

ORDINANCE NO. 3721

AN ORDINANCE AMENDING THE DEVELOPMENT PLAN PREVIOUSLY APPROVED FOR THE PARK SHORE SUBDIVISION TO PROVIDE FOR THE DEVELOPMENT OF THE PARK SHORE RESORT CLUB AND OFFICE COMPLEX IN ACCORDANCE WITH THE DEVELOPMENT PLAN DESCRIBED HEREIN, SUBJECT TO THE CONDITIONS SET FORTH HEREIN; AND PROVIDING AN EFFECTIVE DATE. PURPOSE: TO PERMIT SIGNIFICANT CHANGES IN AN APPROVED DEVELOPMENT PLAN, PURSUANT TO SECTION 5.19(G) OF APPENDIX "A"-ZONING OF THE CODE OF ORDINANCES OF THE CITY OF NAPLES.

WHEREAS, a public hearing has been held by the Planning Advisory Board to consider a development plan for the Park Shore Resort Club and Office Complex, the same being an amendment to a previously approved development plan; and

WHEREAS, following said public hearing, the Planning Advisory Board has recommended approval of said development plan, subject to the conditions and stipulations hereinafter provided; and

WHEREAS, taking into consideration the recommendation of the Planning Advisory Board and staff, and comments of interested parties, the City Council has determined that the plan should be approved as provided herein;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NAPLES, FLORIDA:

SECTION 1. That the development plan previously approved for the Park Shore Subdivision is hereby amended to provide for the development of the Park Shore Resort Club and Office Complex on U.S. 41 and Neapolitan Way in accordance with the development plan submitted by the applicant, prepared by Victor E. Dekonschin & Associates, marked "Naples Planning Department Official File Copy" which shall be on file in the Community Development Department, subject to a reduction in density from 16.3 units per acre to 12 units per acre, utilizing 13.00 acres of the site, and subject to the following stipulations:

- a) That the developer provide three fire hydrants at locations to be approved by the Fire Department.
- b) That the proposed covered passageway (porte cochere) must have a twelve (12) foot minimum clearance and a clear distance between support columns of at least sixteen (16) feet.
- c) That a utility easement will be provided for the maintenance and repair of an existing sewer line on the subject property, (and if necessary, relocation of the line), which sewer line serves the Park Shore Shopping Center.
- d) That lighting for the tennis/handball courts will be oriented away from the residential area to the west; hours of operation for said courts shall be limited to 8:00 a.m. through 10:00 p.m.; and use thereof shall be limited to the exclusive use of tenants of the complex and their guests; and a landscaping plan indicating more than the minimum landscaping requirements for the west and south sides of the court area shall be submitted for staff review and approval prior to issuance of building permits.

- (e) That the petitioner shall agree in writing prior to issuance of the building permits to provide appropriate driveway interconnections with the undeveloped property to the north, in the event such interconnections are required as part of the City's approval of the development plan for that vacant property.
- (f) That the petitioner shall comply with the stipulations required by the Engineering Department set forth in Memo #80-96, dated July 30, 1980, and the supplement thereto, dated August 28, 1980, and with the staff notations on the Planning Division file copy of the originally submitted site plan, together with all such stipulations relative to traffic control, including deceleration lanes, right-turn only channelization at Neopolitan Way, etc. Copies of said memos are attached hereto and incorporated herein. Contribution towards signalization must accompany building plans when submitted for building permits.

SECTION 2. This ordinance shall take effect immediately upon adoption at second reading.

APPROVED AT FIRST READING THIS 15th DAY OF October, 1980.

PASSED AND ADOPTED AT SECOND READING AND PUBLIC HEARING IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA, THIS 18th DAY OF February, 1981.

R. B. Anderson Mayor
R. B. Anderson

ATTEST:
Janet Cason
Janet Cason
City Clerk

APPROVED AS TO FORM AND LEGALITY BY David W. Rynders
David W. Rynders, City Attorney





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City of Naples

735 EIGHTH STREET, SOUTH - STATE OF FLORIDA 33940

OFFICE OF THE ENGINEERING DEPARTMENT

Engineering Memo #80-96 (Supplement)

TO: Roger Barry
Members of Planning Advisory Board

FROM: John McCord, City Engineer *JMC*

DATE: August 28, 1980

REFER: Park Shore Resort/Office Complex

SUBJ: Recommendations/Findings on Traffic Impacts

As suggested we have gathered traffic count data for Neapolitan Way at locations shown on the attached. Also please find attached a letter received this date from Mr. M. W. Schryver which is self explanatory. Finally, we have attached a copy of our original Engineering Memo #80-96 for your review.

Because of the changed situation concerning Mr. Schryver's letter which we find most acceptable and beneficial, we wish to revise certain recommendations contained in our memo of July 30 as follows:

"Page One"

Re: South Entrance - No change.

Re: North Entrance/Exit - No change.

Re: West Blvd. Driveway

- a) Refer Schryver letter with proviso City Engineer to review/approve construction plans pertaining to both left turn storage lane and channelization of driveway to obtain "Right Turn Only" onto Neapolitan.

"Page Two"

Re: Traffic Impact for West Blvd. Driveway - See traffic count sheet attached.

Roger Barry
August 28, 1980
Page Two

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Re: Traffic Impact to be Anticipated

Re: (1) At Neapolitan & U.S. 41

Our traffic counts indicate that 73% of this warrant for a signal is now met by existing traffic. I have no doubt that at build out of the facility the added traffic will fulfill the balance of the warrant. Therefore, it is my recommendation that the developer be required to pay for 27% of the estimated City share for the signal or \$6,750.

"Page Three"

Re: (2) At Neapolitan Way & Crayton Road

Because of agreement to limit movements out of the resort to eastbound Neapolitan only, impact on same is now estimated to be reduced to 305 vehicles per day. Based on current counts as shown on the attached (i.e. 943 VPD and est. 1,397 VPD for season 80/81), I believe Neapolitan west of Belair has already lost its character as a residential street and therefore do not believe the now forecasted additional 305 VPD caused by this project is significant. I do believe this street should be a cul-de-sac just west of West Road prior to further "highway commercial" development along the north or south side of Neapolitan. This action would prevent the need for signalization at Neapolitan and Crayton, which I feel is not in keeping with the aesthetics of the area as well as pedestrian foot traffic in same.

Re: (3) At Park Shore Drive & Crayton Road

Contribution to signal at this location by developer as originally proposed is no longer justified in my opinion due to reduction in impact at this location by agreement to limit movements out of Neapolitan driveway to right turn only.

JRM:sdm

Attachments: Exhibit "A" Traffic Count Data
Original Engineering Memo #80-96
Schryver Letter

xc: George Patterson
M. W. Schryver

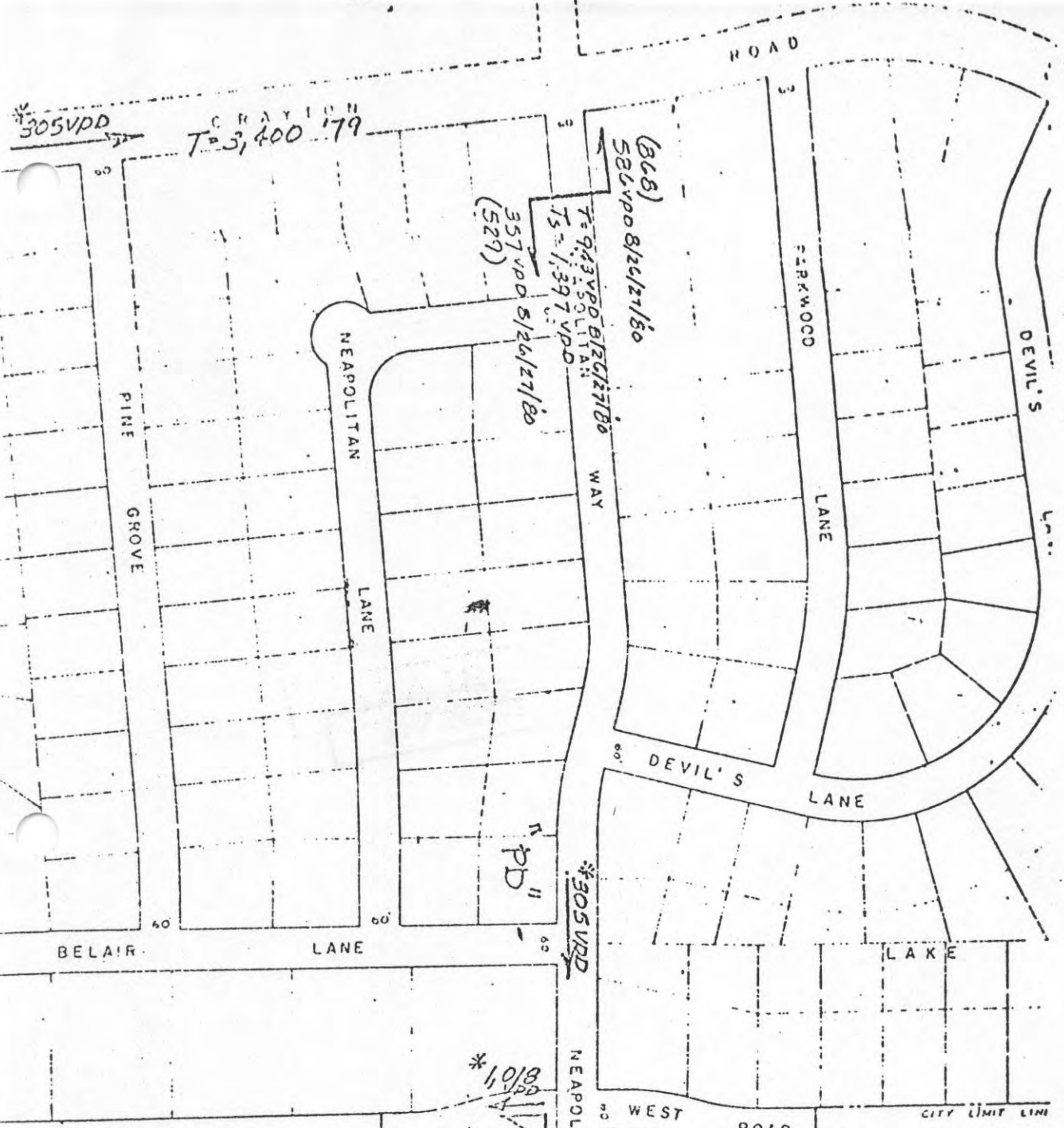
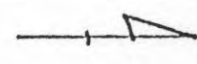


EXHIBIT "A"
JRM 8-28-80



SUBJ. DEVELOPEME

* = EST. PROD. DEVELOP. TRAFFIC GENERATION

T = total vehicles per day on development

TS = total est. vehicles per day per season

() = one way vehicle per day per season

1,020 VPD R3-5 RT TO R/W (1,016) ONLY CHAN. (1,016)

APPROX. LOCATION OF ACCESS EXHMT

* EST. 2,038 VPD DUE TO PROPOSED DEVELOPEMENT

713 VPD

(971) 655 vpd 8/26/27/80

T=1,342 vpd 8/26/27/80 TS=1,989 vpd

000867

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MARCO ISLAND, FLORIDA 33937
TELEPHONE (813) 394-2722

August 27, 1980

Mr. John McCord
City Engineer
1250 Fifth Avenue North
Naples, Florida 33940



Re: Park Shore

Dear John:

Pursuant to our conversation of August 25, 1980, this is to confirm that the developers have no objection to and will provide for right turn only exit at the northwest corner of the subject property at Neapolitan Way through channelization or by any other method you may suggest.

In addition, the developers agree to provide for left turn entry with necessary storage for traffic westbound on Neapolitan Way.

Should you have any questions or require additional information, please don't hesitate to contact me.

Very truly yours,

MWS
M. W. Schryver

MWS:kar

cc: Mr. Kenney Schryver
Mr. Roger Berry



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City of Naples

735 EIGHTH STREET, SOUTH - STATE OF FLORIDA 33940

OFFICE OF THE ENGINEERING DEPARTMENT

Engineering Memo #80-96

TO: Roger Barry
FROM: John McCord
DATE: July 30, 1980
REFER: Park Shore Resort/Office Complex
SUBJ: Recommendations/Findings on
Traffic Impacts

South Entrance

- a) Left turns into development and therefore construction of appropriate storage lane, etc., on U.S. 41 should not be considered without establishing "Right Turn Only" signing for other exiting vehicles from shopping center.
- b) Deceleration lane signed as shown in accord with MUTCD as well as driveway.

North Entrance/Exit

- a) Signing as shown on print (i.e. R1-1 and R3-5).
- b) Deceleration as "b" above.

West Blvd. Driveway

- a) Left turn storage--if proves required, developer to pay cost - guarantee.

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Traffic Impact for West Blvd. Driveway

Trip Generation Estimate

Living Units	70% x 220 x 10	=	1540 T/D
Office	30% x 66.9 x 12.3	=	247 T/D
S & L	10% x 9.6 x 74	=	71 T/D
Undeveloped	30% x 600	=	180 T/D
	TOTAL		2038 T/D
			or 2038 VPD

Estimate 50% will be westbound Neapolitan to Crayton
or 1019 VPD. X

Estimate 40% will be eastbound Neapolitan to U.S. 41
or 815 VPD. X

Estimate 10% will be northbound to West Blvd.
or 204 VPD. X

Traffic Impact to be Anticipated

1) At Neapolitan & U.S. 41

Current traffic counts by client's engineer indicate that during season 1980/81 signalization will be warranted at this location by Warrant No. 2, "Interruption of Continuous Traffic." This would be due, however, to the contribution of the minor County street, Granada Way, and not from a consideration of Neapolitan Way which currently by itself could only satisfy five of the required eight hours at 75 VPH projected to the 1982 season. Realistically, since the signal would serve both City and County traffic control, our City would be expected to share in the cost of a three phase semi actuated device, probably approaching 50% of an estimated \$50,000 cost or \$25,000. Because we can expect from the findings of our Traffic Study that 83% of the 815 VPD generated on Neapolitan by this development would occur between 7 a.m. and 7 p.m. (i.e. 676 vehicles), it is reasonable to

Roger Barry
July 30, 1980
Page Three

attribute a certain share of the signal warrant and therefore its cost to the project. If one averages the 676 vehicles expected in this area of Neapolitan over a 12 hour period, the results are 56 VPH (2 way traffic) or 28 per approach which conservatively represents 28/75 or 37% of the warrant as described above. Based on a City share of \$25,000, this equates to a share at \$9,333.

2) At Neapolitan Way & Crayton Road

Traffic counts north of Park Shore indicated in February of 1979 that volumes (2 way) in this area would approach about 3400 VPD during season 1980/81. Since the owners consultant did not supply a full day's counts at Neapolitan and Crayton, I believe we are reasonable to use this figure in this area of Crayton to assess the impact of an added 1019 VPD on Neapolitan's approach. It should be noted that the owner's engineer did supply us with peak hour counts (i.e. 4 to 5 p.m.) at Crayton and Neapolitan and based on these our 3400 VPD seems to compare favorably. At any rate, the point I feel should be made here is that at this location no significant impact will be noted since these streets are operating far below capacity at this time. Although more traffic will be present than exists today, the system can handle it. The only way this impact can be eliminated entirely would be of course to eliminate the West Blvd. driveway from the site plan or sign it for no left turn which would be difficult to enforce.

I want to summarize what I see needs to be considered here. Increase in current vehicular use of Neapolitan Way to and from Crayton will approximate 83% of 1019 VPD or 846 vehicles between 7 a.m. and 7 p.m. for an average of about 71 vehicles per hour (i.e. 35 westbound from Crayton and 35 eastbound to Crayton). The street as designed can accommodate these increases and its intersection with Crayton can also accommodate the increase without the need for signalization. The problem here is that Neapolitan is a residential street and may be approaching a through street with this development.

3) At Park Shore Drive & Crayton Road

Our Traffic Study indicates that during season 1980/81 we can expect two way volumes at this location to be:

Roger Barry
July 30, 1980
Page Four

<u>Approach</u>	<u>VPD</u>
North	3400
South	5580
East	5702
West	6212

The major full impact of the proposed development from the West Blvd. driveway will be to the north approach at 3400 VPD current. I believe that of the previously presented 1019 VPD estimated to approach Crayton at Neapolitan essentially all will have as their origin or destination the Park Shore Drive intersection. This will mean that instead of the expected growth in traffic volumes for 1982 at project build out at the north approach to Park Shore estimated at 20% of 3400 VPD or 680 VPD we will experience a two way increase of 1019 VPD. The effect that this has is that signalization will be required sooner at this location than that currently planned for 1984 (i.e. based on our Traffic Study). The estimate of traffic seems to indicate that the project is impacting the intersection to the extent that the signalization will be required at project build out (i.e. 1982). It seems at least on this leg of the intersection (i.e. 1/4 of the intersection) this project is taking up 1019/1360 or 75% of the anticipated growth in traffic. A fair way of apportioning the impact to the cost of the signal might be 25% of 75% of its anticipated cost or about \$2,250 based on a \$12,000 cost.

Finally, as with Neapolitan Way I believe the same considerations must be made relative to Crayton Road. Again Crayton, in my opinion, can handle the added estimated 1019 VPD based on its design and construction without modifications.

JRM:sdm

Attachments

ADD TO FUNCTIONAL DESCRIPTION OF THE PARK SHORE
RESORT CLUB AND OFFICE COMPLEX:

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"Notwithstanding any of the above, no use of the project shall be made on the basis of any time-share estate as defined in Chapter 78-328, Sec. 1, Laws of Florida, 1978."