further away and outside The Nickel Ride or Slidr's regular hours is to coordinate shuttle rides with the companies. It may be required to subsidize service outside of the companies' regular operating hours.

For special events coordinated or sponsored by the City, a close working relationship between the shuttle providers and staff is critical to maximizing shuttle use. Information regarding the shuttle services should be disseminated along with event information.

Additionally, design of any parking garage should include appropriate drop-off/pick-up pull-outs or locations to facilitate shuttles, rideshare services, and taxis while minimizing interference with traffic flow. Creation of such a pull-out or other such permanent stop for these shuttles should also provide signage akin to a bus stop to announce the location. This would prevent shuttles from stopping wherever a rider was waiting and interfering with traffic flow. The creation of temporary fixed drop-off/pick-up at the remote location of an event would be advisable. This could be handled with the placement of temporary signage indicated the location as a drop-off/pick-up site. If required, traffic cones or other devices could be used to keep any at-curb or on-street site free from cars or other vehicles.

E. D-DOWNTOWN SHARED PARKING AS A DECISION MAKING FACTOR

In short, yes, shared parking should be a major decision making factor for the CRA Board. It is clear that a parking garage is warranted in the D-Downtown area, however, the Board must factor in other potential sites and the number of unencumbered spaces that may be available elsewhere. If one of the alternative sites can be obtained and a garage built for a similar price as one at the Gulfshore site, then the value of the encumbrance of approximately 130 spaces of a 300-400 space garage (118 for the theater and 12 which are bound in an easement to a nearby property) will be a key factor.

Knowing the garage will be utilized at peak times by more than 130 cars is both a blessing and a curse. If the CRA does not proceed with the partnership, the Gulfshore Playhouse has indicated they will build a surface lot at the site with a capacity of 130 spaces (or the minimum required by Code). When asked, a representative of the Playhouse indicated that there should be a need for no more than 30 or so spaces on any given day for staff and actors rehearsing. Due to share parking requirements, this will mean there will be spaces available to the public to utilize during the day except for Saturday matinees and during special events at the Playhouse. If there is a popular show however, theater-goers may fill the surface lot and overflow will go looking for parking elsewhere in the area and possibly tax the limited number of area spaces. Most likely, theater patron who cannot find a space in the lot would probably end up using spaces at City owned facilities north and across Goodlette-Frank Road from the theater site (which would require them to remain open and available).

If another useable site were to be secured and garage built on the site, it may be in a better location, provide upwards of 400 spaces that will not have an instant base of heavy, regular users on peak nights AND the theater will still be providing about 200 spaces for their own and other uses at no cost to the CRA or City. Additionally, a 400 space garage may not be necessary depending on the location of a garage. If the CRA were to proceed with such a facility separate from the Gulfshore Playhouse, a more thorough parking study should be performed based on the location and potential utilization of another site to determine necessary number of spaces.

Lastly, the CRA Board should bring into consideration the value that will not be realized in a garage at the Gulfshore site. By its zoning code, the City has the ability to allocate available public spaces in a garage to a property owner or developer in-lieu of the owner/developer providing those spaces on-site at their private property. For this allocation, the owner/developer would pay \$20,000 per space under the current code provision. At the Gulfshore site, in exchange for the donation of the land for the parking garage, the City will have to encumber approximately 130 spaces (118 for the Playhouse and 12 that are reserved by easement at the site to a nearby property owner). This means the City would forgo as much as \$2,600,000 in potential in-lieu of payments (this assumes that there would ultimately be demand to allocate all of the spaces in the garage). Two of the three alternative sites explored in this report would most likely not require any such encumbrance of parking spaces thus making all the spaces in the garage available for allocation.

In this instance, what the CRA Board would need to factor into their decision is whether the potential loss of \$2,600,000 is realistic over time, that is to say all of the space in the garage would be in demand for allocation and whether the convenience of the site for special events at Bayfront and Baker Park and the donation of the land have value that is equal to or exceeds \$2,600,000. This also does not take into account the potential to raise the fee for such allocation. (in fact, the fee for an allocation should equal the cost of providing the space in terms of the per space land value and construction costs. Computations for the alternative sites indicate this amount might be more realistic at about \$33,000 per space).

F. ALLOCATION OF SPACES IN A PUBLIC GARAGE TOWARDS PARKING REQUIREMENTS

The City currently has code provisions, with certain limitations, that allow the allocation of public parking spaces to private property owners/developers upon payment of a fee to the City. This program should be expanded with much fewer or no restrictions on its use. This would provide several benefits including assisting in repaying the City/CRA for costs associated with this or any garage which is desirable as the City does not charge for garage use and thus there is no dedicated revenue source to pay for garage development. Additionally, as will be discussed later in this report, future technology may displace the need for parking at levels required today. Allocation of required parking in a garage will better prepare private development to make more efficient use of their land and would not force them to build ancillary parking that may not be needed in a 20-40 year timeframe (which is well within the anticipated lifespan of a development project).

G. EVALUATING A GARAGE AT THE SUBJECT SITE IN CONTEXT OF THE ZONING DISTRICT AND COMPREHENSIVE PLAN

A response to this is contained elsewhere in this report, most notably in Section 2 Document Review. Relevant provisions of D-Downtown zoning district and the Comprehensive Plan that support the creation of a garage are cited. Generally these provisions are related to parking overall and while they support construction of a parking garage, the specific location of the garage is not necessarily important.

There is a policy of the Comprehensive Plan not mentioned in Section 2 that is directly supported by the creation of a parking garage at the proposed site due to its proximity to Baker Park. The policy is contained in the Parks, Recreation and Open Space Element of the Comp Plan:

Policy 1-16: Ensure that special events utilizing City parks, streets, or facilities have minimal impact on adjoining residential neighborhoods.

H. IDENTIFYING OTHER SITES IN THE D-DOWNTOWN ZONING APPROPRIATE FOR A GARAGE

This was performed with results found in Section 5 of this report.

I. REQUIRED PARKING FOR THE PROPOSED THEATER AND SURROUNDING SITES

Potential capacity for a garage at the subject site can be found in Section 4. Several scenarios are presented that indicate a maximum of 396 spaces in the potential garage. Again, 130 spaces would be allocated to the theater and the nearby property holding an easement on the site. This leaves a maximum of 266 spaces available for allocation to other projects so they would not need to provide them on-site. It is difficult to ascertain exactly what the requirements are for other properties as many of them are either vacant or have uses that have been in place for a considerable amount of time (i.e. Naples Storage, or the adjacent property owned by the Wynn Family and housing their catering business). Representatives of Naples Square have indicated that they meet parking requirements however many of their units are occupied by seasonal residents and thus outside of peak season, these spaces are usually empty.

While no hard data can be presented, it is safe to say that shared parking regulations and payment-in-lieu and other methods to meet parking requirements off-site free up land for additional development or amenities. This would increase property values as the amenities enhance quality of life for users or residents of these projects or allows for additional square footage development. Both of these aspects add to market value, thus increases in assessed values which in turn increase the CRA's tax increment revenue. Not only do public space allocation and payment in-lieu of have this effect on tax increment revenues, but they also provide revenue for public parking development, so the CRA and City benefit on both side of such allocations or payments.

J. FUTURE DEMAND BASED UPON TECHNOLOGICAL ADVANCES IN SELF-DRIVING VEHICLES

This response is provided in Section 7 of this report.

K. ESTIMATED RANGE OF POSSIBLE COSTS TO CONSTRUCT A GARAGE AT THIS SITE

Cost estimates for three possible design scenarios are provided in Section 4 – Potential Garage Parameters at Proposed Site.

SECTION SEVEN ZONING, LAND USE, AND FUTURE TECHNOLOGY

It is important to note that the construction of a parking garage, whether at the subject site or within the D-Downtown area is in conformance with the City Comprehensive Plan and Community Redevelopment Plan. In addition, creation of such a facility also supports or is in conformance with a number of other related studies and plans that have been adopted by the City Council through the years. Evidence of this support or conformity can be found on the discussion of these plans found in Section 2 of this report. Section 2 outlines the many references to parking related items in various plans and studies of the City and CRA that are satisfied by the creation of a new parking structure in the subject area. It should be clear however, that few of the goals, objectives and policies of the plans and studies reviewed have direct statements promoting a parking garage in the D-Downtown district other than the 2014 Updated Community Redevelopment Plan. In general, the related statements are vague policies that appear to support preventing overflow parking from interfering with single-family residential neighborhoods, and that there should be enough of it that no one would have to circle the neighborhood for any length of time to find a public parking spot.

Given this, the remainder of this section will refrain from making redundant correlations between the studies and plans of the City and CRA and the siting of a parking garage beyond what is included above and in Section 2 as it is quite evident they are positively correlated. The next two sub-sections will however violate this to some degree as they will highlight support for the intents of the Downtown Mixed Use future land use and the D-Downtown zoning district and then the discussion will move to the potential affect a parking garage at the subject Gulfshore Playhouse site will have on the area and the effects of current and future technologies might have on a garage.

A. THE GULFSHORE PLAYHOUSE GARAGE SITE AND THE DOWNTOWN MIXED USE

The site being offered to the City for a parking garage is located within the Downtown – Mixed Use future land use category. This category is unique within the City of Naples as it is identified in Generalized Future Land Use section within the Future Land Use Element (FLUE) of the Comprehensive Plan as being the only future land use that does not recognize the existing land use patterns. The FLUE essentially alludes to the idea that properties with the Downtown Mixed Use category are designed to transition the area from its past as a more heavy commercial and industrial use area to an areas of mixed use structures with a significant amount of multi-family residential units.

A public parking garage at the Gulfshore Playhouse site could further the intent of the Downtown Mixed Use category by providing off-site “in-lieu of” parking spaces in the 1st Avenue South corridor. It is apparent that this corridor has the largest amount of remaining vacant land and existing structures that are primed for redevelopment. The subject site is ideal as a central parking location for this corridor as it redevelops in the near future. The ability to purchase an allocation of spaces in this garage will go a long way towards new development that makes the most efficient use of its available land and which is geared towards a more pedestrian, urban-style neighborhood.

B. THE GULFSHORE PLAYHOUSE GARAGE SITE AND THE D-DOWNTOWN ZONING DISTRICT

Once again, the role of the parking garage within the D-Downtown zoning district is going to be the allowance in this district to purchase an allocation of parking or make a payment “in lieu of “ parking to reduce the number of spaces provided on-site of a development. This shared parking scenario is clearly what was intended through this zoning district to maximize use of the land and minimize the number of unused surface parking spaces. This is further evidenced through the provisions of this district that mandate ground floor parking in private developments being available for any public user, whether they are visiting that development or not. Additional provisions that allow for one project to purchase surplus parking in another private development to meet its required parking needs is also indicative of this.

C. THE ROLE OF A GULFSHORE PLAYHOUSE PARKING GARAGE IN FORWARDING REDEVELOPMENT OF THE D-DOWNTOWN AREA

If the Gulfshore Playhouse is constructed within the vision held by the organization, the facility will be a “game-changer” for the area. As previously stated the 1st Avenue South corridor is primed and ready for re/development. This corridor, bounded by Goodlette-Frank Road to the east, 10th Street to the west, 2nd Avenue North to the north and 3rd Avenue South to the south, is experiencing tremendous growth towards the areas south and west sides, however, the majority of the remaining properties in this area are either vacant, or the contain obsolete buildings or uses that are not utilizing land in an efficient manner as envisioned by the Community Redevelopment Plan and its goals and objectives.

The Playhouse, as envisioned, will be of such a caliber that it should draw theatre-goers from a large area and bring attention to the immediate vicinity. This in turn will highlight the 1st Avenue South corridor and accelerate development pressures. The 10th Street Design District has been moving toward the east with new development on 10th Street and developments and the streetscapes on Central Avenue. The new development pressures in the area will force new uses to be constructed toward the east. As stated in Section 6, the parking garage will satisfy the parking needs of the Playhouse, particularly during its peak performance hours (weekend nights) and can assist in satisfying needs of visitors to any new development in the area. Shuttle service via The Nickel Ride or Slidr can also help in providing easy access through the corridor to the 10th Street Design District area which experiences a lack of parking during its peak times as well.

This parking garage can also take pressures off parking at Bayfront when they have special events as well as provide overflow parking for special events at Baker Park (as outlined in more detail in Section 6).

D. FUTURE TECHNOLOGY AND ITS EFFECT ON PARKING DEMAND

Technological advancements are responsible for the obsolescence of many of the technologies that came before them. This sentiment seems to be on everyone’s mind as discussion of increasing parking supply, particularly through the provision of costly structure parking, is contemplated. This parking garage is no exception. The question has been asked at some of the stakeholder interviews and it is clearly on the mind of residents and City officials.

Many people wonder if parking inventory will still be needed given our increasing reliance on rideshare services such as Uber and Lyft and the inevitability of autonomous vehicles. It is particularly the

autonomous vehicles that concern most people as they feel such vehicles will not need to park and will be in continuous operation or they can be sent back home or to parking in the distance.

In preparation for this report, the authors reviewed a significant amount of articles, videos, and interviews in various media as well as had discussions with experts in the field of technology anticipation. The purpose of this review was to prepare a reasonable answer to the question of whether future technology will render a parking structure obsolete. The answer to the question is undoubtedly, yes it will. The more important question however is when this will happen? While many “experts” claim we will have autonomous vehicles impacting our lives within five years, what they don’t convey is the limited nature of this impact. The technology still remains expensive and it is not perfected quite yet.

One expert consulted, Rick Stein of the Urban Decisions Group who is affiliated with the University of Oregon Sustainable Cities Institute’s Urbanism Next program (<https://sci.uoregon.edu/urbanism-next-0>), indicated that initial impact that we will feel will be in the next 5-10 years and will be focused on the area of small delivery vehicles. Vehicles that will deliver packages, food, and other items utilizing small vehicles, particularly in more urbanized areas are those that will impact us in this timeframe. Mr. Stein further indicated that we are still 10 years or so before we see commercially viable autonomous vehicles assuming there are no technological issues or unforeseen incidents that shake the public’s trust in the technology. Reports on such technology have also pointed to the need for large scale communication technology implementation for autonomous vehicles to operate on a large scale. Sensors in roadways, sidewalks, parking lots, traffic signals, rail crossings, and other vehicles just to name a few, will be necessary for a fleet of self-driving vehicles.

Once we have advanced the technology so that autonomous vehicles can be available to the general public, we still remain uncertain about how vehicles will be utilized. It can be anticipated that like all technology, costs will be unaffordable to the average person at first, but as there are efficiencies and advances in the manufacturing and implementation of this technology are made, costs will be reduced though this will take a period of time as well. How will the technology be implemented? Most people seem to view a future with on-demand autonomous vehicles in something akin to the ride-share model of Uber and Lyft. In this scenario vehicles are on the road and are utilized on demand by various people which would seem to negate the need for parking. In a more likely scenario, individuals will still own personal vehicles but will have flexibility in their use, particularly as to what will happen to them when they have dropped off their owner and are not in immediate demand. Many articles have been written that hypothesize that driverless vehicles will avoid the expense of parking and will circle an area in traffic to avoid payment for parking. In response to this Brad Templeton, Chairman Emeritus of the Electronic Frontier Foundation authored a piece published in Forbes Magazine (<https://www.forbes.com/sites/bradtempleton/2019/02/07/no-robocars-wont-circle-around-to-avoid-paying-for-parking/#398c43e321f6>) that counters this argument by stating that the vehicles will be utilized in a manner that is cheapest. He further states that facing increased traffic congestion, cities will adopt new fees such as congestion pricing to render wandering by a driverless vehicle more expensive than parking the vehicle. The fact that parking in municipal garages in Naples is free, it is much more likely that an early class of autonomous vehicles will utilize these no-cost parking spaces before moving into circulation mode to reduce wear and tear on the vehicle and insure it is in a safe location. Initially, this could actually increase utilization of the public garages.

This is where the Gulfshore Playhouse garage is brought back into the discussion. While autonomous vehicles may render this garage (or any other) obsolete as individuals utilize them today, they can be transformed to be used in a manner different from today. For instance, it is a foregone conclusion that

the future fleet of vehicles will be electric powered. This means that even autonomous vehicles will need to recharge. At some point in a day it will be to the owner's advantage to let the vehicle "nest" while not in use. This is to say that the vehicle will need to find a location where it can safely charge and preferably be as close to the owner as possible. This may be during the day or overnight. The parking garage could be built either with electric charging capability, or more efficiently in waiting for the day when it is needed, appropriate conduit running through the structure so as to be able to pull wires through the structure to a location where future chargers would be installed.

It is possible that the future will consist of minimal on-site parking and large "nesting" garages for vehicles to self-store and charge up when not in use. It is conceivable that public (or private) parking garages will completely negate the need for on-site parking for just about all vehicle owners. This would allow for a more efficient use of land, be that being able to construct more square footage of building on a site or including more greenspace in areas that are currently parking lots and driveways.

Use of a garage by autonomous vehicles would increase the capacity of the garage as well making it an even more efficient use of the land than parking by humans or than individual, on-site parking on private land. Such vehicles do not need to open their doors and on-board sensors would allow them to park within inches of an adjacent vehicle. Such a parking pattern makes the garage more efficient as cars can park closer together thus significantly increasing capacity. One only need to keep an open mind and stay current with the needs of this technology to find ways to adapt and prepare for the implementation of technology.

While it is unlikely, given the above statements, that the garage will become obsolete during the next 20 years (generally the repayment period on any borrowing that may happen to construct such a facility), there is another option. The City/CRA should seek to design the parking garage with flat decks rather than each floor ramping to the next. Flat decks will allow for the structure to be converted to another use in the future if deemed appropriate. In fact, the City of Miami Beach, Florida has implemented a policy that requires all future municipal parking structures to be designed with flat decks and the ability to convert to affordable and/or workforce housing units in the future.

To conclude this subsection, it is unlikely that autonomous vehicles will render any new parking garage at the Gulfshore Playhouse obsolete during a period when there is still outstanding debt related to the project. In fact, if designed with future use in mind and if parking remains free in the City parking garages and low or no cost charging stations are available, it is conceivable that utilization may increase in the early years.

E. SUMMARY

While all of the documents reviewed in Section 2 of this report show support for centralized parking and in some instances parking garages, the Comprehensive Plan is somewhat lacking in strong parking goals, objectives and policies. It is clear that a public parking garage at the potential Gulfshore Playhouse site would support the intent of both the Downtown Mixed Use future land use and of the D-Downtown zoning district. In both, the area intent is to provide for more urban-style development focusing on multi-family residential units and ground floor commercial uses as a transition away from more heavy commercial and industrial uses that had been historically located in the area. Location of a parking garage at the Gulfshore site also assists in the redevelopment of the 1st Avenue South corridor by both supporting the Playhouse, which has potential to be a major draw to the area, and by being able to allocate public

spaces (for a fee) to count toward required parking for private projects lessening the need to construct such parking on the private site.

Lastly presented were thoughts regarding technology and its potential to render the parking garage obsolete in the near term as an explosion of autonomous vehicles is expected in the future. The presented discussion indicated that it was unlikely that the parking garage would become obsolete before being paid off. Additionally, it was hypothesized that if the City stays on top of technological advances and has the foresight to design the garage with the ability to provide charging stations or be converted to another use, the structure will be viable for a very long time moving forward.

SECTION 8 CONCLUSIONS

This report has attempted to provide the information the CRA Board would need to make an informed decision as to whether to proceed with a partnership with the Gulfshore Playhouse for a parking garage to be located at the south west corner of 1st Avenue South and 12th Street South in conjunction with the Playhouse's proposed new theater at the southeast corner of the same intersection.

Provided in this report is a significant amount of discussion of how the proposed garage facility related to the City Comprehensive Plan, Zoning regulations, Community Redevelopment Plan and other plans and studies adopted by the City Council for Implementation.

Parameters of a potential parking garage on this site were also prepared. These parameters outlined the number of spaces that might be located in a parking garage under three development scenarios was presented.

Three alternative sites were selected and evaluated. Potential number of spaces and costs were estimated for these sites in a manner that would allow a preliminary comparison of the proposed site and the alternatives sites.

Questions related to different aspect of the siting of a garage at the proposed location were presented and answered.

Finally, a discussion related to what effect emerging transportation technologies may have on the need and/or utilization of the parking structure.

These items may assist the CRA Board in its decision making, however, upon review, it is the recommendation of PLACE Planning and Design, Inc. that the CRA Board focus on the following questions:

- 1) Can the CRA acquire any of the alternative sites at a reasonable price?
- 2) What are the positive and negatives of the available alternate site(s) versus the proposed Gulfshore site?
- 3) Can any other available site provide as convenient overflow parking for special events at Baker Park and Bayfront as could a garage at the Gulfshore site?
- 4) Is there an opportunity to sell all the parking allocations in a parking structure to developers to offset required on-site parking and help pay for the garage construction?
- 5) If the CRA does not pursue a partnership with Gulfshore Playhouse and Gulfshore proceeds with its development plans and builds a surface parking lot instead of the joint public parking garage, given the requirement to share parking in the D-Downtown area, will the east side of the area be as well served by the surface lot as it would have been by a parking garage?
- 6) Does the cost per space justify the amount of parking that will be provided at the expense of the CRA versus the Playhouse building a surface lot at their own expense?
- 7) Which of the options ultimately available provide the best overall value per parking space given locational convenience, number of spaces available to the public (particularly during special events and peak times), and cost to acquire land and construct a parking garage?

EXHIBIT A

PROPERTY APPRAISER DATA SHEETS FOR SUBJECT AND ALTERNATIVE SITES:

- The Gulfshore Playhouse Site (1170 1st Avenue South)
- 100 10th Street North
- 160 10th Street North
- 1010 Central Avenue
- The 800 Block of 5th Avenue North (0 5th Avenue North)

Collier County Property Appraiser Property Summary

Parcel No	14240004085	Site Address	1170 1ST AVE S	Site City	NAPLES	Site Zone <u>*Note</u>	34102
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Name / Address	GULFSHORE PLAYHOUSE INC					
	1010 5TH AVE S SUITE 205					
City	NAPLES	State	FL	Zip	34102	

Map No.	Strap No.	Section	Township	Range	Acres	<u>*Estimated</u>
5A03	100470 C-3 15A03	3	50	25	1.04	

Legal	NAPLES SQUARE COMMERCIAL NORTH TRACT C-3					
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<u>Millage Area</u> ①	259	<u>Millage Rates</u> ① <u>*Calculations</u>			
Sub./Condo	100470 - NAPLES SQUARE COMMERCIAL NORTH	School	Other	Total	
<u>Use Code</u> ①	10 - VACANT COMMERCIAL	5.049	5.1953	10.2443	

Latest Sales History

(Not all Sales are listed due to Confidentiality)

Date	Book-Page	Amount
11/08/17	5447-3869	\$ 5,150,000

2018 Certified Tax Roll

(Subject to Change)

Land Value	\$ 1,365,900
(+) Improved Value	\$ 0
(=) Market Value	\$ 1,365,900
(=) Assessed Value	\$ 1,365,900
(=) School Taxable Value	\$ 1,365,900
(=) Taxable Value	\$ 1,365,900

If all Values shown above equal 0 this parcel was created after the Final Tax Roll

Collier County Property Appraiser
Property Detail

Parcel No	14240004085	Site Address	1170 1ST AVE S	Site City	NAPLES	Site Zone	*Note	34102
Name / Address	GULFSHORE PLAYHOUSE INC							
	1010 5TH AVE S SUITE 205							
City	NAPLES			State	FL	Zip	34102	

Permits

Tax Yr	Issuer	Permit #	CO Date	Tmp CO	Final Bldg	Type
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Land

#	Calc Code	Units
10	COMMERCIAL SF	45530

Building/Extra Features

#	Year Built	Description	Area	Adj Area
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Collier County Property Appraiser Property Summary

Parcel No	19015920001	Site Address	100 10TH ST N	Site City	NAPLES	Site Zone <i>*Note</i>	34102
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Name / Address	WALBRO INC					
	1258 SILVERSTRAND DR					
City	NAPLES	State	FL	Zip	34110-4114	

Map No.	Strap No.	Section	Township	Range	Acres	<i>*Estimated</i>
5A03	133600 22 135A03	3	50	25	0.58	

Legal	SEABOARD REPLAT T 11 BLK 22 LOTS 13-17 OR 1226 PG 771					
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<u>Millage Area</u> ①	282	<u>Millage Rates</u> ① <i>*Calculations</i>			
Sub./Condo	133600 - SEABOARD REPLAT OF NAPLES	School	Other	Total	
<u>Use Code</u> ①	12 - MIXED USE (STORE AND RESIDENT)	5.049	5.1953	10.2443	

Latest Sales History

(Not all Sales are listed due to Confidentiality)

Date	Book-Page	Amount
10/01/86	1226-771	\$ 95,000
07/01/77	696-1394	\$ 0
04/01/77	684-494	\$ 0

2018 Certified Tax Roll

(Subject to Change)

Land Value	\$ 1,002,000
(+) Improved Value	\$ 259,480
(=) Market Value	\$ 1,261,480
(-) 10% Cap	\$ 218,772
(=) Assessed Value	\$ 1,042,708
(=) School Taxable Value	\$ 1,261,480
(=) Taxable Value	\$ 1,042,708

If all Values shown above equal 0 this parcel was created after the Final Tax Roll

Collier County Property Appraiser

Property Detail

Parcel No	19015920001	Site Address	100 10TH ST N	Site City	NAPLES	Site Zone <u>*Note</u>	34102
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Name / Address	WALBRO INC					
	1258 SILVERSTRAND DR					
City	NAPLES		State	FL	Zip	34110-4114

Permits

Tax Yr	Issuer	Permit #	CO Date	Tmp CO	Final Bldg	Type
1975	NAPLES	74-810	05/01/75			
1977	NAPLES	74-816				
1978	NAPLES	77-24	10/04/77			
1987	NAPLES	86-275	12/09/86			
1996	NAPLES	330998	05/12/96			

Land

#	Calc Code	Units
10	COMMERCIAL SF	25050

Building/Extra Features

#	Year Built	Description	Area	Adj Area
10	1976	METAL-STEEL FRAME	8625	8625
20	1976	ASPH P	11280	11280

Collier County Property Appraiser Property Summary

Parcel No	19015880002	Site Address	160 10TH ST N	Site City	NAPLES	Site Zone <u>*Note</u>	34102
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Name / Address	WHITE JR, STANLEY					
	8040 NW 144TH TRL					
City	OKEECHOBEE	State	FL	Zip	34972-9678	

Map No.	Strap No.	Section	Township	Range	Acres	<u>*Estimated</u>
5A03	133600 22 85A03	3	50	25	0.58	

Legal	SEABOARD REPLAT T 11 BLK 22 LOTS 8-12 OR 1450 PG 1632					
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<u>Millage Area</u> ①	282	<u>Millage Rates</u> ① <u>*Calculations</u>			
Sub./Condo	133600 - SEABOARD REPLAT OF NAPLES	School	Other	Total	
<u>Use Code</u> ①	12 - MIXED USE (STORE AND RESIDENT)	5.049	5.1953	10.2443	

Latest Sales History

(Not all Sales are listed due to Confidentiality)

Date	Book-Page	Amount
08/05/04	<u>3620-1048</u>	\$ 112,500
06/23/89	<u>1450-1632</u>	\$ 0

2018 Certified Tax Roll

(Subject to Change)

Land Value	\$ 1,002,000
(+) Improved Value	\$ 251,133
(=) Market Value	\$ 1,253,133
(-) 10% Cap	\$ 220,386
(=) Assessed Value	\$ 1,032,747
(=) School Taxable Value	\$ 1,253,133
(=) Taxable Value	\$ 1,032,747

If all Values shown above equal 0 this parcel was created after the Final Tax Roll

Collier County Property Appraiser
Property Detail

Parcel No	19015880002	Site Address	160 10TH ST N	Site City	NAPLES	Site Zone	*Note	34102
Name / Address	WHITE JR, STANLEY							
	8040 NW 144TH TRL							
City	OKEECHOBEE	State	FL	Zip	34972-9678			

Permits

Tax Yr	Issuer	Permit #	CO Date	Tmp CO	Final Bldg	Type
1977	NAPLES	76-133	11/01/76			

Land

#	Calc Code	Units
10	COMMERCIAL SF	25050

Building/Extra Features

#	Year Built	Description	Area	Adj Area
10	1976	METAL-STEEL FRAME	8960	8960
20	1976	ASPH P	12940	12940

Collier County Property Appraiser Property Summary

Parcel No	19015680008	Site Address	1010 CENTRAL AVE	Site City	NAPLES	Site Zone <u>*Note</u>	34102
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Name / Address	1010 CENTRAL AVENUE LLC					
	1010 CENTRAL AVE					
City	NAPLES	State	FL	Zip	34102-6238	

Map No.	Strap No.	Section	Township	Range	Acres	<u>*Estimated</u>
5A03	133600 20 15A03	3	50	25	1.21	

Legal	SEABOARD REPLAT T 11 BLK 20 ALL UNSUB
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<u>Millage Area</u> ●	282	<u>Millage Rates</u> ● <u>*Calculations</u>		
Sub./Condo	133600 - SEABOARD REPLAT OF NAPLES	School	Other	Total
<u>Use Code</u> ●	12 - MIXED USE (STORE AND RESIDENT)	5.049	5.1953	10.2443

Latest Sales History

(Not all Sales are listed due to Confidentiality)

Date	Book-Page	Amount
04/26/16	<u>5268-1247</u>	\$ 0
10/07/99	<u>2599-2791</u>	\$ 1,548,500
12/07/86	<u>1236-2264</u>	\$ 1,100,000
11/01/86	<u>1231-1155</u>	\$ 200,000
05/01/77	<u>687-931</u>	\$ 0

2018 Certified Tax Roll

(Subject to Change)

Land Value	\$ 1,504,800
(+) Improved Value	\$ 797,363
(=) Market Value	\$ 2,302,163
(-) 10% Cap	\$ 36,083
(=) Assessed Value	\$ 2,266,080
(=) School Taxable Value	\$ 2,302,163
(=) Taxable Value	\$ 2,266,080

If all Values shown above equal 0 this parcel was created after the Final Tax Roll

Collier County Property Appraiser Property Detail

Parcel No	19015680008	Site Address	1010 CENTRAL AVE	Site City	NAPLES	Site Zone	34102
						*Note	

Name / Address	1010 CENTRAL AVENUE LLC					
	1010 CENTRAL AVE					
City	NAPLES	State	FL	Zip	34102-6238	

Permits

Tax Yr	Issuer	Permit #	CO Date	Tmp CO	Final Bldg	Type
1977	NAPLES	298				
1978	NAPLES	75-757				OTHER
1979	NAPLES	78-757	04/13/78			
1979	NAPLES	79-780				
1982	NAPLES	80-174				NO PICKUP
1985	NAPLES	84-218	11/28/84			NO PICKUP
1985	NAPLES	84-786	05/07/84			NO PICKUP
1989	NAPLES	89-522				NO PICKUP, OTHER
1989	NAPLES	89-656				NO PICKUP, OTHER
1991	NAPLES	366391	12/05/91			NO PICKUP, OTHER
1991	NAPLES	366392	05/07/93			NO PICKUP, OTHER
1993	NAPLES	92-121				NO PICKUP, OTHER
1994	NAPLES	366410	08/13/94			
1998	NAPLES	366411	03/22/98			ROOF
2000	NAPLES	366418	09/30/99			NO PICKUP, OTHER
2000	NAPLES	366419	02/15/00			NO PICKUP
2002	NAPLES	366374	05/07/01			NO PICKUP
2002	NAPLES	366376	03/01/03			NO PICKUP
2002	NAPLES	366378	02/01/03			NO PICKUP
2002	NAPLES	366379	10/13/01			NO PICKUP
2004	NAPLES	366384	08/09/03			DEMOLITION
2005	NAPLES	366429	01/16/05			NO PICKUP
2010	NAPLES	366390	04/24/11			ADDITION, OTHER
2011	NAPLES	366425	11/28/10			OTHER
2012	NAPLES	366401	06/28/11			OTHER
2013	NAPLES	366381	11/14/13			NO PICKUP
2013	NAPLES	366427	12/31/12			NO PICKUP, OTHER
2014	NAPLES	366403	02/07/13			ADDITION
2015	NAPLES	366383	07/24/17			
2015	NAPLES	366407	03/01/14			

Land

#	Calc Code	Units
10	COMMERCIAL SF	52800

Building/Extra Features

#	Year Built	Description	Area	Adj Area
10	1978	STORE BUILDING	17820	17820
20	1978	ASPH P	30000	30000

Collier County Property Appraiser Property Summary

Parcel No	14045760003	Site Address	0 5TH AVE N	Site City	NAPLES	Site Zone <i>*Note</i>	34102
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Name / Address	NAPLES MED & PROF CTR INC					
	400 8TH ST N					
City	NAPLES	State	FL	Zip	34102-5519	

Map No.	Strap No.	Section	Township	Range	Acres	<i>*Estimated</i>
5A09	097300 25 15A09	9	50	25	1.31	

Legal	NAPLES T 9 BLK 25 LOTS 2 THRU 12 + W 13.3FT OF LOT 1 OR 763 PG 366					
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<u>Millage Area</u> ⓘ	282	<u>Millage Rates</u> ⓘ <i>*Calculations</i>			
Sub./Condo	97300 - NAPLES PLAN OF TIER 9	School	Other	Total	
<u>Use Code</u> ⓘ	28 - PARKING LOTS, MOBILE HOME PARKS	5.049	5.1953	10.2443	

Latest Sales History

(Not all Sales are listed due to Confidentiality)

Date	Book-Page	Amount
07/01/78	763-365	\$ 165,000

2018 Certified Tax Roll

(Subject to Change)

Land Value	\$ 2,775,825
(+) Improved Value	\$ 88,795
(=) Market Value	\$ 2,864,620
(-) 10% Cap	\$ 186,935
(=) Assessed Value	\$ 2,677,685
(=) School Taxable Value	\$ 2,864,620
(=) Taxable Value	\$ 2,677,685

If all Values shown above equal 0 this parcel was created after the Final Tax Roll

Collier County Property Appraiser
Property Detail

Parcel No	14045760003	Site Address	0 5TH AVE N	Site City	NAPLES	Site Zone	*Note 34102
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Name / Address	NAPLES MED & PROF CTR INC					
	400 8TH ST N					
City	NAPLES	State	FL	Zip	34102-5519	

Permits

Tax Yr	Issuer	Permit #	CO Date	Tmp CO	Final Bldg	Type
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Land

#	Calc Code	Units
10	COMMERCIAL SF	56940

Building/Extra Features

#	Year Built	Description	Area	Adj Area
10	1974	ASPH P	43000	43000

