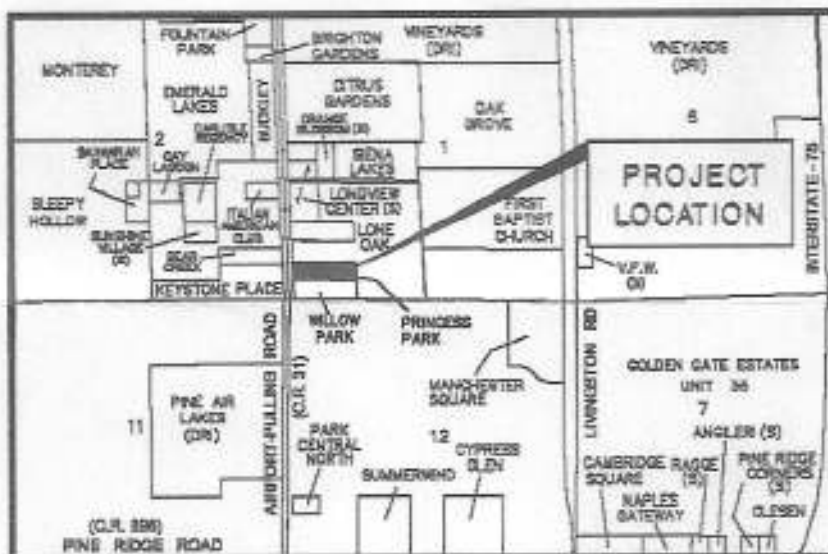


October 1, 2012

Dear Property Owner:

Please be advised that the sender, on behalf of the property owner, Top Hat Holdings, LLC, is petitioning Collier County to repeal the existing Princess Park Planned Unit Development (PUD) zoning classification and to approve a Rezone to permit an automotive dealership with its typical accessory uses, including associated repair services. Top Hat, LLC is also petitioning Collier County to approve an amendment to Collier County's Growth Management Plan (GMP) by creating a site specific Subdistrict providing up to 65,000 sq. ft. of gross leasable floor area for the principle and accessory uses of an automotive dealership, with C-4, General Commercial zoning district land uses allowed as Conditional Uses on the subject site, including the removal of an amusement park as a permitted use. The  $\approx 11.36$  acre parcel is commonly known as King Richard's Family Fun Park, and is located at 6780 Airport Pulling Road North.



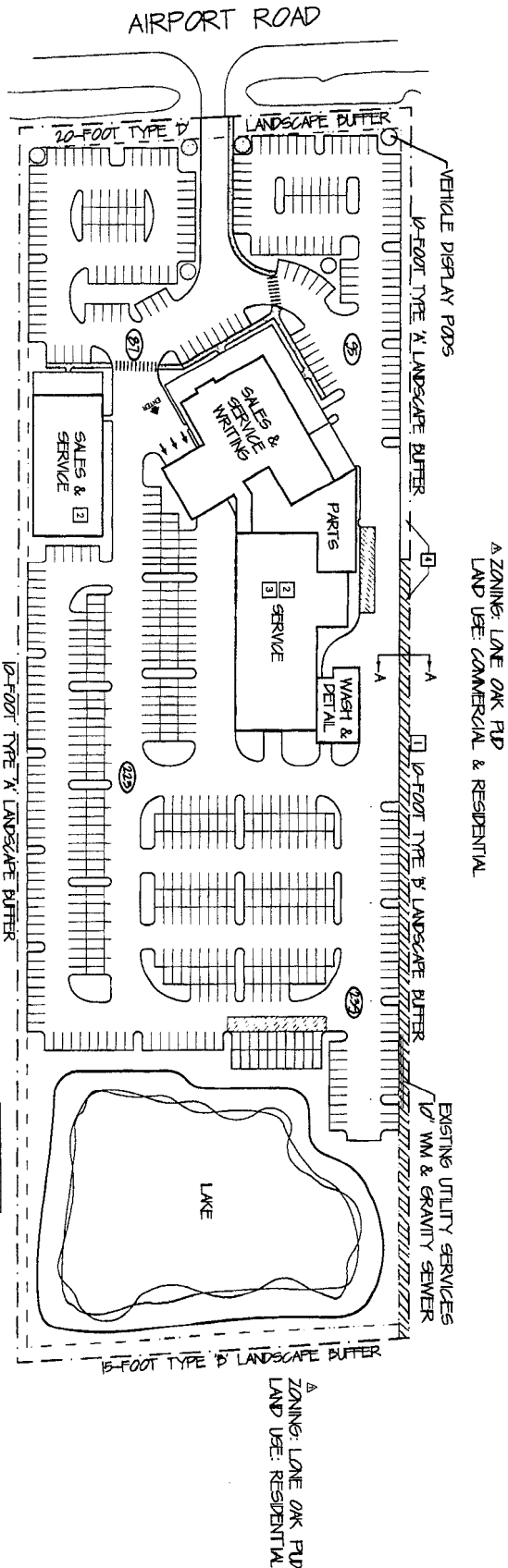
In compliance with the Land Development Code, and in order to provide you an opportunity to become fully aware of our requests to develop the described property as indicated above and to give you an opportunity to influence the form of development intended, we are holding a Neighborhood Information Meeting. The meeting will be held on **Tuesday, October 16<sup>th</sup>** beginning at 5:30pm at the **Collier County Library Headquarters**, located at 2385 Orange Blossom Drive, Naples, Florida- Sugden Theatre Meeting Room.

At this meeting we will make every effort to illustrate how we intend to develop the property. Please do not hesitate to contact me at (239) 434-6060 ext. 2983 or via e-mail at [tim@davidsonengineering.com](mailto:tim@davidsonengineering.com) if you have any questions regarding the meeting or the proposed project.

Sincerely yours,

*Tim Hancock*

Tim Hancock, AICP  
 Director of Planning



△ ZONING: LOW DENSITY  
LAND USE: COMMERCIAL & RESIDENTIAL

# Land Use Summary

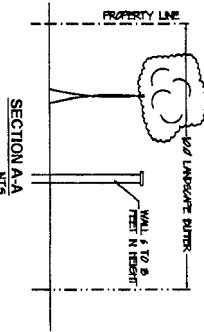
Use	Acres	% of Site
Building	1.40	13.2
Parking and Storage	6.44	56.8
Landscaping and other Open Space	1.75	15.4
Total Site Area	11.33	100

# Open Space Summary

Required Open Space is	Required	Provided
11.33 ac x 30% = 3.4 ac	1.75 ac	0.88 ac
Landscaping	0.88 ac	0.77 ac
Other	0.77 ac	0.11 ac
Total	3.4 ac	0.88 ac

# Building Setbacks

Principal	Accession
Airport Road	25
Side Yard (North and South)	15
Rear Yard (East)	10
Land	25



SECTION A-A

CLIENT:  
**TOP HAT HOLDINGS, LLC**  
1471 NORTH AIRPORT ROAD  
NAPLES, FLORIDA 34104

REV	DATE	DESCRIPTION	BY
1	12-21-11	REVISED PER SOW REVIEW COMMENTS	TM

**DAVIDSON ENGINEERING, INC.**  
3530 KRAFT ROAD, SUITE 301, NAPLES, FLORIDA 34105  
PHONE (239) 434-6060 FAX (239) 434-6064  
COMPANY ID. NO. 00009496

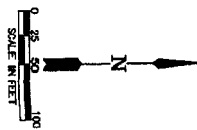
PROJECT	DATE	BY
MASTER CONCEPT PLAN	12-21-11	TM
REVISION	DATE	BY
APRIL 2012		TM

SHEET  
1 OF 1

- △ FOOTNOTES:
1. Due to pre-existing development and the property being cleared prior to 1975, there is no pressure requirement for this site.

# △ DEVIATIONS:

1. Commencing 1460 feet east of Airport Road, the required buffer on the north side of the property shall consist of a "Type B" buffer inclusive of a wall located within a minimum width of 10 feet.
2. Deviation #2 seeks relief from LDC Section 5.05 DBC 9.b, requiring all facades for a freestanding building within a PUD to be treated as a primary facade. Only wall planes facing Airport Road shall be required to be treated as primary facades.
3. Deviation #3 seeks relief from LDC Section 5.05 DBC 9.c.1, requiring courtyard features. The Service area due to function and a lack of exterior access shall not be required to comply with this standard.
4. Deviation #4 is to permit landscaping to encroach into an existing 15 foot utility easement along the northern property line in accordance with the provisions of Section 7.7.2 of Ordinance 04-31 (or its successor provisions) at time of development, provide adequate root barriers in addition to acceptable means and methods to protect infrastructure are provided.



## **EXHIBIT A**

### **PERMITTED USES:**

The Top Hat CPUD shall be developed as a C-5 commercial use project, which will include an automotive sales facility with associated repair services, limited to 65,000 sq. ft., Gross Floor Area (GFA).

#### **Tract A:**

##### **A. Principal Uses**

Motor Vehicle Dealers (New and Used) (Group 5511)

##### **B. Accessory Uses**

1. Automotive Exhaust System Repair Shops (Group 7533)
2. Tire Retreading and Repair Shops (Group 7534)
3. Automotive Glass Replacement Shops (Group 7536)
4. Automotive Transmission Repair Shops (Group 7537)
5. General Automotive Repair Shops (Group 7538)
6. Automotive Repair Shops, Not Elsewhere Classified (Group 7539)
7. Top, Body, and Upholstery Repair Shops and Paint Shops (Group 7532)
8. Uses and structures that are accessory and incidental to an automotive sales facility.
9. Display of new and used automobiles for sale, provided it does not adversely affect pedestrian or vehicular traffic or public health. Vehicle display is prohibited within any required landscape buffer, and allowed within front, side and rear yard setbacks.



# Traffic Impact Analysis

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## Tamiami Hyundai Planned Unit Development Rezone Official Interpretation (OI)

Collier County, FL

8/1/2012

Prepared for:

Davidson Engineering, Inc.  
3530 Kraft Road, Suite 301  
Naples, FL 34105

Prepared by:

Trebilcock Consulting Solutions, PA  
2375 Tamiami Trail N, Suite 207  
Naples, FL 34103  
Phone: (239) 566-9551  
Email: [ntrebilcock@trebilcock.biz](mailto:ntrebilcock@trebilcock.biz)

## Statement of Certification

---

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

---

Norman J. Trebilcock, AICP, P.E.

FL Registration No. 47116

Trebilcock Consulting Solutions, PA

2375 Tamiami Trail N, Suite 207

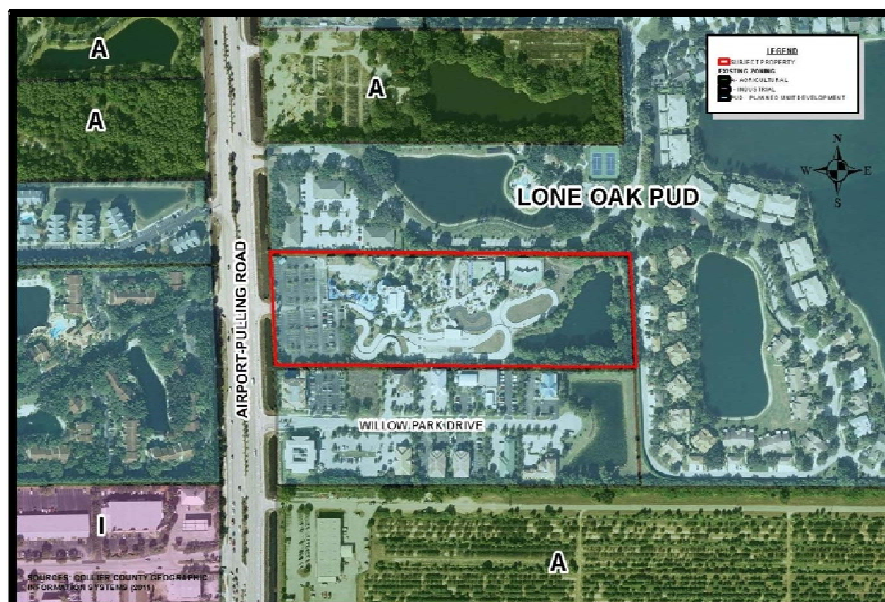
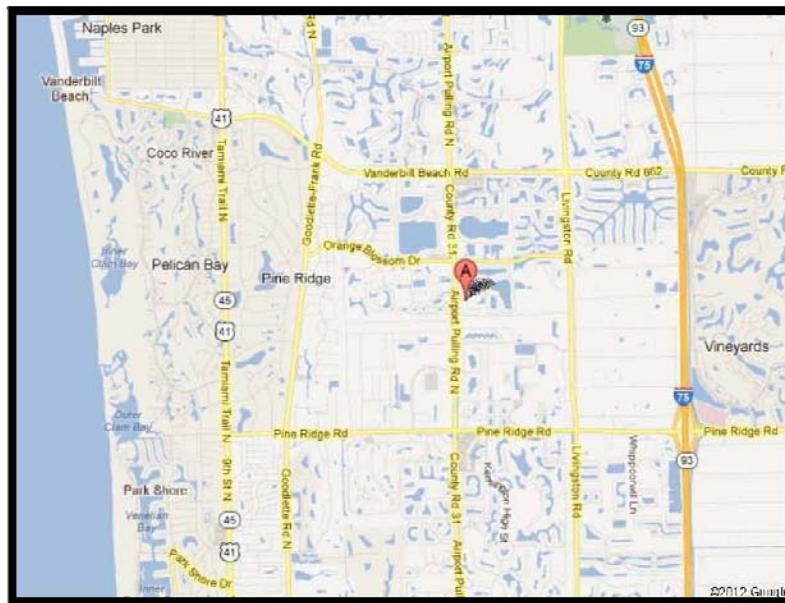
Naples, FL 34103

Company Cert. of Auth. No. 27796

<b>Table of Contents</b>	<b>Page</b>
Project Description	4-5
Trip Generation	6-7
Conclusions	7
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<b>Appendix A:</b> Project Master Site Plan - Proposed PUDA (1 Sheet)	8-9
<b>Appendix B:</b> Project Master Site Plan - Existing Zoning Concept (1 Sheet)	10-11
<b>Appendix C:</b> ITE Trip Generation Calculations (2 Sheets)	12-14

## **Project Description**

The Tamiami Hyundai Planned Unit Development (PUD) project is located in north Naples on the east side of Airport-Pulling Road (CR 31), south of Orange Blossom Road at an approximate midpoint between Vanderbilt Beach Rd and Pine Ridge Rd. The project has a street address of 6780 Airport-Pulling Road North and is approximately 11.4 acres in area.



The existing project site is called King Richard's Family Fun Park. The project is located within the Princess Park Planned Unit Development (PUD). The existing PUD (90-53) permits amusement park type uses, including: miniature golf course, mini-car track, batting cages, swimming pool, video games and other similar recreational uses. The Tamiami Hyundai PUD Rezone will be redeveloped in a different manner as a single use PUD and as an auto car sales dealership (sales and service) - **Table 1 – PUDA Development Program**.

Refer to the location map/aerial above and **Appendix A** for a project master site plan.

The Tamiami Hyundai PUD Rezone provides a highest and best use scenario with respect to the project's proposed trip generation. The TIA is run based on the entire proposed project as an auto car sales dealership.

**Table 1—PUDA Development Program**

Land Use	ITE Land Use Code	Total Size	Build-Out Year
New Car Sales	841	65,000 sf	2014

The existing Princess Park PUD can be redeveloped as illustrated below – **Table 2 – Existing PUD Concept**. Refer to **Appendix B** for an illustrated Project Master Site Plan.

**Table 2—Existing PUD Concept**

Land Use	ITE Land Use Code	Total Size
Multi-Purpose Recreational Facility	435	65,500 sf



## Trip Generation

The project's site trip generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8<sup>th</sup> Edition. The software program Trip Generation by Microtrans (Rev. 11/08) is used to create the raw unadjusted trip generation for the project. The ITE rates are used to generate the anticipated project trips. **Table 3** illustrates the proposed gross trip generation for the proposed zoning. **Table 4** illustrates the potential gross trip generation with the existing zoning. **Table 5** illustrates the net difference in trips for the two projects (proposed zoning minus existing zoning; Table 3 minus Table 4). More details of the trip generation calculations can be found in **Appendix C**.

**Table 3 - Proposed PUDA - Project Trip Generation (Unadjusted)--Average Weekday**

		PM Pk Hour	
Land Use	Size	Enter	Exit
New Car Sales	65,000 sf	66	103

**Table 4 - Existing PUD Zoning - Project Trip Generation (Unadjusted)—Average Weekday**

		PM Pk Hour	
Land Use	Size	Enter	Exit
Multi-Purpose Recreational Facility	65,500 sf	129	105

**Table 5 - Project Trip Generation (Net New)—Average Weekday**

		PM Pk Hour		
Land Use	Size	Enter	Exit	Total <sup>*</sup>
New Car Sales	65,000 sf	66	103	169
Multi-Purpose Recreational Facility	65,500 sf	129	105	234
Proposed Net New Trips		(-)63	(-)2	(-)65

## **Conclusions**

The net new project trip generation shown in **Table 5** reveals a net decrease in the PM Peak Hr volumes versus what is allowed under the existing zoning. This reduction is more than a 25% decrease in the total PM Peak Hr traffic. Based on the Trip Generation shown, the proposed project is less intensive and is not a significant traffic generator to the Collier County roadway network, at this location.

**Appendix A: Project Master Site Plan  
Proposed PUDA  
(1 Sheet)**

\\Z:\Active Projects\T\T in Hot Airp. (Kinn Richard) 12-0023\MP-40\airseq\ref\plan\TAFMAN NINJADA FIGURE 2 OLDing (SDP-MCP40 SUBMITTAL FILE 11X17) CtrlChapman Jul 12, 2012 - 1:45pm



**Appendix B: Project Master Site Plan  
Existing Zoning Concept  
(1 Sheet)**

FIGURE 1A  
65,500 S.F. MULTI-PURPOSE PLAN

Use	Size (sq. ft.)	Parking Req.	Spaces Req.
Miniature Golf (18 holes)	15,500	1.25 sp/hole	23
Misc. Indoor Recreation Uses:			
Office / Repair and Service	5,000	1 sp/300 sq. ft.	17
Restaurant (Kitchen)	10,000(2,500) (150 seats)	1 sp/2 seats+1 sp/200 sq. ft.   88	
Arcade / Games Area	10,000	1 sp/100 sq. ft.	100
Go Kart Racing	20,000	See Note A	22
Children's Center (Activity Area)	2,500	1 sp/100 sq. ft.	25
<b>Total</b>	<b>65,500</b>		<b>275</b>

Note A: Go-kart track has a maximum of 16 drivers with 16 drivers in the queue waiting (32 patrons @ 2 patrons per car = 16 spaces), plus a maximum of 6 employees dedicated solely to go-kart operation. This is a total demand of 22 parking spaces.

**Parking Summary**

The proposed Multi-purpose Recreation Facility (current zoning) consists of the following proposed recreation / amusement activities at build-out:

**Appendix C: ITE Trip Generation  
Calculations (8<sup>th</sup> Edition)  
(2 Sheets)**

# **Tamiami Hyundai PUD Rezone OI - Traffic Impact Analysis - August 2012**

Top Hat Auto (Redevelopment of King Richard's Site)  
 Summary of Trip Generation Calculation  
 For 65 Th.Sq.Ft. GFA of New Car Sales  
 April 17, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	33.34	18.88	1.00	2167
7-9 AM Peak Hour Enter	1.50	0.00	1.00	98
7-9 AM Peak Hour Exit	0.53	0.00	1.00	34
7-9 AM Peak Hour Total	2.03	1.79	1.00	132
4-6 PM Peak Hour Enter	1.01	0.00	1.00	66
4-6 PM Peak Hour Exit	1.58	0.00	1.00	103
4-6 PM Peak Hour Total	2.59	1.93	1.00	168
AM Pk Hr, Generator, Enter	1.23	0.00	1.00	80
AM Pk Hr, Generator, Exit	0.97	0.00	1.00	63
AM Pk Hr, Generator, Total	2.20	1.85	1.00	143
PM Pk Hr, Generator, Enter	1.22	0.00	1.00	79
PM Pk Hr, Generator, Exit	1.50	0.00	1.00	98
PM Pk Hr, Generator, Total	2.72	1.96	1.00	177
Saturday 2-Way Volume	21.03	9.38	1.00	1367
Saturday Peak Hour Enter	1.51	0.00	1.00	98
Saturday Peak Hour Exit	1.46	0.00	1.00	95
Saturday Peak Hour Total	2.97	2.15	1.00	193
Sunday 2-Way Volume	10.48	5.23	1.00	681
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.  
 Source: Institute of Transportation Engineers  
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS



***Tamiami Hyundai PUD Rezone OI - Traffic Impact Analysis - August 2012***

Summary of Trip Generation Calculation  
 For 65.5 Th.Sq.Ft. GFA of Multi-Purpose Rec. Facility  
 June 08, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	0.00	0.00	1.00	0
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.97	0.00	1.00	129
4-6 PM Peak Hour Exit	1.61	0.00	1.00	105
4-6 PM Peak Hour Total	3.58	1.92	1.00	234
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.  
 Source: Institute of Transportation Engineers  
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS



## **EXHIBIT A**

### **PERMITTED USES:**

The Top Hat CPUD shall be developed as a C-5 commercial use project, which will include an automotive sales facility with associated repair services, limited to 65,000 sq. ft., Gross Floor Area (GFA).

#### **Tract A:**

##### A. Principal Uses

Motor Vehicle Dealers (New and Used) (Group 5511)

##### B. Accessory Uses

1. Automotive Exhaust System Repair Shops (Group 7533)
2. Tire Retreading and Repair Shops (Group 7534)
3. Automotive Glass Replacement Shops (Group 7536)
4. Automotive Transmission Repair Shops (Group 7537)
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7. Top, Body, and Upholstery Repair Shops and Paint Shops (Group 7532)
8. Uses and structures that are accessory and incidental to an automotive sales facility.
9. Display of new and used automobiles for sale, provided it does not adversely affect pedestrian or vehicular traffic or public health. Vehicle display is prohibited within any required landscape buffer, and allowed within front, side and rear yard setbacks.

## **EXHIBIT B**

### **DEVELOPMENT STANDARDS:**

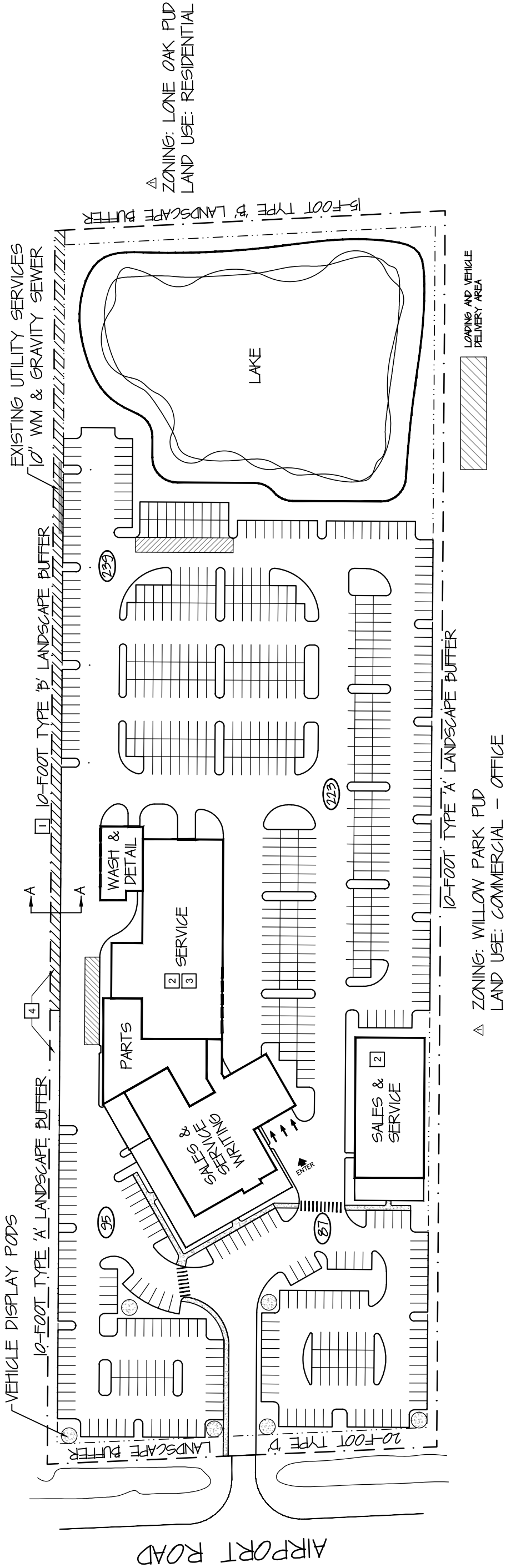
Table I below sets forth the development standards for land uses within the proposed Commercial use PUD (CPUD). Standards not specifically set forth within this application shall be those specified in applicable sections of the LDC in effect as of the date of approval of the SDP or Subdivision plat, consistent with C-5 zoning.

**TABLE I**  
**DEVELOPMENT STANDARDS**

<b>Requirements</b>	<b>Principal Use</b>	<b>Accessory Use</b>
Minimum Lot Area	10,000 square feet	NA
Minimum Lot Width	100 feet	NA
Maximum Height		
• Zoned:	35 ft.	35 ft.
• Actual:	47 ft.	47 ft.
Minimum Floor Area	700 square feet (ground floor)	
Maximum Floor Area Ratio	None	
<b>Minimum Building Setbacks</b>		
• Front Yard (Airport Pulling Road)	25 ft	SPS
• Side yard	15 ft	10 ft
• Rear yard	100 ft	SPS
• Minimum Distance Between Structures	25 ft.	0 ft (Principal to accessory)
• Internal Drives	None	None
• Lake	25 ft	25 ft

Z:\Active Projects\Top Hat Auto (King Richards)\12-0023\dwg\Production Drawings\MCP\HYUNDAI MCP SUBMITTAL-2 PUD.dwg (SDF-MCP40 SUBMITTAL-2 PUD.dwg) E:\chopmen\jul 25, 2012 - 4:00pm

△ ZONING: LONE OAK PUD  
LAND USE: COMMERCIAL & RESIDENTIAL



Land Use Summary

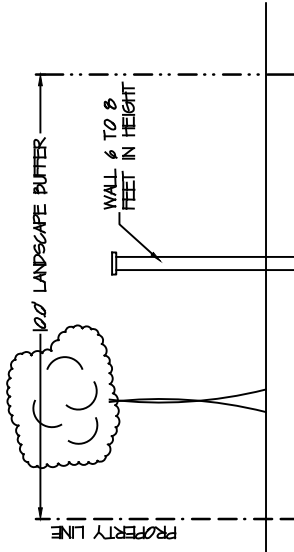
Use	Acres	% of site
Building	1.49	13.2
Parking and Storage	6.44	56.8
Lake	1.75	15.4
Buffers and other Open Space	1.65	14.6
Total Site Area	11.33	1.00

Building Setbacks

	Principal	Accessory
Airport Road	25'	25'
Side Yard (North and South)	15'	10'
Rear Yard (East)	100'	100'
Lake	25'	25'

Open Space Summary

Required Open Space Is	Required	Provided
11.33 ac x 30% = 3.4 ac		
Lake		1.75 ac
Buffers		0.88 ac
Other		0.77 ac
Total	3.4 ac	3.4 ac



FOOTNOTES:

1. Due to pre-existing development and the property being cleared prior to 1975, there is no preserve requirement for this site.

DEVIATIONS:

1. Commencing ±460 feet east of Airport Road, the required buffer on the north side of the property shall consist of a Type 'B' buffer inclusive of a wall, located within a minimum width of 10'
2. Deviation #2 seeks relief from LDC Section 5.05.08C.9.b. requiring all facades for a freestanding building within a PUD to be treated as a primary façade. Only wall planes facing Airport road shall be required to be treated as primary facades.
3. Deviation #3 seeks relief from LDC Section 5.05.08.9.d.1. requiring courtyard features. The Service area due to function and a lack of exterior access shall not be required to comply with this standard.
4. Deviation #4 is to permit landscaping to encroach into an existing 15 foot utility easement along the northern property line, in accordance with the provisions of Section 7.7.2 of Ordinance 04-31 (or it's successor provision) at time of development, provided adequate root barriers in addition to acceptable means and methods to protect infrastructure are provided.

CLIENT:  
TOP HAT HOLDINGS, LLC  
1471 NORTH AIRPORT ROAD  
NAPLES, FLORIDA 34104

REV	DATE	DESCRIPTION	BY
△	7-24-12	REVISED PER STAFF REVIEW COMMENTS.	TH

**DAVIDSON ENGINEERING, INC.**  
3530 KRAFT ROAD, SUITE 301, NAPLES, FLORIDA 34105  
PHONE (239) 434-6060 FAX (239) 434-6084  
DAVIDSON COMPANY ID. NO. 00009496

TOP HAT AUTO CPUD			
MASTER CONCEPT PLAN			
DRAWN BY: EBC	PROJECT: 12-0023	SURVEY: AS NOTED	SHEET 1 OF 1
DESIGNED BY: TH	SCALE: AS NOTED	FILE NO:	
APPROVED BY: JF	APRIL 2012	MCP SUBMITTAL	

## **EXHIBIT D**

### **LEGAL DESCRIPTION (OR 2296, PG 2000):**

The North 1/2 of the South 1/2 of the SW 1/4 of the SW 1/4 of Section 1,  
Township 49 South, Range 25 East, Collier County, Florida, less the West 100 feet  
thereof, previously reserved for road right-of-way purposes.

**EXHIBIT E**  
**LIST OF REQUESTED DEVIATIONS FROM LDC:**

1. Deviation #1 seeks relief from LDC Section 4.06.02 C.2 requiring a 15 foot Type 'B' Buffer for Commercial development adjacent to Multi-family residential along the northern property line. The subject property borders developed commercial for approximately 460 feet extending east from Airport Road. The balance of the Northern property line borders residential zoning but only lakes and common areas occupy this space. To maintain dimensional continuity, the buffer requirement shall be reduced to 10 feet but planted consistent with the Type 'B' standards in the LDC for that portion of the north property line adjacent to residential zoning.
2. Deviation #2 seeks relief from LDC Section 5.05.08C.9.b. requiring all facades for a freestanding building within a PUD to be treated as a primary façade. To the extent necessary, only wall planes facing Airport road shall be required to be treated as primary facades.
3. Deviation #3 seeks relief from LDC Section 5.05.08.C.9.d.1. requiring courtyard features. To the extent necessary, the Service area due to function and a lack of exterior access shall not be required to comply with this standard.
4. Deviation #4 from LDC Section 4.06.02 A is to permit landscaping to encroach into an existing 15-foot Collier County utility easement along the northern property line, in accordance with the provisions of Section 7.7.2 of Ordinance 04-31 (or it's successor provision) at time of development, provided adequate root barriers in addition to acceptable means and methods to protect infrastructure are provided, as shown on Exhibit C, PUD Master Plan.

## **EXHIBIT F**

### **DEVELOPMENT COMMITMENTS:**

#### **PLANNING:**

a. The project is proposed to start construction of infrastructure in 2013. Should the project not develop in a single phase, the absorption of the entire project is based upon a mix of commercial uses and is estimated to take seven to ten years.

#### **TRANSPORTATION**

a. The project access will remain in its current location and subject to the continuous northbound right turn lane; no modifications to the project access are required.

#### **UTILITIES**

a. County water service is available via an existing 10-inch water main located on-site. This 10-inch main is connected (tee and valve) to an existing 16-inch water main along the west right-of-way line of the southbound Airport-Pulling Road. The developer is responsible for providing the necessary connections at its cost to supply the site with County water service.

b. County sewer service is available via an 8-inch gravity main / system located on-site (along the northern property line). Existing and proposed flows are to the northeast via the gravity system off-site and to the Lone Oak PUD lift station. The developer is responsible for providing the necessary connections at its cost to supply the site with County sewer service.

c. Developer will install a minimum amount of vegetation within utility easements in accordance with section 7.7.2 of Ordinance 04-31.

#### **ENVIRONMENTAL**

a. Due to the site being 100% impacted prior to 1975 through agricultural activity, no Preserve area is required.