

**Golden Gate Community Roadways
Beautification Master Plan**

Prepared for:

**COLLIER COUNTY
BOARD OF COUNTY COMMISSIONERS**

and

**Golden Gate Beautification, M.S.T.U.
Advisory Committee**

Prepared By:

McGee & Associates

Landscape Architecture

**Post Office Box 8052
Naples, Florida 34101
(941) 263-0486**

March 12th, 1997

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS

Honorable Timothy L. Hancock, Chairman

Honorable Barbara Berry, Vice Chairman

Honorable Timothy J. Constantine

Honorable Pamela S. Mac'Kie

Honorable John C. Norris

GOLDEN GATE BEAUTIFICATION ADVISORY COMMITTEE

Bonner G. Bacon, Co-Chairman

Cheryle L. Newman, Co-Chairman

Sabina A. Musci

Marjorie H. Skinner

Roy Tuff

COLLIER COUNTY PUBLIC WORKS DIVISION

Raymond W. Miller, P.E., Interim Administrator

COLLIER COUNTY TRANSPORTATION SERVICES

David F. Bobanick, Interim Director

Landscape Services

Stephen F. Fabiano, Engineer II

Val Prince, Engineer II

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
1.	Introduction	1-1	
	Overview	1-2	
		1-3	
	Master Plan Roadways Map	1-4	1
	Beautification M.S.T.U. Boundary Roadway Legend		
2.	Goals and Objectives	2-1	
3.	Existing Conditions and Constraints ...	3-1	
	Climate		
	Soil and Topography		
	Area Vegetation	3-2	
	Water Resources for Irrigation	3-3	
	Master Plan Roadway Corridors:	3-4	
	1. Coronado Parkway		
	Description	3-5	
	Photograph and Section/Elevation...	3-6	2
	2. C.R. 951, South		
	Part "A"		
	(Golden Gate Canal to Golden Gate Pkwy.)		
	Part "B"		
	(Golden Gate Pkwy. to Green Blvd.)		
	Description	3-7	
		3-8	
	Photograph and Section/Elevation.....	3-9	3
		3-10	4
		3-11	5
	3. Golden Gate Parkway, East		
	Description	3-12	
	Photograph and Section/Elevation.....	3-13	6
	4. Green Boulevard		
	Description	3-14	
	Photograph and Section/Elevation.....	3-15	7
		3-16	8
	5. Hunter Boulevard		
	Description	3-17	
	Photograph and Section/Elevation.....	3-18	9
	6. Lucerne Road		
	Description	3-19	
	Photograph and Section/Elevation.....	3-20	10
	7. Santa Barbara Boulevard, North		
	Description	3-21	
	Photograph and Section/Elevation.....	3-22	11
	8. Sunshine Boulevard		
	Description	3-23	
	Photograph and Section/Elevation.....	3-24	12

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
3(cont.)			
9.	Tropicana Boulevard		
	Description	3-25	
	Photograph and Section/Elevation.....	3-26	13
10.	C. R. 951, North		
	Description	3-27	
	Photograph and Section/Elevation.....	3-28	14
11.	Golden Gate Parkway, West		
	Description	3-29	
	Photograph and Section/Elevation.....	3-30	15
12.	Golden Gate Boulevard, West		
	Description	3-31	
	Photograph and Section/Elevation.....	3-32	16
13.	Logan Boulevard		
	Description	3-33	
	Photograph and Section/Elevation.....	3-34	17
14.	Pine Ridge Road Extension, East		
	Description	3-35	
	Photograph and Section/Elevation.....	3-36	18
15.	Santa Barbara Boulevard, South		
	Part "A"		
	(Golden Gate Canal to Radio Road)		
	Part "B"		
	(Radio Road to Davis Blvd.)		
	Description	3-37	
		3-38	
	Photograph and Section/Elevation.....	3-39	19
		3-40	20
		3-41	21
	Collier County Roadway Landscape Related		
	Codes, Ordinances, Guidelines and Standards.	3-42	
	Land Development Code	3-43	
	Division 2.4, Landscaping and Buffering	3-44	
	Corridor Management Overlay District		
	Division 2.8, Architectural and Site		
	Design Standards and Guidelines		
	Ordinance 93-64, Public Rights-of-way		
	Construction Standards		
	Golden Gate Area Master Plan		
	Collier County Streetscape Master Plan		
	Existing Pedestrian and Roadway Lighting		
	Existing Pedestrian Walkways and Bike Pathways		
	Community Gateway and Entry Roadway Signage		
	Roadway Beautification Attitude Survey.....	3-45	
	Existing Community Entry Signage	3-46	22

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
4.	Typical Beautification Plan Concepts for Roadways.....	4-1	
	Uncurbed 14 feet or wider & curbed 20 feet or wider medians	4-2	
	Type I, II, III & IV	4-3	
	Curbed Medians 20 to 8 foot wide	4-4	
	Type V & VI		
	Curbed 8 to 6 foot or less separator or median		
	Uncurbed Roads In-road Pathways Facility Concepts		
	Four lane road in-road facility	4-5	23
	Two lane road in-road facility	4-6	24
	Recommended Beautification Concepts for the Beautification M.S.T.U. Arterial/Collector Roadways.....	4-7	
	1. Coronado Parkway	4-8	
	2. C.R. 951, South,	4-9	
	Part "A" (Golden Gate Canal to Golden Gate Pkwy.)		
	Part "B" (Golden Gate Pkwy. to Green Blvd.)		
	3. Golden Gate Parkway, East		
	4. Green Boulevard		
	5. Hunter Boulevard		
	6. Lucerne Road		
	7. Santa Barbara Boulevard, North		
	8. Sunshine Boulevard		
	9. Tropicana Boulevard		
	Recommended Beautification Concepts for Major County Arterial Feeder Roadways to M.S.T.U..	4-10	
	10. C.R. 951, North	4-11	
	11. Golden Gate Parkway, West		
	12. Golden Gate Boulevard, West		
	13. Logan Boulevard		
	14. Pine Ridge Road Extension, East		
	15. Santa Barbara Boulevard, South		
	Part "A" (Golden Gate Canal to Radio Road)		
	Part "B" (Radio Road to Davis Blvd.)		
5.	Plan Elements and Design Standards	5-1	
	Community Colors	5-2	
	Sight Distance Diagrams	5-3	
	Sight Window Diagrams	5-4	
	Pedestrian/Bicycle Pathway Facilities		
	Pathways Facility Design Standards		
	Pedestrian Crosswalk Marking		
	Curbing		
	Decorative Paving		
	Curbed Turn Lane & Decorative Paving		
	Roadway and Pedestrian Decorative Lighting		

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
5 cont.	Soil Analysis and Preparation		
	Site Furnishings and Fixtures		
	Street Identity and Traffic Control Signage		
	Landscape Sight Distance and Sight Windows		
	Sight Distance Detail	5-5	25
	Sight Window Detail	5-6	26
	Pedestrian Crosswalk Marking Details	5-7	27
	Curbed Turn Lane & Decorative Paving Detail.	5-8	28
	Pedestrian/Accent Decorative Light Fixtures.	5-9	29
	Street/Roadway Decorative Light Fixtures....	5-10	30
	Roadway and Traffic Control Signage Details.	5-11	31
	Beautification M.S.T.U. Roadways		
	Landscape Design Standards & Guidelines.....	5-12	
	Uncurbed Turn Lane & Berm Detail	5-13	32
	Existing or Proposed Curbed Roadways	5-14	
	C.R. 951, South	5-15	
	Part "A" (G.G. Canal to G.G. Pkwy.)	5-16	
	Part "B" (G.G. Pkwy. to Green Blvd.)		
	Golden Gate Parkway, East		
	Santa Barbara Boulevard, North		
	Phase I, (Coronado Pkwy. to Green Blvd.)		
	Phase II, (Coronado Pkwy. to G.G. Canal)		
	Existing Uncurbed Roadways		
	Coronado Parkway		
	Green Boulevard		
	Hunter Boulevard		
	Lucerne Road		
	Sunshine Boulevard		
	Tropicana Boulevard		
	Irrigation Water Resources and Irrigation		
	Systems	5-17	
	Well and Pump System	5-18	
	Reclaimed Water Tanker Applied		
	Potable / Treated Water		
	Conventional Pop-up Spray Systems		
	Sub-Surface Systems		
	Irrigation Specifications	5-19	
		5-20	
	Roadway Plant Material Tables	5-21	
	Canopy / Boulevard Trees	5-22	1
	Single Trunk Palm Trees	5-23	2
	Understory Plants		
	Small Trees/Large Shrubs.....	5-24	3
	Shrubs/Accent Plants.....	5-25	4
	Ground Covers	5-26	5
	Planting Specifications	5-27	
		5-28	
	Maintenance Guidelines and Standards	5-28	

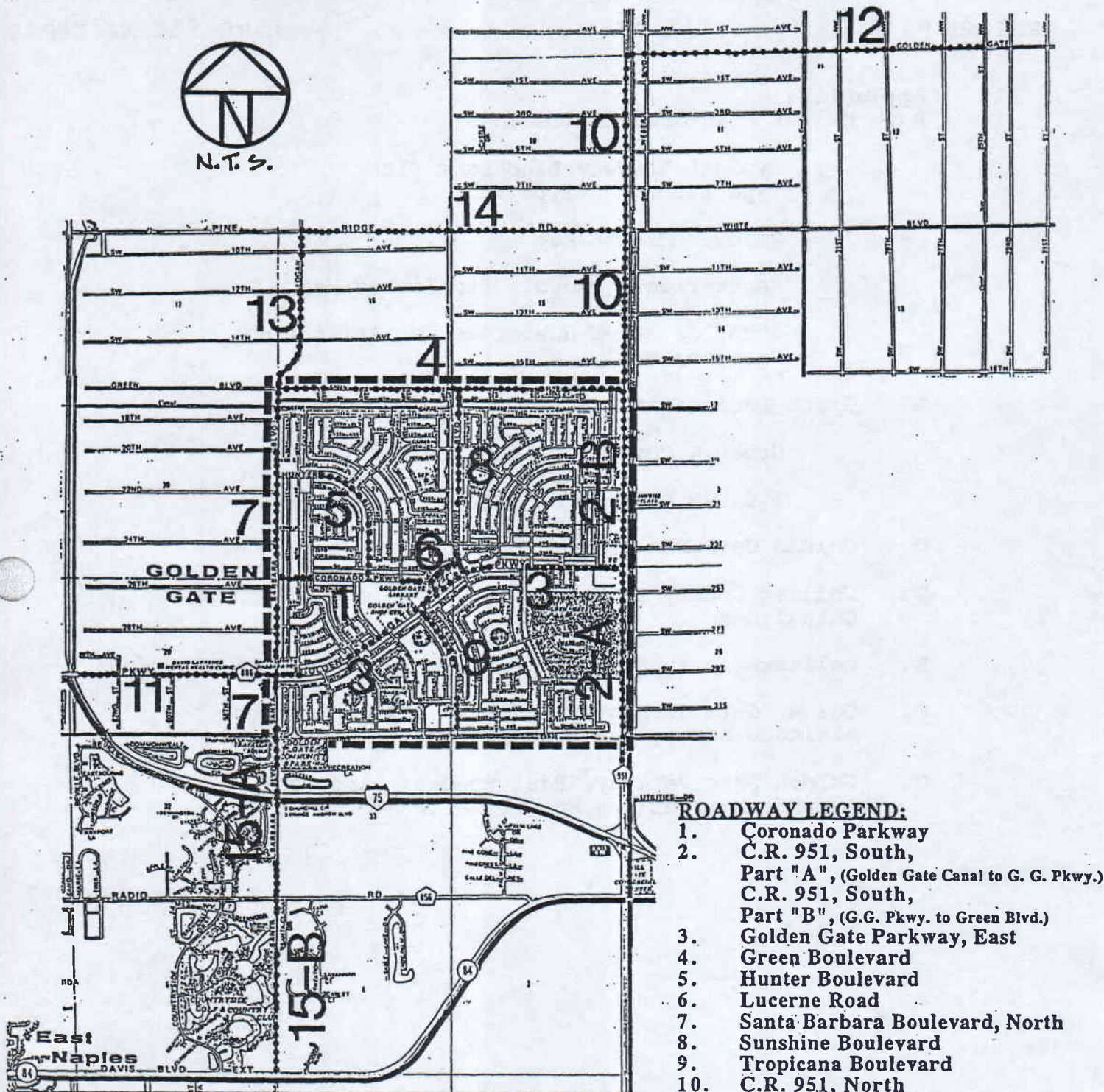
TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
6.	Cost Estimates and Analysis	6-1	
		6-2	
	Roadway Landscape Development Cost		
	Coronado Parkway	6-3	6
	C.R. 951, South	6-4	7
	Part "A" (Golden Gate Canal to Golden Gate Pkwy.)	6-5	8
	Part "B" (Golden Gate Pkwy. to Green Blvd.)		
	Golden Gate Parkway, East	6-6	9
	Green Boulevard	6-7	10
	Hunter Boulevard	6-8	11
	Lucerne Road	6-9	12
	Santa Barbara Boulevard, North	6-10	13
	Sunshine Boulevard	6-11	14
	Tropicana Boulevard	6-12	15
7.	Phasing and Funding Schedules	7-1	
	Golden Gate Beautification Master Plan		
	Five Year Roadway Phasing and Funding		
	Schedule.....	7-2	16
	Collier County Transportation Services		
	Golden Gate Community Landscape Median		
	Priorities	7-3	17
8.	Funding Sources Analysis	8-1	
	Public Sector Funding	8-2	
	Private Sector Funding	8-3	
9.	Traffic Calming and Management	9-1	
		9-2	
10.	References	10-1	
		10-2	

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>	<u>Figure/Table</u>
11.	Appendix:		
A.	Master Plan Graphic Elements		
	Typical Roadway Landscape Plans Type I through Type VI		
	Roadway Median Map		
	Pedestrian / Bicycle Facilities Map		
	Study of Water Resources for Irrigation Purposes Map		
B.	Grant Information		
	Urban & Community Forestry Grant		
	I.S.T.E.A. Federal Grant		
C.	Golden Gate Beautification M.S.T.U. Ordinances		
D.	Collier County Transportation Services Design Guidelines		
E.	Collier County Pathways Work Program FY 95/96-FY 99/00		
F.	Golden Gate Community Roadways Beautification Attitude Survey and Results		
G.	Golden Gate Parkway, East Roadway Landscape Grounds Maintenance Specifications		

MASTER PLAN ROADWAYS MAP



ROADWAY LEGEND:

1. Coronado Parkway
2. C.R. 951, South, Part "A", (Golden Gate Canal to G. G. Pkwy.)
C.R. 951, South, Part "B", (G.G. Pkwy. to Green Blvd.)
3. Golden Gate Parkway, East
4. Green Boulevard
5. Hunter Boulevard
6. Lucerne Road
7. Santa Barbara Boulevard, North
8. Sunshine Boulevard
9. Tropicana Boulevard
10. C.R. 951, North
11. Golden Gate Parkway, West
12. Golden Gate Boulevard, West
13. Logan Boulevard
14. Pine Ridge Road Extension, East
15. Santa Barbara Boulevard, South, Part "A", (G.G. Canal to Radio Road)
Part "B", (Radio Road to Davis Blvd.)

..... MASTER PLAN ROADWAYS

----- BEAUTIFICATION M.S.T.U. BOUNDARY

INTRODUCTION

Collier County Government, along with the residents of the Golden Gate Community, through a public/private partnership since 1983, have been working together to perform roadway landscape beautification within the Golden Gate Beautification Municipal Services Taxing Unit (M.S.T.U.). To date this partnership has accomplished its initial goal and completed the landscape beautification of the eastern most 2.5 miles of Golden Gate Parkway.

The residents of the Golden Gate Beautification M.S.T.U. recognized the need and economic benefits associated with roadway landscape beautification. The Golden Gate Beautification M.S.T.U. is a voter referendum self imposed ad valorem taxing district established for roadway corridor beautification and maintenance purposes. The M.S.T.U. was established through Collier County Ordinances (No.83-55, Rev.96-51 & No.87-78, Rev.96-50), and is under the authority of the Board of County Commissioners. The Board of County Commissioners appoints a five member Advisory Committee consisting of residents that reside within the beautification district boundaries. The Committee makes recommendations to the Board of County Commissioners on the operation and budgeting of the M.S.T.U. on a monthly basis. The day-to-day administration of the M.S.T.U. is administered through the Collier County Public Works Administrator and Transportation Services Department.

The Advisory Committee, after completing the Golden Gate Parkway landscape beautification project, concluded that a Master Plan encompassing all the community roadways was needed in order to properly understand and guide the Committee and Community in proceeding with present and future beautification projects.

This Roadway Beautification Master Plan will provide the guidance by which the Golden Gate Community will significantly enhance it's image while creating a vision for the future. Aesthetically enhanced and well maintained roadways are the first image of a Community's economic vitality and self pride. Landscaped roadway corridors help to increase property values and encourage new residents and businesses to locate within a Community.

OVERVIEW

For purposes of this Master Plan the Golden Gate Community will consist of a 14 square mile unincorporated area of Collier County containing approximately 25,000 plus residents and over 1,200 businesses. The Community has its own community center, shopping centers, recreation facilities, schools and Chamber of Commerce. The Beautification M.S.T.U. District contains within it, or is adjacent to, 90 percent of the businesses and residents within the Golden Gate Community.

The Golden Gate Beautification M.S.T.U. District encompasses a 4 square mile area known as Golden Gate City (See Figure 1). The M.S.T.U. District is located approximately 4.5 miles east of the City of Naples. It abuts the eastern boundary, which is the C.R. 951 roadway corridor, of what is designated as the Naples Urban area. The M.S.T.U. District is bordered to the north, east and west by an area known as Golden Gate Estates which consist dominantly of residentially zoned property. To the south is the Golden Gate Canal which is abutted to the south by the Golden Gate Regional Park and several residential/commercial type planned unit developments.

A major influence upon the Golden Gate Community is the Interstate 75 roadway corridor which passes within less than one mile of the M.S.T.U.'s south and west boundary lines. The most important influence is the Interstate 75 interchange with C.R.951. It is located approximately one half mile south of the southeast corner of the M.S.T.U. This roadway interchange is the main eastern gateway entrance into Collier County from the east coast area of Florida. Secondary to the I-75/C.R.951 roadway interchange is the Pine Ridge Road interchange which is the northern main gateway entrance to the Golden Gate Community via Pine Ridge Road Extension, East.

Bisecting the M.S.T.U. District from east to west is the Golden Gate Parkway roadway corridor which is the major east/west traffic corridor from the City of Naples into the Golden Gate Community. This roadway has been designated with a Parkway status and listed as a major corridor roadway in the "Corridor Management Study" dated 1988 and the "Collier County Streetscape Master Plan" dated 1997.

In May of 1996 the Beautification Advisory Committee voted to develop and began a process through public meetings/workshops, working with County staff and the District landscape architectural consultant to create a Community Roadways Beautification Master Plan. The plan would address the County and Community major internal and external arterial and collector roadways that are within or would have a major influence on the M.S.T.U. District.

The Master plan was to address and/or consist of the following elements:

1. Goals and Objectives
2. Site Inventory and Analysis
3. Concept Development
4. Written and graphic guidelines to assist in the community's roadway beautification efforts.
5. Cost Budgeting and Implementation Phasing

The Master plan is based on the concerns, observations and desires identified by the general Public, Residents, Civic organizations, Advisory Committee, County staff and Consultants. In order to provide for roadway beautification and continued landscape maintenance to enhance the community's image, pride, and economic vitality while providing for pedestrian and vehicular safety.

GOALS and OBJECTIVES

The Master plan goals and objectives for roadway landscape beautification strived to established the purposes for roadway beautification while encouraging the community and government to work together in order to reach the goals. The goals and objectives were developed to encourage the community to strive beyond the norm while being realistic in scheduling and cost. Goals and objectives should not be considered permanent, but must be reviewed and reset as they are reached or change. The objectives will establish the directions or means by which the community will follow in achieving the goals. The objectives should be considered directives and guidelines which are transformable into policies or programs.

GOAL #1 Enhance the visual quality and economic vitality of the community through roadway corridor beautification while improving the health, safety, welfare and quality of life for the Residents and Visitors.

Objectives 1.1:

Encourage adjacent roadway property owners to install, upgrade and maintain roadside landscaping by providing assistance and landscaping expertise to the property owner.

Objectives 1.2:

Request and assist Collier County Government in implementation and enforcement of the Land Development Code requirements for installation and maintenance of landscape buffers adjacent to roadway corridors. Petition the Board of County Commissioners to allow the Beautification Advisory Committee to review and provide recommendation on proposed development landscape plans in order to assure coordination with the Community's Roadway Landscape Master Plan.

Objectives 1.3:

Encourage Collier County Government, property Owners, businesses and community developments within and beyond the M.S.T.U. boundaries to participate in landscape beautification of the roadway corridors located adjacent to their property.

Objectives 1.4:

Enhance Community identity and unity by developing a set of coherent beautification guidelines and standards for roadway corridors. This can be accomplished through the selection and coordination of lighting fixtures, site furnishing, plant materials and roadway signage.

GOAL #2 Develop a Roadway Landscape Beautification Master Plan which will guide the Community, Collier County Government and the Beautification Advisory Committee in implementing future roadway beautification projects within and adjacent to the Golden Gate Community.

Objectives 2.1:

Incorporate South Florida Water Management District's Xeriscape™ principles as listed in the Plant Guide II, into the roadway landscape plantings and maintenance guidelines.

Objective 2.2:

Incorporate and/or expand upon existing County codes, standards or guidelines, as well as the Golden Gate Master Plan polices relating to landscaping of adjacent roadway properties and the roadway corridors.

Objective 2.3:

Utilize native or naturalized Southern Florida plant species.

Objective 2.4:

Research and analyze the availability and use of reused water for roadway landscape irrigation.

Objective 2.5:

Improve pedestrian/bicycle circulation and facilities.

Objective 2.6:

Improve and expand street lighting for vehicular and pedestrian safety.

Objective 2.7:

Review traffic calming techniques and devices for possible implementation on proposed and existing roadways.

Objective 2.8:

Incorporate the Florida Department of Transportation landscape standards and guidelines to the greatest extent practical into the proposed Master Plan standards.

Objective 2.9:

Increase and enhance visibility of pedestrian roadway crossings for safety purposes.

Objectives 2.10:

Develop beautification improvements that provide for reduced long range maintenance.

Objectives 2.11:

Develop a Master Plan that will allow for roadway beautification capital improvements and maintenance of roadways within the M.S.T.U. based upon the existing tax millage revenues.

GOAL #3 Develop a phasing and funding strategy for the implementation of the Community roadways landscape beautification programs and projects

Objectives 3.1:

Encourage continuation of the public/private partnership with Collier County Government. Assist Collier County Government in expediting its landscape development plans for arterial roadway corridors which run through the Beautification M.S.T.U. and community.

Objectives 3.2:

Encourage community organizations and residents to participate beyond the existing beautification tax revenues by providing additional funding and support to the beautification efforts.

Objectives 3.3:

Analyze the consequences of expanding the M.S.T.U. boundaries for additional areas beautification and funding.

Objectives 3.4:

Identify and review Government grants, programs or funds that could provide assistance or funding for beautification.

Objectives 3.5:

To convince Collier County Board of County Commissioners to accept and fund landscape maintenance responsibility on the major county arterial roadways within the M.S.T.U. that have been, or are proposed to be, landscaped by or with the assistance of the Beautification M.S.T.U., as has been the case with Immokalee Road and Pine Ridge Road landscape projects.

EXISTING CONDITIONS and CONSTRAINTS

Project Area

The project study area includes 24.3 miles of Collier County arterial and collector roadway corridors. All the roads are four lane median divided roadways, except for the western one mile of Green Blvd. which is a two lane road.

Climate

The Golden Gate area would be described as a typical inland subtropical climatic zone. The area is subject to yearly frost and freezing temperatures of 26 to 28 degrees. The coldest temperatures generally occur during the winter months of December, January and February. During the summer months of June through September the area is exposed to high temperatures and humidity levels in the 80 and 90 percent range. The annual rainfall exceeds 50 inches with 75 percent occurring during the summer months of June through September. The Golden Gate area during the peak of the rainy season experiences severe thunderstorms that generate damaging winds and heavy rain fall up to 3 to 4 inches per storm. The roadway medians have micro-climates created within them due to the large amounts of pavement surrounding them. Road temperatures can reach well above 100 degrees during the day and maintain over a 100 degrees well after sunset. These above conditions combined with the auto exhaust, water pollution, blown debris and increased wind generated from the passing vehicles creates a very harsh environment within the medians for plants to survive in.

Soil and Topography

The roadway corridors are generally level with elevation changes of four feet or less. The roadway is typically crowned to the center to create a positive drainage pattern to the right-of-way swales or curbed stormwater drainage system. As typical with most roadways, the soil used to raise the elevation and construct the roadway were intermixed and imported from other areas of the county. The soil within the roadway medians is typically an intermixed stabilization material containing large amounts of crushed limestone material and sand. It has a high PH level of 8 or above. These soils are susceptible to compaction, hydrophobic, poorly aerated and poor percolation. They have limited water and nutrient holding capacities making them unsuitable for landscape purposes. Sporadically throughout the Golden Gate M.S.T.U area is a sub-surface layer of cap rock or limestone. It ranges in depth from 18 to 36 inches below the surface.

It is recommended prior to excavation or installation of any utilities below 18 inches, that test borings be performed. In most cases soil amendments or excavation to add new soil will be required in order to provide improved soil conditions for landscaping.

Area Vegetation

The roadway rights-of-way corridors have been totally cleared of any existing native vegetation. The dominate vegetation community surrounding the area is a pine flatwood forest and transitional pine/cypress forest. The dominant tree species is the slash pine and the dominant understory vegetation is the saw palmetto with intermixed pond cypress, dahoon holly and wax myrtle. Much of the area vegetation is in transition from wetlands to uplands due to the past alteration of the surface water and natural drainage.

Water Resources for Irrigation

There are four main water supply sources within the Golden Gate area that can be used for landscape irrigation purposes.

1. Well
2. Surface Water (canal)
3. Reclaimed Wastewater
4. Potable or Treated Water

The following is a list of advantages and disadvantages for each source:

Well System

Advantage:

Location flexible requiring minimum piping, no continuous water cost, reduced overall system cost.

Disadvantage:

Permitting required, water could contain iron & sulphur, limits on gallons pumped per day, no backup when problems occur, annual metering cost, subject to water restrictions, reduces a limited natural resource.

Surface Water, (canal)

Advantage:

Source located close to all project site areas, low start up cost, no continuous water cost, reduced overall system cost.

Disadvantage:

Additional permitting cost required, no continuous recharge source, demand would lower canal water levels, uncontrolled potential contamination, annual metering cost. The source and level of water in the canals is dependent on rainfall which occurs in this area during the months that irrigation requirements is typically less, subject to water restrictions, reduces limited natural resource.

Reclaimed Wastewater

Advantage:

Reuse of natural resource, low cost per gallon, provides outlet for wastewater treatment facilities to discharge reclaimed water. Florida Cities Wastewater treatment facility is located within M.S.T.U. boundary and could supply quantity required. A Collier County reclaimed water pipe line is proposed just 3 miles north of northeast corner of M.S.T.U. across C.R. 951. Water can be applied by truck and is an environmentally friendly method.

Disadvantage:

High initial start up cost for piping system within M.S.T.U. area, Florida Cities plant must be upgraded at a \$250,000 (+/-) cost, in order to supply proper quality of water, a 3 mile pipe line must be installed in order to connect to Collier County reclaimed water discharge system.

Potable or Treated Water

Advantage:

Initial low start up cost, clean water source, generally source close to project area requiring minimum piping.

Disadvantage:

High per gallon cost, not available to all project areas, subject to water restrictions, reduces limited natural resource.

The following written roadway descriptions and pictorial cross sections are of all the major County arterial and collector roadways within the 14 square mile Golden Gate Community area.

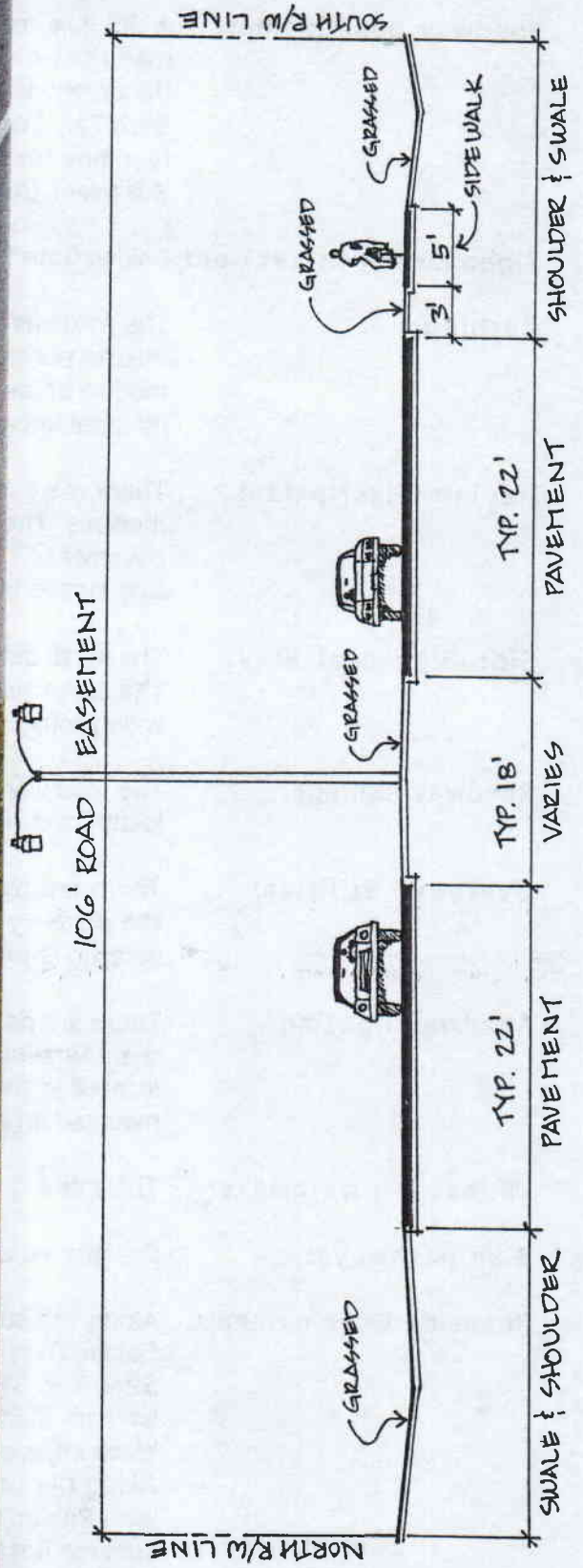
The written descriptions are an assessment of the existing conditions and contain a brief description about the roadway, signalized intersections, curbing, median description, side rights-of-way areas, roadway signage, overhead utilities, roadway lighting, pedestrian walkways, bike pathways, and roadside development.

The pictorial cross sections locations were selected to show the best typical example of the existing roadway and dimensions of the existing rights-of-way and roadway facilities.

<u>Roadway Number</u>	<u>Name</u>
1	Coronado Parkway
2	C.R. 951, South (Golden Gate Canal to Green Blvd.)
3	Golden Gate Parkway, East (C.R. 951 to Santa Barbara Blvd., North)
4	Green Blvd.
5	Hunter Blvd.
6	Lucerne Road
7	Santa Barbara Blvd., North (Golden Gate Canal to Green Blvd.)
8	Sunshine Blvd.
9	Tropicana Blvd.
10	C.R. 951, North (Green Blvd. to Golden Gate Blvd., West)
11	Golden Gate Parkway, West (Santa Barbara Blvd., North to I 75)
12	Golden Gate Blvd., West (SW 25th St. to C.R. 951, North)
13	Logan Blvd.
14	Pine Ridge Road Ext., East (C.R. 951, North to Logan Blvd.)
15	Santa Barbara Blvd., South (Davis Blvd. to Golden Gate Canal)

Coronado Parkway Existing Conditions
(Golden Gate Parkway, East to Santa Barbara Blvd., North)

- Roadway descriptions:** A .90 mile roadway running east and west within a 106 foot wide road right-of-way easement. There are two 2 lane bridges over the Coronado Canal at the western end of the roadway between 54th Ter. SW and 55th St. SW. The road is an uncurbed divided four lane roadway. The posted speed limit is 30 MPH. This road is a minor Golden Gate City arterial/collector roadway.
- Signalized intersection:** Golden Gate Parkway
- Curbing:** The medians are mostly uncurbed, except for turn lanes and the median noses at the shopping center entrances along with the first median at the intersection with Golden Gate Parkway. The curb is mountable type "A" concrete curb.
- Median Description:** There exist .74 miles of median green area divided into 13 medians. The medians are grassed and generally level with the pavement. The medians range in width from 8 to 9 feet at turn lane locations to 18 feet.
- Side Rights-of-Way:** The north side is a grassed shoulders sloped into a drainage swale. The south side has a 3 foot grassed utility strip then a 5 foot wide asphalt sidewalk and then the area slopes into a swale.
- Roadway signage:** The roadway signage consists of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are overhead electric transmission lines running along the roadway behind the K-Mart shopping center. Underground electric is present within medians supplying the street lights.
- Roadway lighting:** There are no street lights continuously along the roadway, only at the intersections with other roadways. The street lights are located in the medians and are double standard street light fixture mounted on top of a concrete pole.
- Pedestrian walkways:** There is a 5 foot asphalt sidewalk along the south right-of-way.
- Bike pathways:** Designated off-road, 5 foot facility shared with pedestrians.
- Roadside Development:** Along the south right-of-way line starting at the intersection with Golden Gate Parkway the properties are commercially developed to 52nd Ter. SW, from there to one half block back from Santa Barbara Blvd. is single family and duplex residences. The half block adjacent to Santa Barbara Blvd. is developed as commercial. Along the north right-of-way line starting at the intersection with Golden Gate Parkway is developed with Public facilities to Lucerne Road, from Lucerne road to one half block back from Santa Barbara Blvd. is single family, multi-family and duplex residences. The remaining half block is developed as commercial.



TYP. EXISTING CORONADO PARKWAY

C.R. 951. South Existing Conditions
(Golden Gate Canal to Green Blvd.)

Roadway descriptions: A 2 mile roadway running north and south within a 100 foot wide road right-of-way easement. This roadway will be subdivided into two smaller sections. Part "A" is the southern one mile south of Golden Gate Parkway and Part "B" is the northern one mile north of Golden Gate Parkway. Both part "A" & "B" are divided four lanes with curbed medians and curbed outside traffic lanes. The posted speed limit is 45 MPH. The entire roadway is a major County, Community and Golden Gate City arterial roadway. The southern end of Part "A" ends at the first Naples northbound Interstate 75 interchange. This roadway is a major entrance into the Golden Gate Community. Part "B" roadway is built 50 feet (+/-) into the existing 100 foot canal easement.

Signalized intersection: Golden Gate Parkway

Curbing: Part "A": Medians and outside traffic lanes are all curbed with vertical type "F" curb and gutter.
Part "B": Medians and outside lanes are all curbed. The 3 medians between Golden Gate Parkway and 20th Pl. have vertical type "F" curb. The remaining medians from 20th Pl. to Green Blvd. have mountable type "E" curb. The outside traffic lanes are curbed with vertical type "F" curb and gutter. The medians with turn lanes built in them have solid concrete separators the distance of the stacking area of the turn lane.

Median Description: Part "A": There exist .89 miles of median green area divided into 3 medians. These medians are grassed and slightly elevated above the curb. The first median at the intersection with Golden Gate Parkway is an 8 foot wide solid concrete separator. The medians generally are 18 feet wide.
Part "B": There exist .90 miles of median green area divided into 7 medians. These medians are grassed and slightly elevated above the curb. There are existing cabbage palm groups planted towards the ends of the medians. The noses of these medians have been planted with various native plants as an experimental project. A review of this plant material may reveal plants that could possibly be utilized in future plantings.

Side Rights-of-Way: Part "A": The west side right-of-way is a grassed shoulder that slopes into a drainage swale. On the east side of the right-of-way directly behind the curb is a standard metal guardrail that extends the full length of the section of roadway. From the back of curb, under the guardrail, a distance of four feet (+/-) is asphalt pavement. From the end of the pavement under the guardrail starts a grassed canal bank.

Part "B": The west side right-of-way is grassed with a 5 foot sidewalk along the right-of-way line. The grassed area is either level with back of curb and/or sloping into a drainage swale. The east side right-of-way has a grassed retention swale varying in width starting at the back of curb. This swale is prior to the canal top of bank. This retention swale handles roadway drainage prior to flowing into the adjacent canal.

- Roadway signage:** The roadway signage consists of metal traffic and road identification signs mounted on 4" x 4" wood post and metal poles.
- Overhead utilities:** Both Parts A & B have overhead electric transmission lines along the west right-of-way line.
- Roadway lighting:** Part "A": There are no street lights continuously along the roadway only at the intersections with other roads.
Part "B": There are street lights continuously down both sides of the roadway. The street lights are standard mansard arm metal poles with cobra head light fixtures.
- Pedestrian walkways:** Part "A": There are no sidewalks on either side of the roadway.
Part "B": There is sidewalk along 95% of west right-of-way.
- Bike pathways:** Part "A": There are no off-road or on-road designated facilities.
Part "B": There is a 5 foot off-road facility shared with pedestrians.
- Roadside Development:** Part "A": Along the east right-of-way line is a 100 foot drainage canal easement. Along the west right-of-way line from the Golden Gate canal to a point 500 feet (+/-), before the intersection with Golden Gate Parkway is a golf course facility. The remaining 500 feet is undeveloped commercially zoned property.
Part "B": Along the east right-of-way line is a 100 foot drainage canal easement. The west right-of-way has heavy roadside commercial development existing and the remaining vacant property is zoned for continued commercial development.

Golden Gate Parkway, East Existing Conditions
(C.R. 951, South to Santa Barbara Blvd., North)

Roadway descriptions: A 2.5 mile roadway running east and west within a 130 foot wide road right-of-way easement. The road is a curbed divided four lane roadway. The posted speed limit is 35 MPH. This roadway is a major County, Community and Golden Gate City east / west arterial roadway. This roadway is the main roadway through the Golden Gate Community from the Naples Urban area.

Signalized intersection: C.R. 951, Sunshine Blvd., Tropicana Blvd., 50th St. SW, Santa Barbara Blvd.

Curbing: The medians are curbed with mountable type "A" curbing.

Median Description: There exist 1.9 miles of median green area divided into 22 medians. The medians are completely landscaped and irrigated. The medians range in width from 10 feet to 38 feet (+/-) at the widest points.

Side Rights-of-Way: The sides are typical grassed shoulders sloped down into a swale system adjacent to the right-of-way lines.

Roadway signage: The roadway signage consists of metal traffic and road identification signs mounted on 4" x 4" wood post.

Overhead utilities: There is overhead electric transmission lines running along the right-of-way lines. There is electric underground and overhead lines within the medians that service the street lights located in the medians.

Roadway lighting: The western portion of the roadway has street lights along the right-of-way lines. The eastern portion has double headed street lights located within the medians. The lights are standard cobra head fixtures mounted on concrete poles.

Pedestrian walkways: There is a 5 foot wide asphalt sidewalk along the north right-of-way line.

Bike pathways: Designated off-road, 5 foot wide facility shared with pedestrians.

Roadside Development: The properties on the eastern half of the roadway from Sunshine Blvd. to C.R. 951 is about 98% developed with multi-family and duplex residential along both sides of the roadway. Commercial development occurs within the last block adjacent to C.R. 951. The western half of the roadway is about 90% developed with highway commercial and shopping center complexes. The remaining properties are undeveloped, but zoned for commercial uses.

Green Blvd. Existing Conditions

(C.R. 951 to Logan Blvd. & Santa Barbara Blvd., North Intersection)

Roadway descriptions: A 2 mile roadway running east and west within a 100 foot wide road right-of-way easement. The eastern portion from C.R. 951 to Sunshine Blvd. is an uncurbed divided four lane roadway. The western portion from Sunshine Blvd. or the bridge to Logan Blvd. is an uncurbed two lane roadway. The western two lane portion is offset to the north side of the right-of-way easement. The posted speed limit is 40 MPH. This road is a Community and Golden Gate City arterial / collector roadway along the north boundary of Golden Gate City.

Signalized intersection: Santa Barbara Blvd. North & Logan Blvd.

Curbing: The first median at the intersection with C.R. 951 is curbed with Type "D" concrete curb. The remaining medians are only curbed on the noses with type "D" curb at the crossover locations.

Median Description: There exist .90 miles of median green area divided into 5 medians. within the eastern half of the roadway. The medians are grassed and generally level with the pavement. The medians have a typical width of 19'-6" (+/-). The western half of the roadway has no medians.

Side Rights-of-Way: The sides are typical grassed shoulders sloped down into a swale system adjacent to the right-of-way lines.

Roadway signage: The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.

Overhead utilities: Overhead electric transmission lines run down the northern right-of-way line about 95% of the roadway length.

Roadway lighting: There are no street lights continuously along the roadway only at the intersections with other roadways.

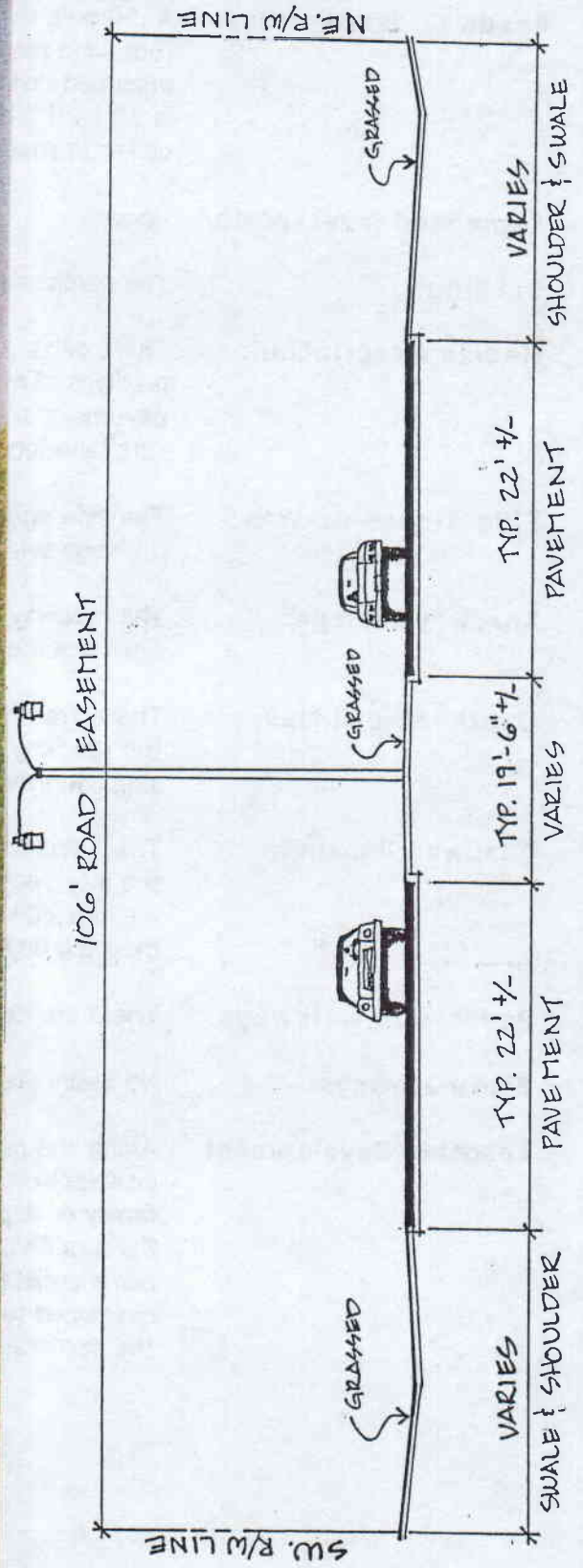
Pedestrian walkways: There is 5-6 foot wide sidewalk along the south right-of-way line of the two lane western portion ending at Sunshine Blvd.

Bike pathways: Designated in-street, 7-8 foot wide asphalt facility on both sides of the four lane eastern portions of the roadway. Designated off-street, 5-6 foot wide facility shared with pedestrians along the eastern two lane portion.

Roadside Development: The property along the north side of the roadway is zoned Estates District and is less than 50% developed with residential homes. The properties along the south side of the roadway is over 50% developed with multi-family residential units. The properties on the north and south sides of the roadway are zoned commercial between C.R. 951 to 40th Ter. SW, but only the south side is developed.

Hunter Blvd. Existing Conditions
(Coronado Parkway to Santa Barbara Blvd., North)

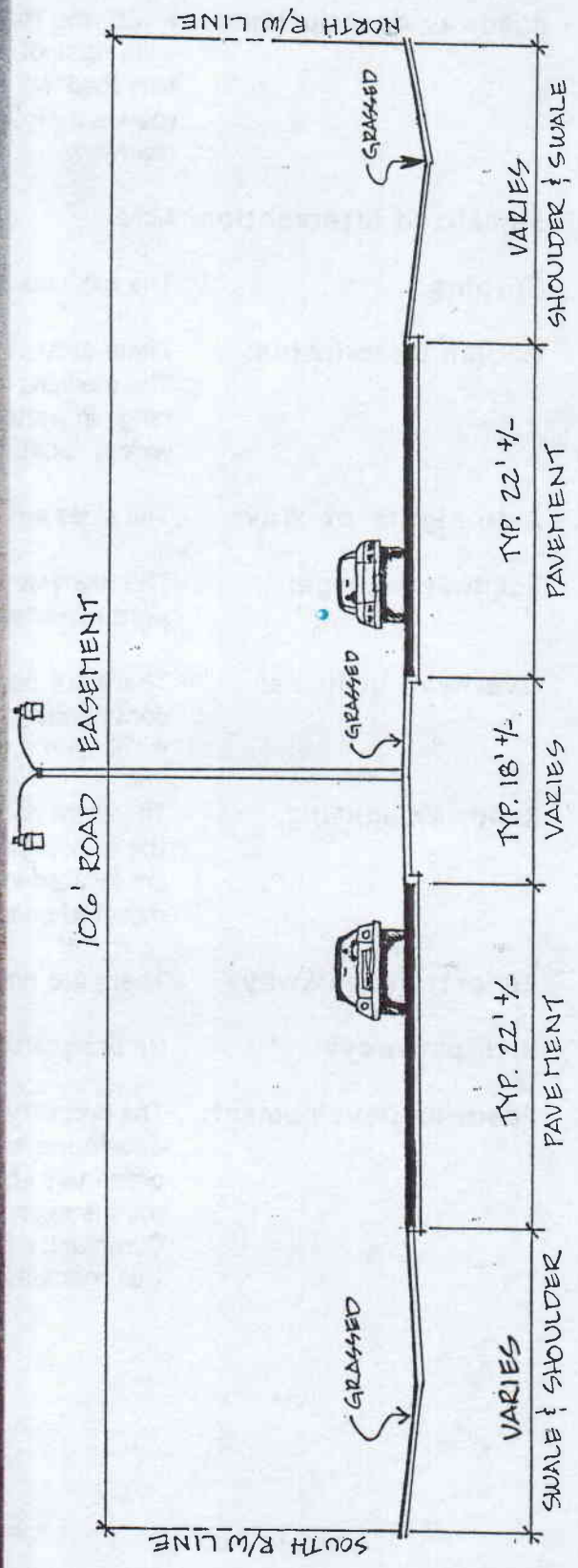
- Roadway descriptions:** A .90 mile roadway running northeast and southwest within a 106 foot wide road right-of-way easement. The road is a mostly uncurbed divided four lane roadway. The posted speed limit is 30 MPH. This road is a minor Golden Gate City arterial / collector roadway.
- Signalized intersection:** None
- Curbing:** The medians are uncurbed.
- Median Description:** There exist .84 miles of median green area divided into 11 medians. The medians are grassed and generally level with the pavement or curb. The medians range in width from 8-9 feet at turn lane locations to 19'-6" (+/-) at the widest locations.
- Side Rights-of-Way:** The side rights-of-ways are grassed shoulders sloped into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are no overhead electric transmission lines along the roadway. Underground electric is present within some medians supplying the street lights.
- Roadway lighting:** There are no street lights continuously along the roadway, only at the intersections with other roadways. The street light fixtures are located in the medians and are double standard street lights mounted on top of a concrete pole.
- Pedestrian walkways:** There are no existing sidewalks.
- Bike pathways:** No designated facility.
- Roadside Development:** Along the northeastern right-of-way line starting at the intersection with Coronado Parkway is 90% developed with single family or duplex residences. Between 55th Ave. SW and Santa Barbara Blvd. North the properties are developed with office and commercial facilities. The southwestern side of the roadway is developed to the extent, and with same types of developments as, the northeastern side.



TYP. EXISTING HUNTER BLVD.

Lucerne Road Existing Conditions
(Coronado Parkway to Sunshine Blvd.)

- Roadway descriptions:** A .20 mile roadway running east and west within a 106 foot wide right-of-way easement. The road is an uncurbed divided four lane road. No posted speed limit was seen on the roadway. This road is a Golden Gate City east / west, arterial / collector roadway.
- Signalized intersection:** None
- Curbing:** The medians are uncurbed.
- Median Description:** There exist .19 miles of median green area divided into 4 medians. The medians are grassed and level with the pavement. The medians range in width from 7 feet at turn lane locations to 18 feet at the widest locations.
- Side Rights-of-Way:** The sides are grassed shoulders sloped into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are no overhead electric transmission lines running continuously along the roadway. Underground electric is present within some medians supplying the street lights.
- Roadway lighting:** There are no street lights continuously along the roadway only at the intersections with other roadways. The street light fixtures are located in the medians and are double standard street lights mounted on top of a concrete pole.
- Pedestrian walkways:** There are no sidewalks within the right-of-way easement.
- Bike pathways:** No designated facility.
- Roadside Development:** The property along the north side of the roadway is less than 50% developed with single and multi-family residences. The remaining properties are undeveloped. The property to the south side of the road is over 50% developed with Public facilities such as the Community Center and Public Library. The eastern one quarter of this roadway is within an commercial activity center district.

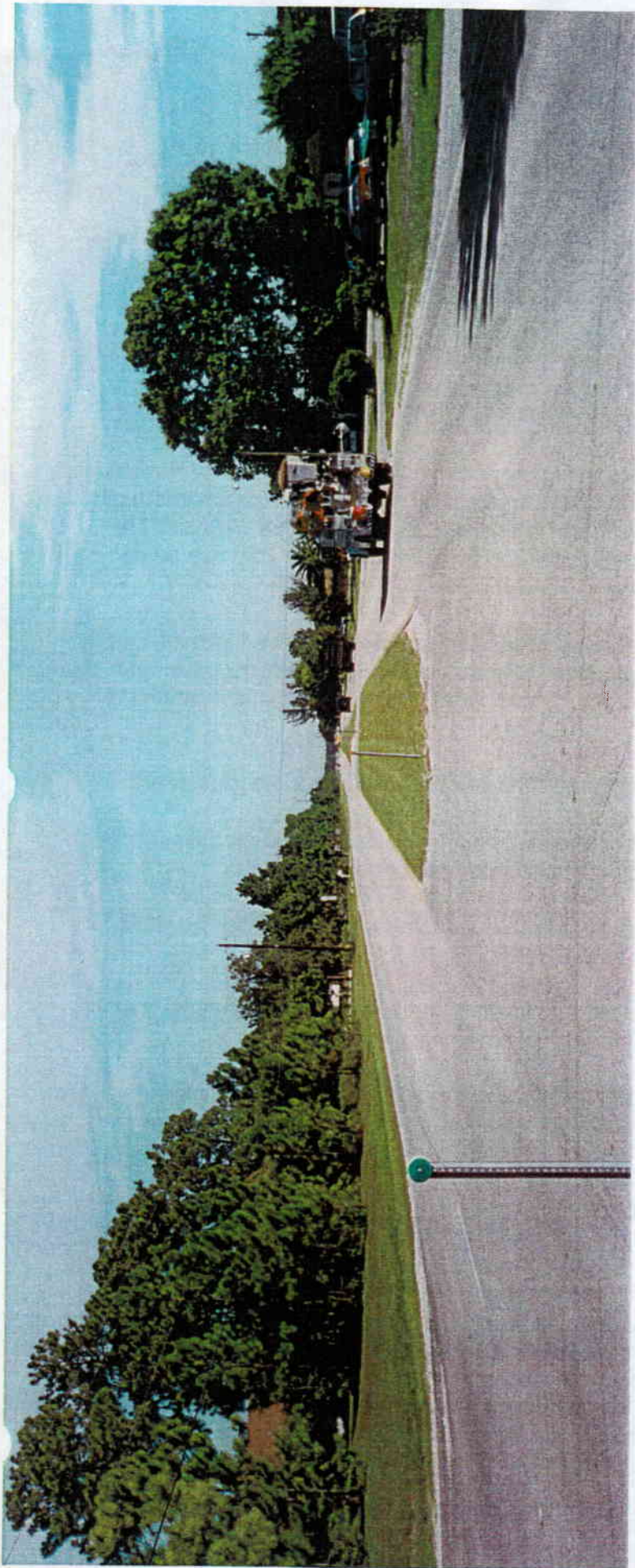


TYP. EXISTING LUCERNE ROAD

Figure 10

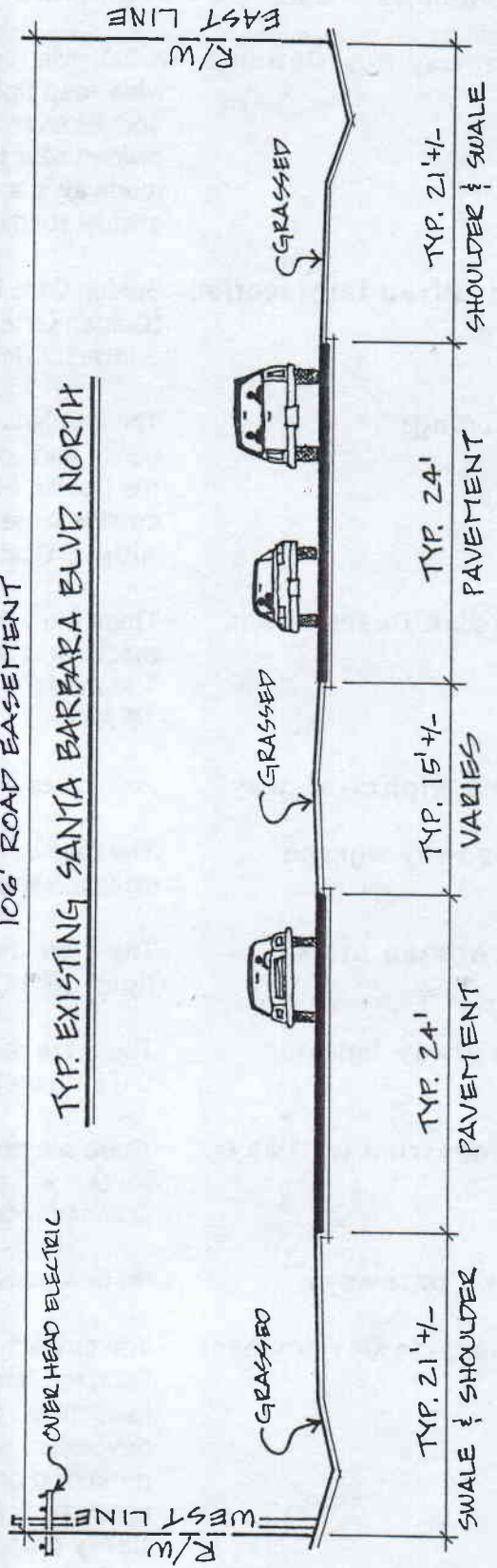
Santa Barbara Blvd., North Existing Conditions
(Golden Gate Canal to Green Blvd.)

- Roadway descriptions:** A 2.1 mile roadway running north and south within a 106 foot wide road right-of-way easement. There are 2 double lane bridges over the Green Canal. The road is a mostly uncurbed divided four lane roadway. The posted speed limit is 45 MPH. This roadway is a major County, Community and Golden Gate City arterial roadway that is the west boundary line of Golden Gate City.
- Signalized intersection:** Golden Gate Parkway & Green Blvd.
(Golden Gate Parkway intersection is designated a major intersection per the 1988 " Corridor Management Study")
- Curbing:** The medians are generally uncurbed, except for the last 4 medians north and south of the Green canal bridge and 1 median north of the Golden Gate Canal bridge with mountable type "A" curb. The outside lanes between 18th Ave. SW and Green Blvd. are curbed with vertical type "F" curb.
- Median Description:** There exist 1.6 miles of median green area divided into 21 medians. The medians are grassed and level with the pavement. The medians range in width from 7 feet at turn lane locations to 18 feet.
- Side Rights-of-Way:** Both sides are grassed shoulders sloped into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are overhead electric transmission lines along the west right-of-way line.
- Roadway lighting:** There are no street lights continuously along the roadway only at the intersections with other roadways.
- Pedestrian walkways:** There are no sidewalks along the roadway, except for a short section in front of a commercial developments just north of Coronado Parkway.
- Bike pathways:** No designated facility.
- Roadside Development:** The property along the west side of the roadway is generally zoned Estates District and is about 25% developed with single family residences. South of Golden Gate Parkway the properties are 50% developed with private schools and church facilities. The remaining properties are undeveloped. The east side of the roadway is 95% developed with a mix of commercial and multi-family properties. The mix is about 50/50.



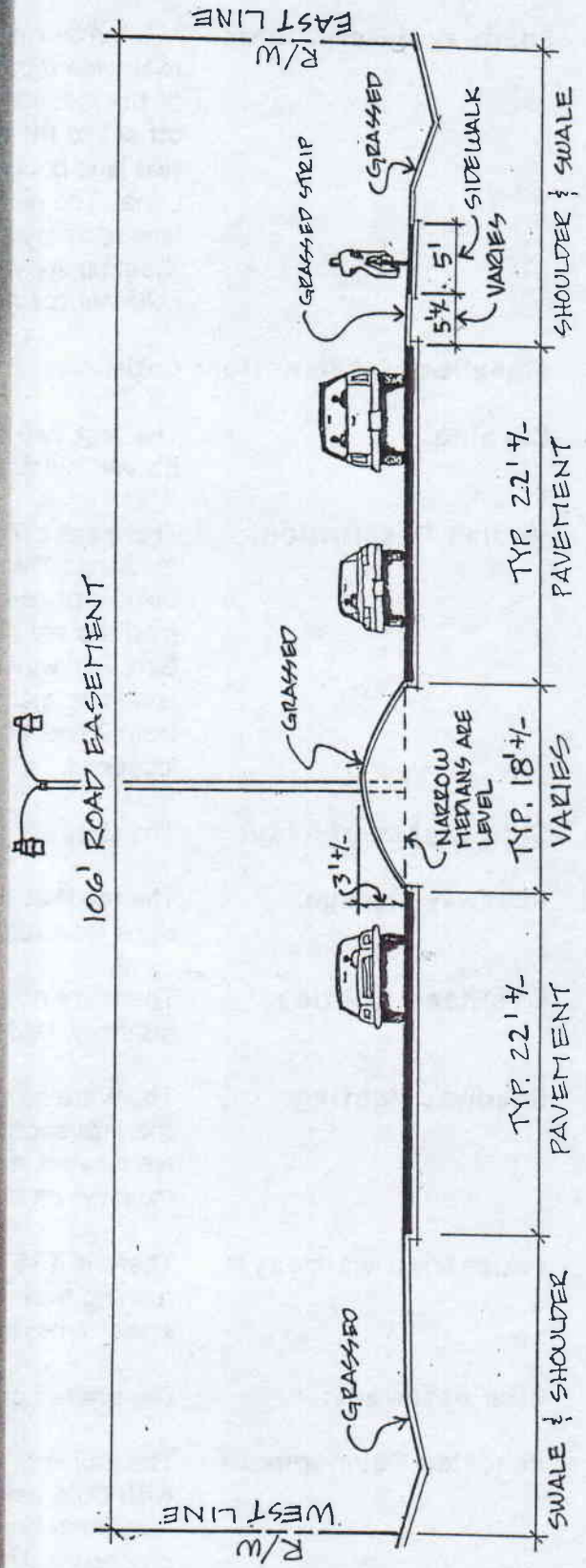
106' ROAD EASEMENT

TYP. EXISTING SANTA BARBARA BLVD. NORTH



Sunshine Blvd. Existing Conditions
(Golden Gate Parkway, East to Green Blvd.)

- Roadway descriptions:** A 1.1 mile roadway running north and south within a 106 foot wide right-of-way easement. The northern most 850 feet of the roadway is a typical asphalt pavement two lane road off set to the east side of the right-of-way easement. There is a two lane bridge in this most northern segment crossing the Green Canal. The remainder of the road is a mostly uncurbed divided four lane roadway. The posted speed limit is 30 MPH. This road is a Community wide and Golden Gate City north/south, arterial/collector roadway bisecting the northern half of Golden Gate City.
- Signalized intersection:** Golden Gate Parkway
- Curbing:** The first two median south of Green Blvd. are curbed with six inch ht. vertical asphalt curb. The remaining medians are not curbed.
- Median Description:** There exist .78 miles of median green area divided into 12 medians. The medians are mostly grassed with the wider medians being crowned down the center to a 3 foot height. The narrower medians are not crowned. Medians 1 thru 6 starting from Golden Gate Parkway have 13 mature earleaf acacia trees that are in poor condition spaced along the medians. The medians range in width from 7 feet at turn lane locations to 18 feet at the widest locations.
- Side Rights-of-Way:** The sides are grassed shoulders sloped into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are no overhead electric transmission lines along the roadway. Underground electric is present within some medians.
- Roadway lighting:** There are no street lights continuously along the roadway, only at the intersections with other roadways. The street light fixtures are located in the medians and are double standard street lights mounted on top of a concrete pole.
- Pedestrian walkways:** There is 4 -5 foot wide sidewalk along the east right-of-way line running from Golden Gate Parkway to Green Blvd. Pedestrian street crossings are marked by typical two perimeter stripes.
- Bike pathways:** Designated off-road, 4-5 foot facility shared with pedestrians.
- Roadside Development:** The property along both sides of the roadway is 99% developed with 80% being multi-family duplexes and apartments. The remaining properties are single family homes or vacant properties. The Golden Gate Community Center property is located at the NW corner of the intersection with Golden Gate Parkway.



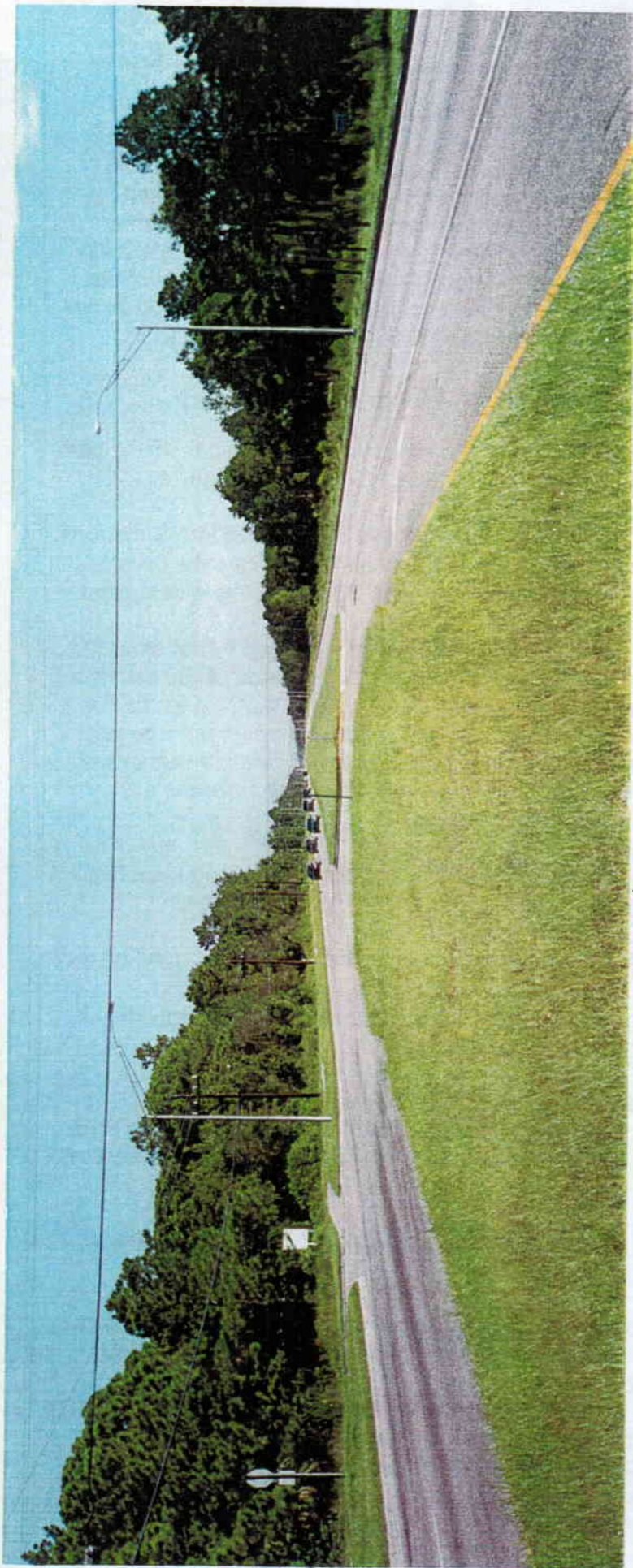
TYP. EXISTING SUNSHINE BLVD.

Tropicana Blvd. Existing Conditions
(Golden Gate Parkway, East to 32nd Ave. SW.)

- Roadway descriptions:** A .80 mile roadway running north and south within a 106 foot wide road right-of-way easement. There are two-2 lane bridges over the Tropicana Canal in the southern segment of the roadway between 30th Pl. SW and 31st Ave. SW. The road is a mostly uncurbed divided four lane roadway. The posted speed limit is 30 MPH. This road is a Golden Gate City north / south arterial / collector roadway bisecting the southern half of Golden Gate City.
- Signalized intersection:** Golden Gate Parkway
- Curbing:** All medians are uncurbed.
- Median Description:** There exist .70 miles of median green area divided into 10 medians. The medians are grassed and many are mounted down the center to a height ranging from 1 to 3 feet above the pavement. The narrow medians are not crowned. The medians range in width from 7 feet at turn lane locations to 18 feet at the widest locations.
- Side Rights-of-Way:** The sides are grassed shoulders sloped into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.
- Overhead utilities:** There are no overhead electric transmission lines running along the roadway. Underground electric is present within some medians supplying the street lights.
- Roadway lighting:** There are no street lights continuously along the roadway only at the intersections with other roadways. The street light fixtures are located in the medians and are double standard street lights mounted on top of a concrete pole.
- Pedestrian walkways:** There is 4-5 foot wide sidewalk along the west side of the roadway approximately 3 feet off the pavement. The sidewalk extends from Golden Gate Parkway to 32nd Ave. SW.
- Bike pathways:** Designated off-road, 4-5 foot facility shared with pedestrians.
- Roadside Development:** The property along both sides of the roadway is 75% developed with single family or duplex residences. The remaining properties are undeveloped. Located on the northwest corner of the intersection with 32nd Ave. SW is the Florida Cities Wastewater treatment facility.

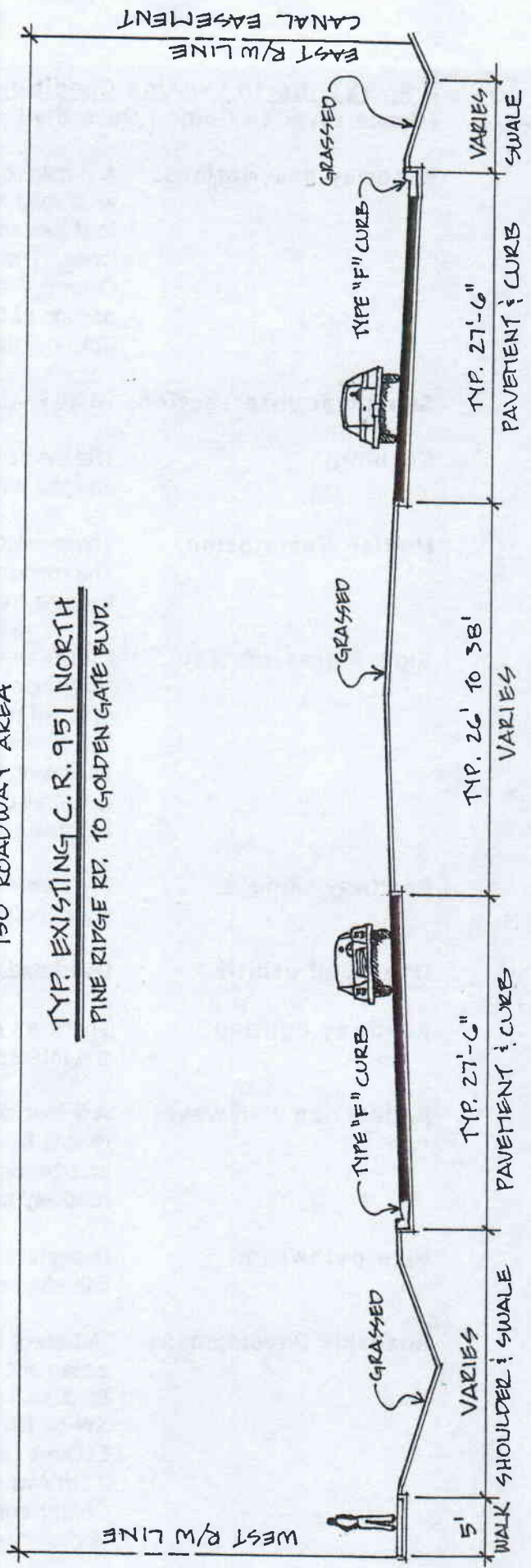
C.R. 951, North Existing Conditions
(Green Blvd. to Golden Gate Blvd., West)

- Roadway descriptions:** A 2 mile roadway running north and south within a 100 foot wide road right-of-way easement. The roadway is a divided four lane road with curbed medians and curbed outside traffic lanes. The posted speed limit is 45 MPH. The roadway is a major County, Community and Golden Gate City arterial roadway. This portion of C.R. 951 is the major access road from the Naples and Golden Gate City area into Golden Gate Estates east of C.R. 951.
- Signalized intersection:** White Blvd., Pine Ridge Road, Golden Gate Blvd.
- Curbing:** The medians are curbed at the noses with mountable type "A" curb and the outside lanes with vertical type "F" curb & gutter.
- Median Description:** There exist 1.9 miles of median green area divided into 9 medians. The medians are grassed and slightly elevated above the pavement. Ranging from 26 feet at turn lanes to 38 feet at the widest point.
- Side Rights-of-Way:** On the west side of the right-of-way is a grassed 4 foot shoulder that slopes into a drainage swale. On the east side of the road is a grassed retention spreader swale varying in width, prior to the top of the canal bank. This swale handles roadway drainage prior to flowing into the adjacent drainage canal. There are sections of guardrail on each side of the intersecting roads from the east, because the roads cross the canal.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post an/or metal poles.
- Overhead utilities:** Overhead electric transmission lines along the west right-of-way.
- Roadway lighting:** There are no street lights continuously along the roadway only at the intersections with other roads.
- Pedestrian walkways:** A 5 foot wide sidewalk exists on the west side of the roadway. It ranges from 12 to 24 feet off the back of curb at the White Blvd. intersection there exist sidewalks on both sides of the White Blvd. roadway as well as sidewalk sections that cross C.R. 951.
- Bike pathways:** Designated off-road concrete walk along the west right-of-way line shared with pedestrians.
- Roadside Development:** Adjacent to the east right-of-way line is a 100 foot drainage canal easement. Along the west right-of-way line beginning at Green Blvd. to 15th Ave. SW is zoned infill commercial, 15th Ave. SW to 13th Ave. SW the properties consist of 50% undeveloped Estates District and 50% electric power substation facility, 13th Ave. SW to 5th Ave. SW is undeveloped with Neighborhood Center commercial zoning, 5th Ave. SW to Golden Gate Blvd. is undeveloped Estates District with two Church facilities.



150' ROADWAY AREA

TYP. EXISTING C.R. 951 NORTH
PINE RIDGE RD. TO GOLDEN GATE BLVD.



Golden Gate Boulevard, West Existing & Proposed Conditions
(C.R. 951, North to 25th Street NW)

- Roadway descriptions:** A 2.0 mile roadway running east and west within a 100 foot wide road right-of-way easement. The roadway is a two lane road. The posted speed limit is 45 MPH. The roadway is a major eastern Golden Gate Estates Community east / west arterial roadway. This roadway is presently in the design stage to be widened to a four lane divided roadway. The proposed roadway will have 20 foot wide medians and 8 foot sidewalks along both sides of the roadway. This proposed roadway will require an additional 30 foot of right-of way easement.
- Signalized intersection:** C.R. 951
- Curbing:** The proposed medians and the outside lanes will be curbed with vertical type "F" curb and gutter.
- Median Description:** It is proposed to have 8 medians having 1.3 miles (+/-) of median green area. The medians are proposed to be grassed and elevated one foot above the curb. The proposed medians will range in width from 9 feet at turn lanes to 20 feet at the widest point.
- Side Rights-of-Way:** The existing side rights-of-way are typical grassed shoulders sloping into a drainage swale. Both proposed side rights-of-way are to have a 14 foot grassed area starting at the back of curb extending to an 8 foot sidewalk with the remaining 9 foot to be a grassed slope.
- Roadway signage:** The existing and proposed roadway signage is or will consist of standard metal traffic and road identification signs mounted on 4" x 4" wood post and/or metal poles.
- Overhead utilities:** Overhead electric transmission lines are along the north right-of-way line. Overhead utility lines are along the south right-of-way.
- Roadway lighting:** There are no street lights continuously along the roadway or at the intersections with other roadways.
- Pedestrian walkways:** There is an existing 5 foot sidewalk along the south right-of-way line. A proposed 8 foot wide sidewalk will be on both sides of the roadway set 14 foot from the back of curb.
- Bike pathways:** No designated facility, but a 5 foot sidewalk exists along the south right-of-way line. The proposed 8 foot sidewalks will provide for double off-road designated facilities.
- Roadside Development:** All property along both sides of the roadway is zoned Estates District. All developed property is single family homes, or model centers along with a public school facility and public park entrance which are both just east of the canal on the south side. The properties along the roadway is less than 50% developed.



PROPOSED TYPICAL SECTION

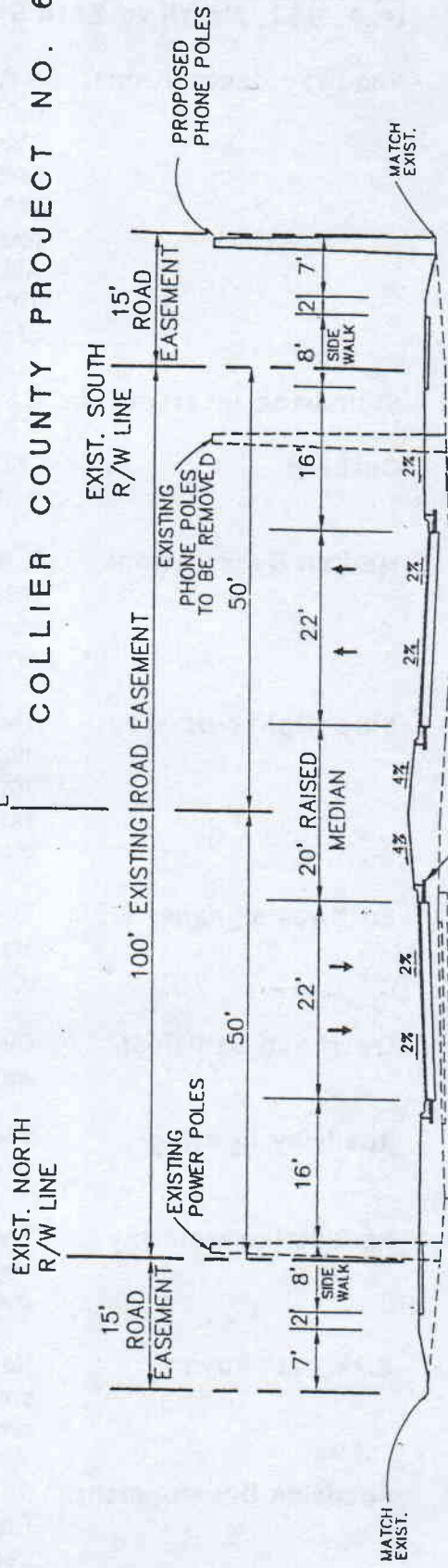
DESIGN SPEED 45 MPH

GOLDEN GATE BOULEVARD

(COUNTY ROAD 951 TO 25th STREET)

☉ OF CONST.

COLLIER COUNTY PROJECT NO. 63041



☉ EXISTING 36" W.M.

☉ EXISTING 10" W.M.

3-32

Figure 16

Logan Blvd. Existing Conditions
(Green Blvd. to Pine Ridge Road Extension)

Roadway descriptions: A .90 mile roadway running north and south within a 100 to 150 foot wide road right-of-way easement. The road is a completely curbed divided four lane roadway. The roadway has curbed medians and curbed outside traffic lanes. Adjacent to the back of curb is a 3.5 foot wide grassed utility strip and then a five wide concrete sidewalk on both sides of the roadway. The roadway has a complete stormwater drainage system that flows into two fenced retention ponds located just south of 14th Avenue SW on both sides of the roadway. The posted speed limit is 40 MPH. This roadway is a major County, Community, and Golden Gate City arterial which is a north entrance road into Golden Gate City.

Signalized intersection: Green Blvd. & Pine Ridge Road

Curbing: The medians are all curbed with mountable type "A" curbing. The outside traffic lanes are curbed with vertical type "F" curbing. All medians with turn lanes have concrete separators the distance of the stacking area.

Median Description: There exist .38 miles of median green area divided into 6 medians. The first median at the intersection with Pine Ridge Road Extension East is a solid concrete separator. The remaining medians are grassed and level with the top of curb. The typical median width is 15 feet.

Side Rights-of-Way: Starting at the back of the outside curbing there is a level 3.5 foot wide grassed utility strip and then a five foot wide concrete sidewalk. Beyond the sidewalk the rights-of-ways slope into a swale or are level into an existing developed lot.

Roadway signage: The roadway signage consist of metal traffic and road identification signs mounted on 4" x 4" wood post.

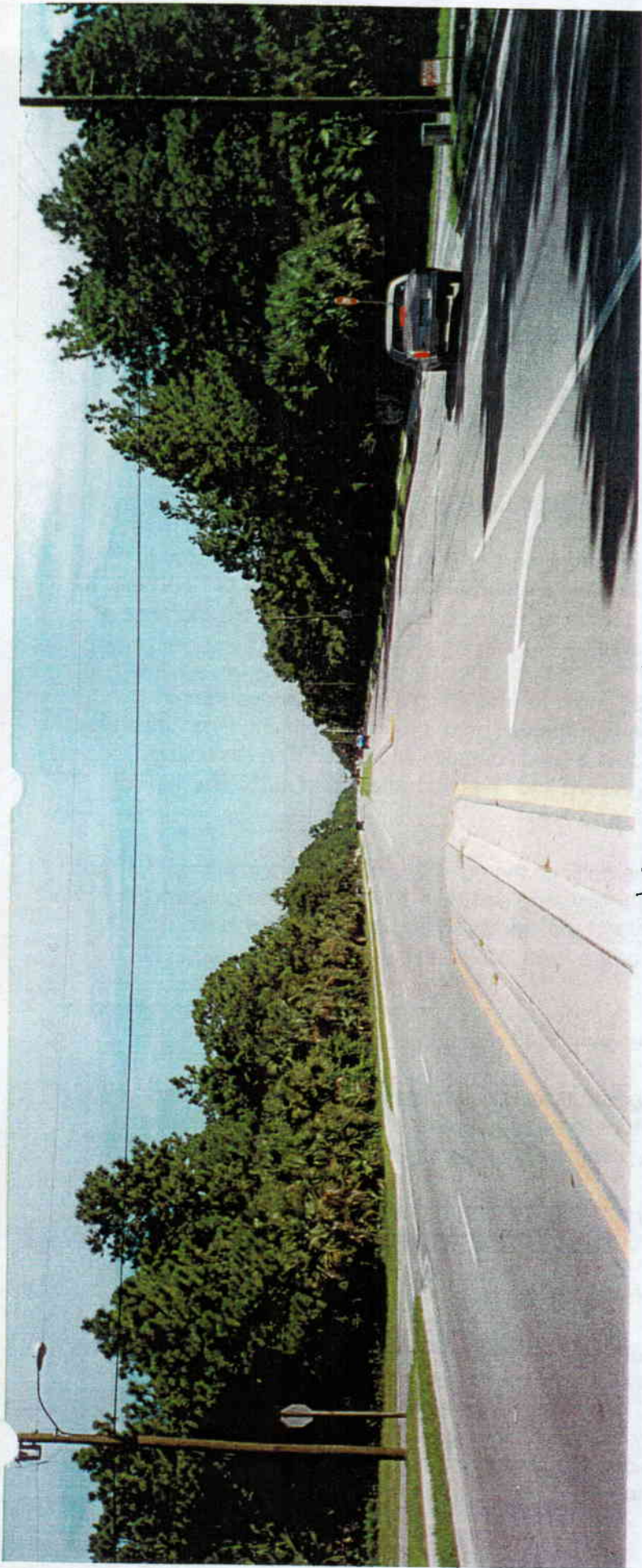
Overhead utilities: Overhead electric transmission lines are along the eastern right-of-way line from Pine Ridge Road to 14th Avenue SW. Local service lines periodically cross the roadway to the west.

Roadway lighting: There are no street lights continuously along the roadway only at the intersections with other roadways.

Pedestrian walkways: There are 5 foot wide concrete sidewalks on both sides.

Bike pathways: Designated off-road, 4-5 foot wide concrete facility on both sides of the roadway which are shared with pedestrians.

Roadside Development: The property along both sides is zoned Estates District. The properties along the roadway are over 50% developed with residential homes.



100' ROAD EASEMENT

TYP. EXISTING LOGAN BLVD.

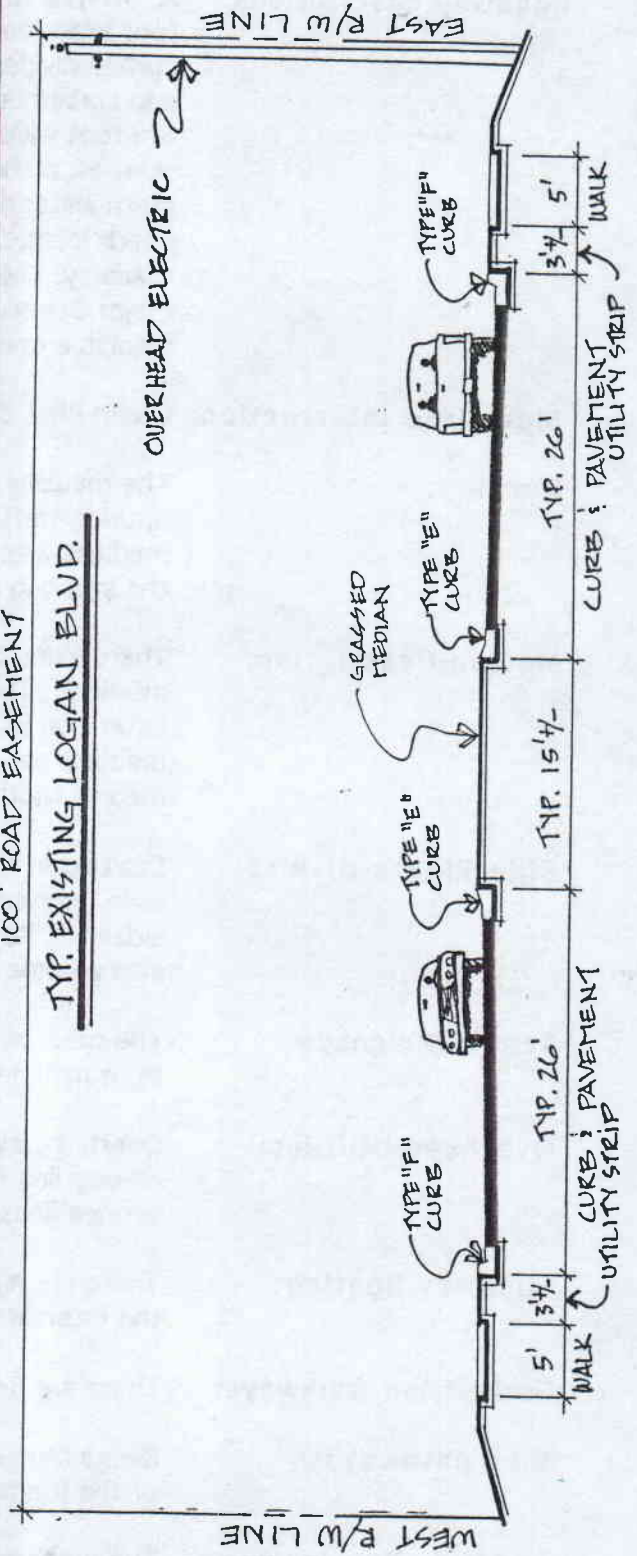
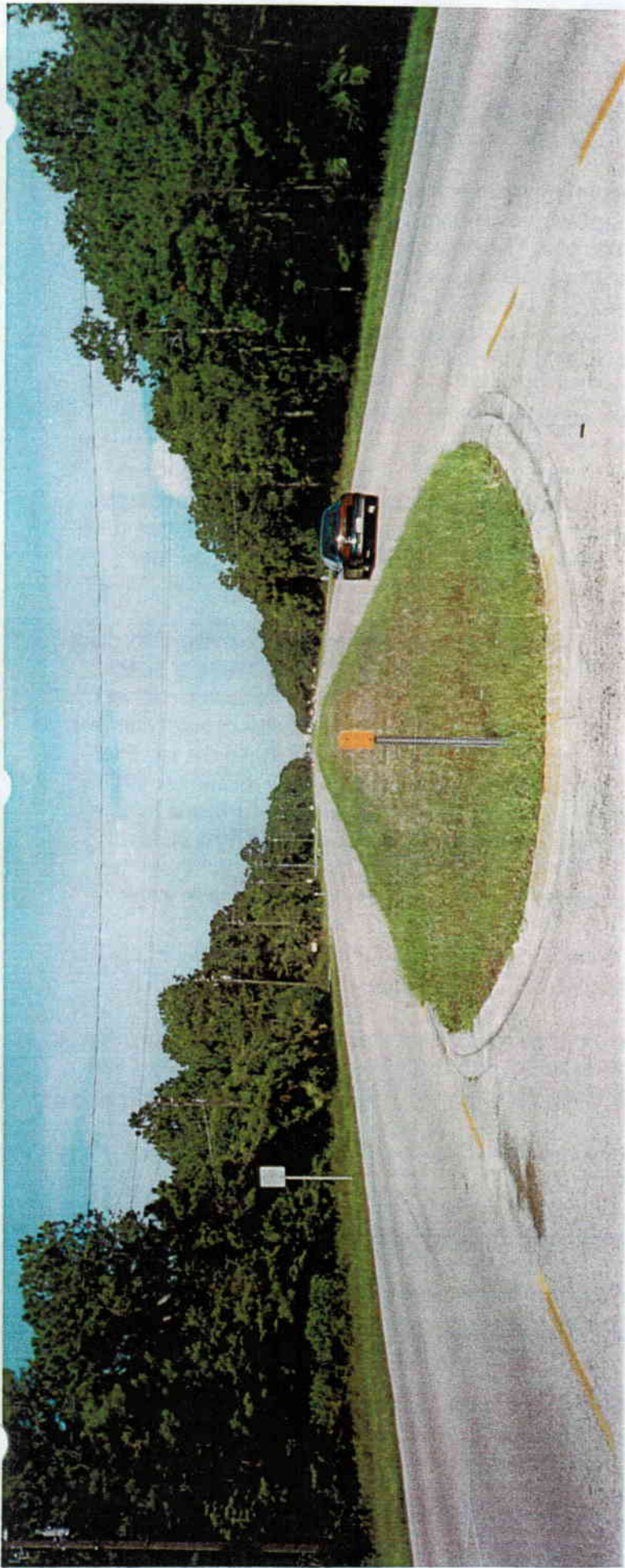


Figure 17

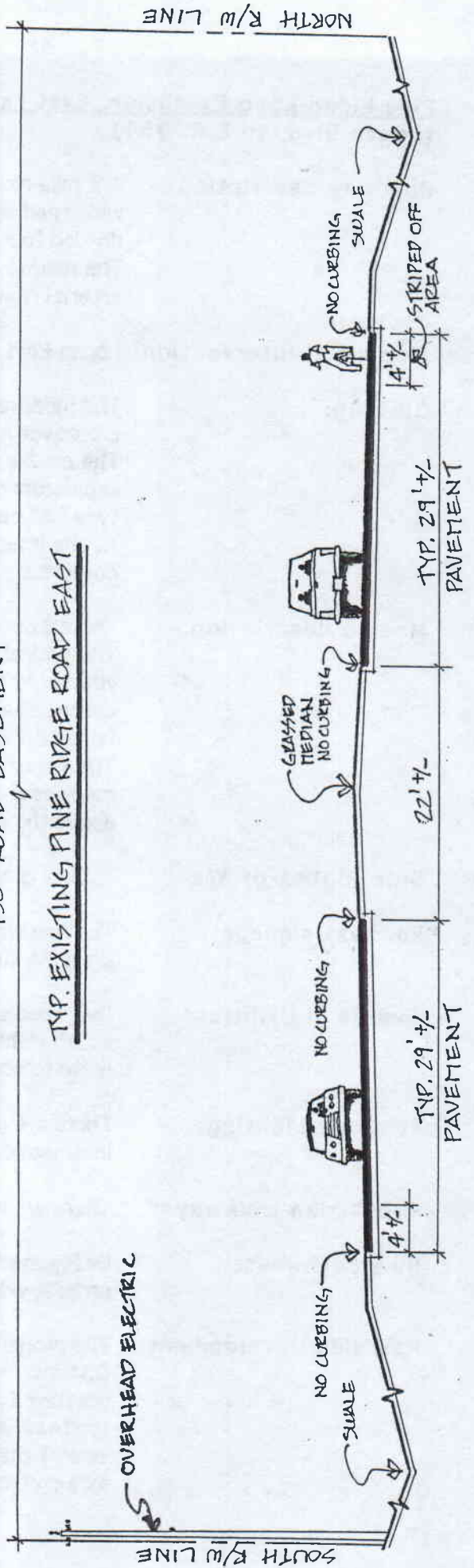
Pine Ridge Road Extension, East Existing Conditions
(Logan Blvd. to C.R. 951)

- Roadway description:** A 2 mile roadway running east and west within a 100 foot wide road right-of-way easement. The road is an uncurbed divided four lane road. The posted speed limit is 45 MPH. The roadway is a major County, Community and Golden Gate City arterial roadway.
- Signalized intersection:** Logan Blvd., C.R. 951
- Curbing:** The medians are uncurbed, except for the noses at the median crossover locations and at medians with turn lanes built into them. The medians with turn lanes built in them have solid concrete separators the distance of the stacking area and then mountable type "A" curbing extends back to where the turn lane taper starts. At the intersections with Logan Blvd., and C.R. 951 all four corners are curbed with vertical type "F" curbing.
- Median description:** There exist 1.7 miles of median green area divided into 8 medians. The typical width of the medians is 21'-8". The medians at the intersection with Logan Blvd. and C.R. 951 have turn lanes as described above. The eastern most median at the intersection with Logan Blvd., has stormwater inlets in the middle of the median. This median is swaled and slopes east to west. All the remaining medians are crowned down the center approximately one foot above the pavement. The medians are grassed with no plants.
- Side Rights-of-Way:** Typical grassed shoulders sloping down into a drainage swale.
- Roadway signage:** The roadway signage consist of metal traffic and road identification signs mounted to 4" x 4" wood posts.
- Overhead Utilities:** Overhead electric transmission lines runs east to west along the south right-of- way line. Local service lines periodically cross north to south along the road.
- Roadway Lighting:** There are no street lights along the roadway, only at the intersection with C.R. 951.
- Pedestrian walkways:** There are no sidewalks on either side of the road.
- Bike pathways:** Designated in-road, 5 foot wide paved shoulder facility on both sides of the roadway.
- Roadside Development:** The property along both sides of Pine Ridge Road is zoned Estates District. Much of the property is still undeveloped with only scattered residential homes and church facilities are along the roadway. At the intersection with C.R. 951, only on the western side of the intersection, there is a half mile radius area designated as a commercially zoned Neighborhood Center.



150' ROAD EASEMENT

TYP. EXISTING FINE RIDGE ROAD EAST



Santa Barbara Blvd., South Existing Conditions
(Golden Gate Canal to Davis Blvd. (S.R. 84))

Roadway descriptions: A 2.0 mile roadway running north and south within a 106 to 300 foot wide road right-of-way easement. This roadway will be subdivided into two smaller sections. Part "A" is the northern 1.0 miles south of Golden Gate Canal to Radio Road. Part "B" is the southern one mile south of Radio Road to S.R. 84, Davis Blvd. Part "A & B" are divided four lane roads. The posted speed limit is 45 MPH. The entire roadway is a major County, Community and Golden Gate City arterial roadway. This roadway is a major southern entrance into the Golden Gate City.

Signalized intersection: Radio Road, Davis Blvd.

Curbing: Part "A": The outside lanes are not curbed. The curbing that occurs around the medians is mountable type "A" curbing.
Part "B": The medians are curbed with mountable type "A" curbing on the noses. Generally the medians with turn lanes built in them have solid 4-8 foot wide concrete separators the distance of the stacking area of the turn lane. The median adjacent to the north side of the Interstate passover bridge is curbed. The median just south of the passover bridge is curbed from the bridge to the base of the approach ramp.
The remainder of the median is uncurbed up to the nose.

Median Description: Part "A": There exist .75 miles of median green area divided into 4 medians. These medians are grassed and slightly elevated above the curb or pavement. The medians range from 18 - 22 feet at the widest and 6 - 9 feet at the narrowest widths.
Part "B": There exist .80 miles of median green area divided into 5 medians. These medians are grassed and elevated in the center to 1 foot above the curb or pavement. The widest median width is 21 feet.

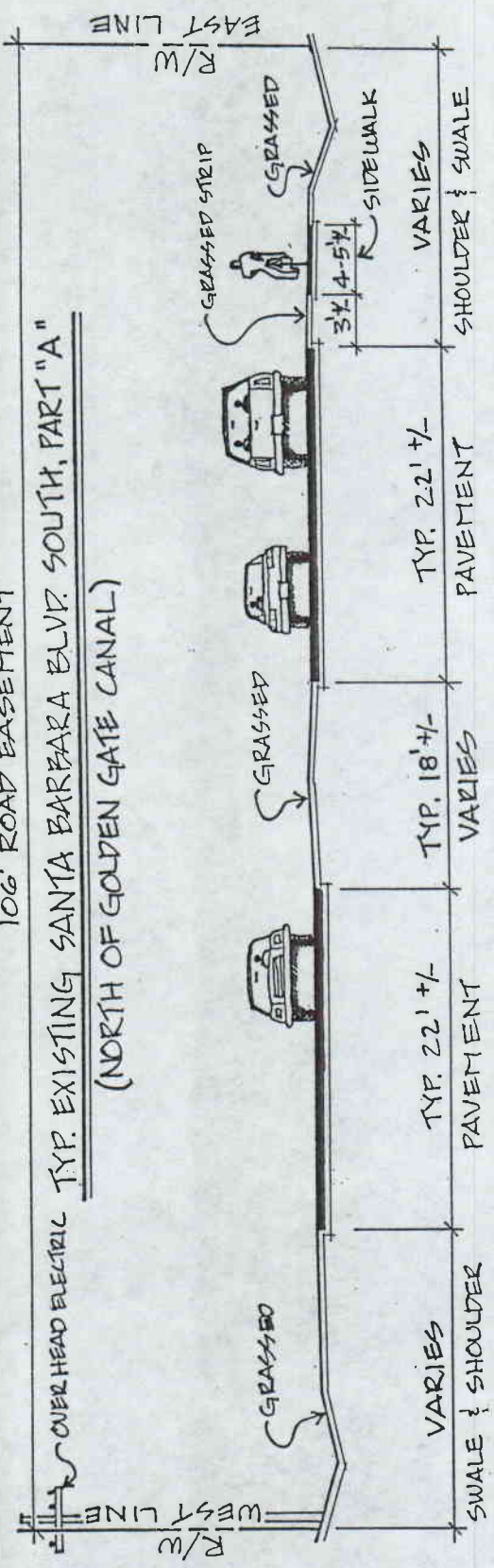
Side Rights-of-Way: Part "A": On the west and east sides the roadway is a typical grassed shoulder that slopes into a drainage swale.
Part "B": On the west and east sides the roadway is a typical grassed shoulder that slopes into a drainage swale.

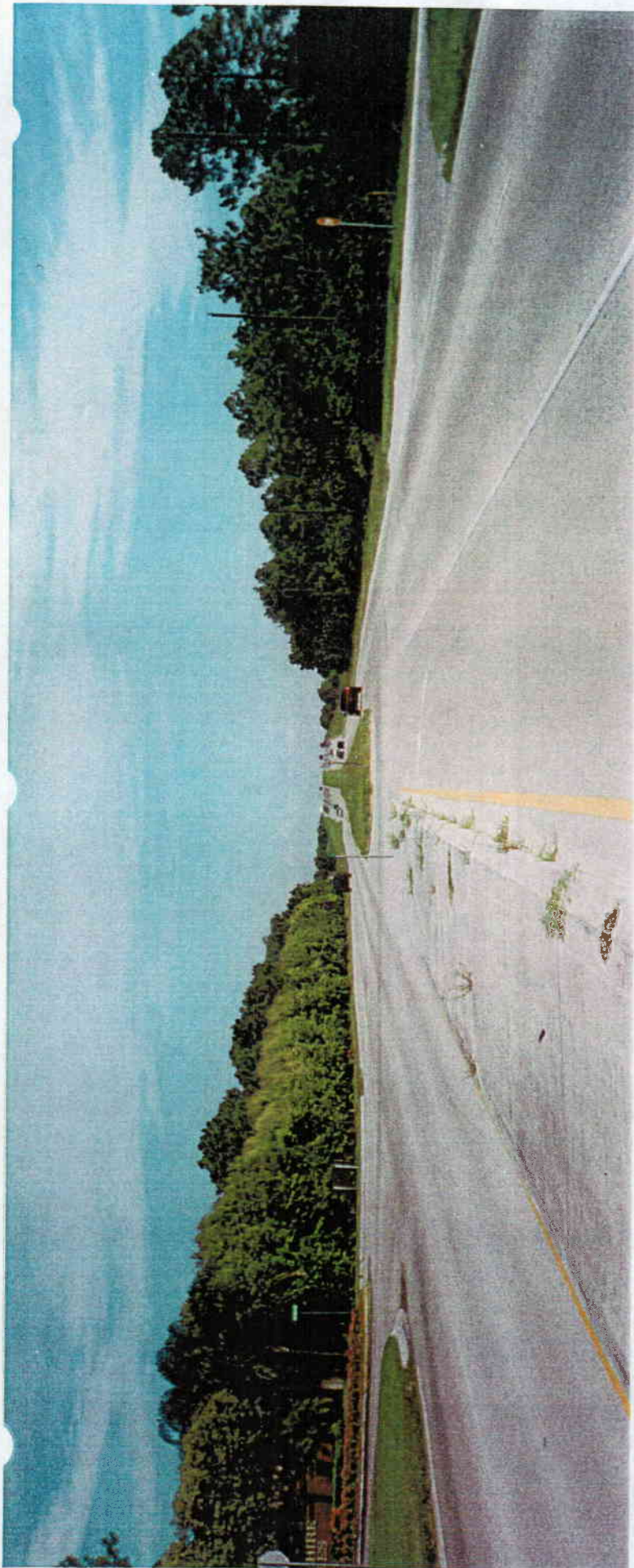
Roadway signage: Part "A & B":
The roadway signage consist of standard metal traffic and road identification signs mounted on 4" x 4" wood post and/or metal poles.

- Overhead utilities:** Part "A": Overhead electric transmission lines are along:
the east right-of-way line from Radio Road to the base of
the south approach ramp to the Interstate 75 passover
bridge.
Part "B": Overhead electric transmission lines are along the east
right-of-way line.
- Roadway lighting:** Part "A & B ":
There are no street lights continuously along the
roadway only at the intersections with other roadways.
The street lights are standard mansard arm metal poles
with cobra head light fixtures.
- Pedestrian walkways:** Part "A": Along the east right-of-way line is an in-road and off-
road 5-6 foot wide walkway.
Part "B": There are no sidewalks along the road.
- Bike pathways:** Part "A": Designated off-road and in-road asphalt facility.
Part "B": Designated in-road facility.
- Roadside Development:** Part "A": From the Canal to Recreation Lane is the Golden Gate
Community Park. From Recreation Lane to the Interstate
75 roadway easement is a multi-family apartment
complex. From the Interstate 75 roadway easement to
Radio Road is undeveloped property. Adjacent to the west
right-of-way line from the canal to Devonshire Blvd. is
residential Planned Unit Development and then the
Interstate 75 roadway easement. From Devonshire Blvd.
to Radio Road is commercial shopping center.
- Part "B": Adjacent to the east right-of-way line from Radio Road
to Davis Blvd. is 50% developed with multi-family
apartments and the remaining is undeveloped, except for
a fruit grove and sales center. Adjacent to the west right-
of-way line from Radio Road to Davis Blvd. is 95%
developed with a golf course Planned Unit Development.
The remaining portion is zoned for commercial use. A
banking facility is located at the northeast corner of the
intersection with Davis Blvd.



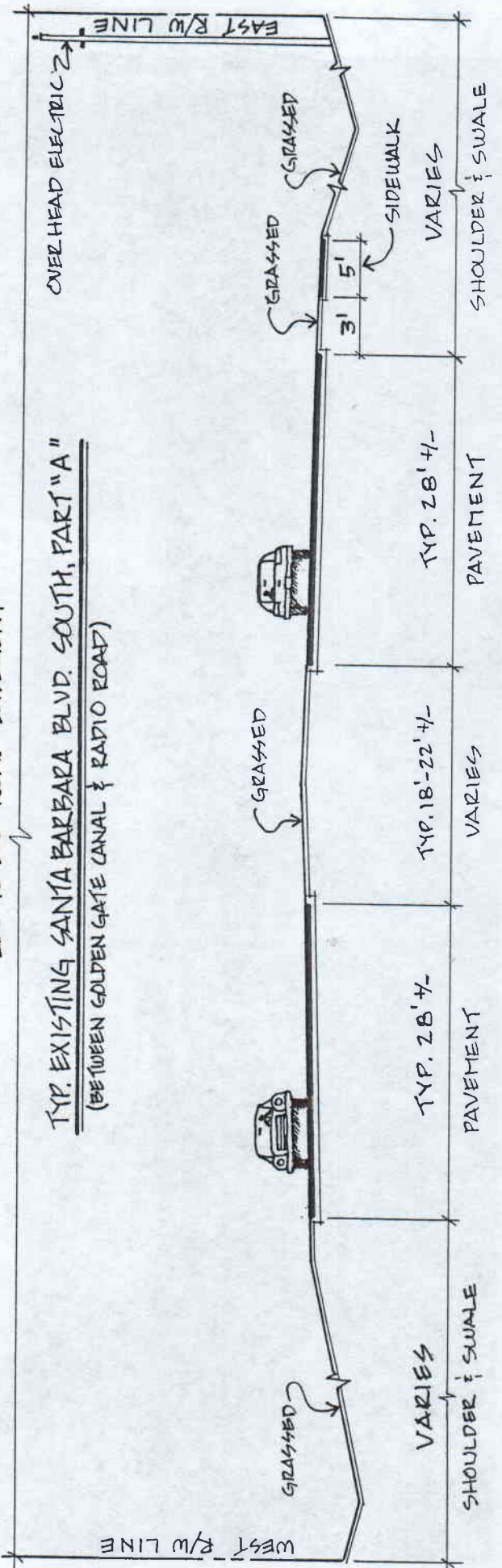
106' ROAD EASEMENT
 TYP. EXISTING SANTA BARBARA BLVD SOUTH, PART "A"
 (NORTH OF GOLDEN GATE CANAL)

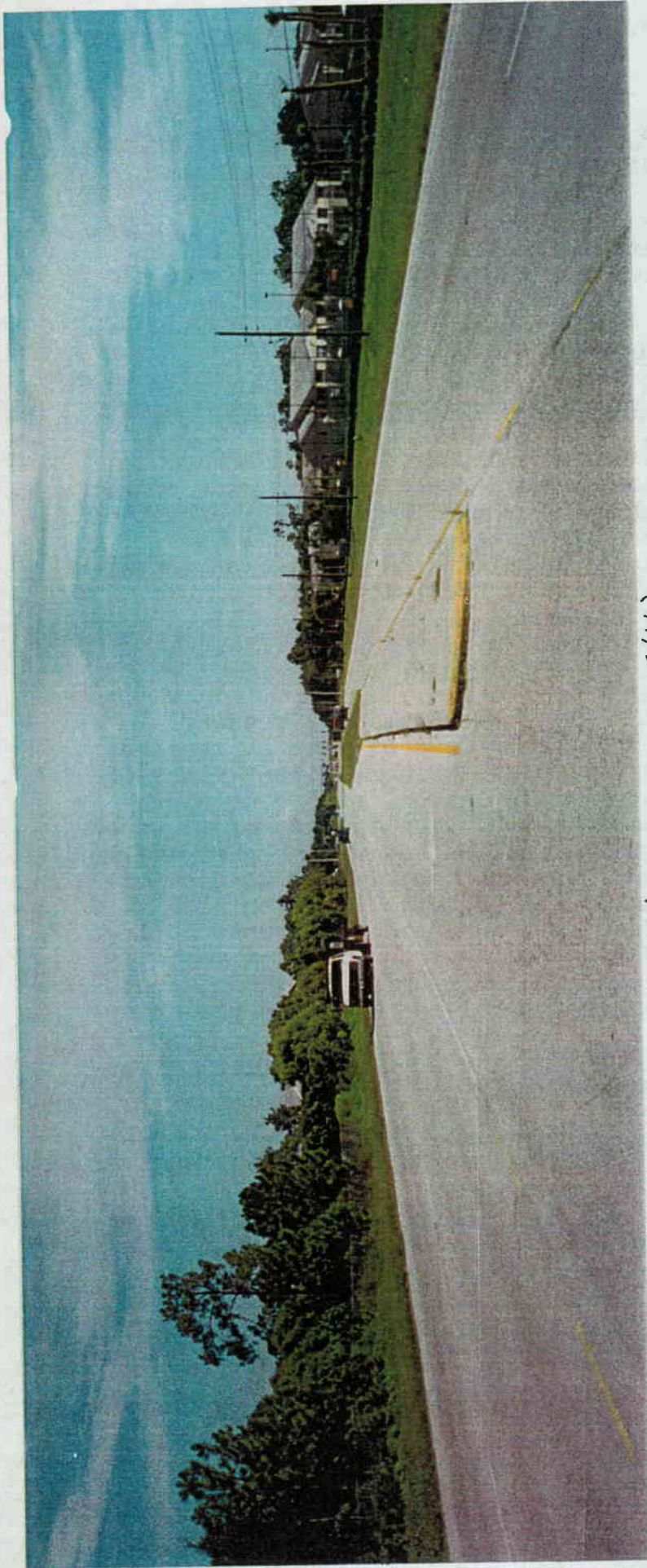




200' TO 300' ROAD EASEMENT

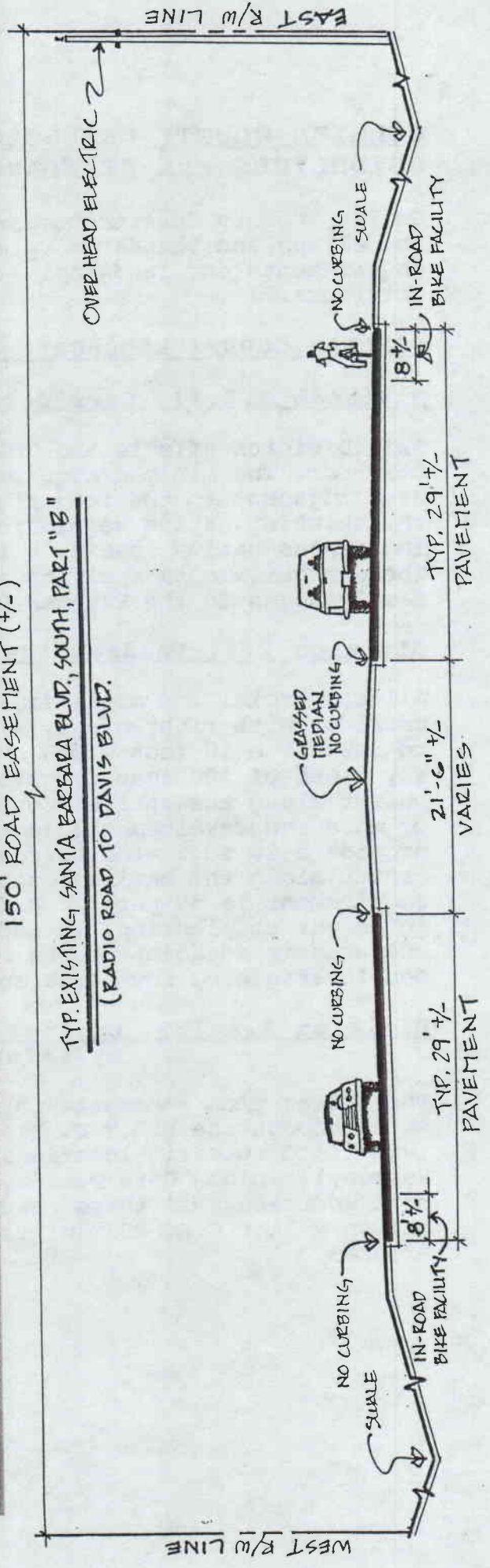
TYP. EXISTING SANTA BARBARA BLVD. SOUTH, PART "A"
 (BETWEEN GOLDEN GATE CANAL & RADIO ROAD)





150' ROAD EASEMENT (+/-)

TYP. EXISTING SANTA BARBARA BLVD., SOUTH, PART "B"
 (RADIO ROAD TO DAVIS BLVD.)



COLLIER COUNTY LANDSCAPE RELATED CODES, ORDINANCES, GUIDELINES and STANDARDS

Collier County Government has enacted landscape codes, ordinances, guidelines and standards related directly to providing minimum requirements for landscaping within and along County roadway corridors.

COLLIER COUNTY LANDSCAPE DEVELOPMENT CODE

Division 2.2.21, Corridor Management Overlay District

This Division effects the Golden Gate Parkway, West roadway corridor. The minimum requirements call for a 25 foot wide buffer area adjacent to the road right-of-way that retains 85 percent of the existing native vegetation. The trees planted shall be indigenous native species 8 foot in height and 30 feet on center. These requirements apply to all zoning uses except for single family homes in the Estates District.

Division 2.4, Landscaping and Buffering

All commercial and multi-family projects abutting a roadway corridor with right-of-way widths of 99 feet or less is required to install a 10 foot width buffer, and corridors with a right-of-way width of 100 feet or greater shall install a 15 foot width buffer along the entire property length. Developments of 15 acres or more and developments located within an activity center shall provide a 20 foot wide buffer. Trees must be planted 30 feet on center along the entire length of the buffers. The tree size requirement is 50 percent 8 feet in height and 50 percent 10 feet in height at planting. In addition to the trees where a vehicular use area is adjacent to the road right-of-way, a 24 inch height double staggered row hedge must be installed to screen the area.

Division 2.4.7.5, Collier County Streetscape Master Plan by reference only

The Master plan addresses three arterial/collector roadways that pass through the M.S.T.U. District. The roadways are C.R. 951 (undefined specific locations between S.R.84 and Golden Gate Parkway), Golden Gate Parkway and Santa Barbara Blvd. The Master plan addresses all three roadways in a conceptual design manner, but only list C.R. 951 in its 5 or 15 year Streetscape Improvement Program.

**Division 2.8, Architectural and Site Design Guidelines
and Standards for Commercial Buildings and
Projects, Landscaping.**

This newly adopted Division of the Land Development Code provides for additional buffer area widths adjacent to roadways, increase in tree heights at time of planting to 12-14 feet and natural shaping of water retention areas with additional landscaping and features adjacent to the roadways.

Golden Gate Area Master Plan

This section of the Collier County Growth Management Plan has landscape requirements related to roadway buffering in two of the listed land use zoning categories. The "Golden Gate Professional Office Commercial District" calls for a 10 foot wide buffer with 8 foot height trees 30 feet on center and a combination of a hedge or berm along the entire length of the property adjacent to the right-of-way. This District covers properties along Golden Gate Parkway, East from Santa Barbara Boulevard, North to just south of 50th Street SW.

The second category is the "Golden Gate Estates Neighborhood Centers" which calls for a 25 foot wide buffer between the abutting right-of-way and the off-street parking area. This category only applies on the western corners of the intersection of C.R. 951, North and Pine Ridge Road Extension, East.

**Public Rights-of-way Construction Standards
Ordinance 93-64**

This ordinance specifies roadway construction standards and contains guidelines for roadway landscaping and irrigation. The ordinances list requirements for all County arterial and collector roadways. The requirements cover plant setbacks, heights, size, types and clear sight distances. Sidewalk and bike path construction standards, including curb access with physically handicapped or impaired ramps are also specified within this ordinance. The ordinance also establishes the permitting procedure and requirements for installing landscaping within a road right-of-way.

Summary and Recommendations for County Codes

Based upon a review of the Land Development Code guidelines and standards it is apparent there exist some inconsistent and overlapping buffering and tree height requirements. It would be recommended that Division 2.8 and Division 2.2.21 requirements be combined so to provide for a 25 foot wide buffer with 12-14 foot height trees planted 30 foot on center be applied to adjacent properties along most of the area roadways within the Golden Gate Community Master Plan project area.

Developments along Golden Gate Parkway, East and C.R. 951, North to Green Boulevard be exempted from the 25 foot buffer requirement due to the large amount of existing development. The existing Land Development Code Division 2.4 and 2.8 requirements will apply to these areas.

The County landscape buffer requirements in place presently ensure for a landscape buffer area ranging from 10 to 25 feet in width be retained or created along the roadway of commercial or multi-family developed adjacent properties.

All the roadway corridor right-of-way easements within the project study area range in width from 106 to 130 feet. Based upon this the minimum landscape buffer width on adjacent properties throughout the project study area would be 15 feet.

As stated in the Collier County Streetscape Master plan methodology, out-lying communities with their own landscape programs are not included. It would be best to continue this exclusion and proceed with the existing M.S.T.U. District program. The exception to this exclusion is that the Beautification Advisory Committee, as well as the Golden Gate Community should public petition annually the Board of County Commissioners to have all the Golden Gate Community roadways added to the 5 and 15 year Collier County Streetscape Master Plan improvement programs to provide funding of roadway landscape improvements.

The existing County Land Development Code provides for penalties and fines for property owners who do not maintain the Code required landscape buffer plantings. A review of the roadways within the project study area revealed that 50 percent or more of the developed properties required to install and maintain County Code landscape buffer plantings were not present or in a healthy condition as called for by the Codes. Due to the amount of work and limited personnel the County Code Enforcement Division has not been able to bring the problem under control and additional help is needed. It would be suggested that the Beautification Advisory Committee assist in this effort and write letters to the property owners in violation of the Codes and inform them of the Community beautification efforts, as well as offer assistance in the form of direction, knowledge or expertise.

Existing Pedestrian and Roadway Lighting

Pedestrian scale accent or safety lighting is virtually none existent. There were no fixtures observed in any of the roadway corridors. The streetlight fixtures provide lighting for pedestrians. The internal collector roadways of Coronado Parkway, Green Blvd., Hunter Blvd., Lucerne Rd., Sunshine Blvd., and Tropicana Blvd. are not properly lit per the F.D.O.T. State standard of providing a 1.3 average foot candle level of light along the roadway.

These roadways only have streetlight twin fixtures within the medians located at intersecting roads. The light levels at these locations appear to meet the state standard. The perimeter arterial roadways of C.R. 951, South, Part "A" from the Golden Gate Canal to Golden Gate Parkway, East and Golden Gate Blvd. West, Santa Barbara Blvd., Logan, Pine Ridge Rd. Extension, East and Golden Gate Parkway, West have the same light levels and fixtures occurring at intersecting roads as stated above. The only roadway that appears to have the proper light levels is C.R. 951, South, Part "B" from Golden Gate Parkway, East to Green Blvd.

Existing Pedestrian Walkways and Bike Pathways

(See Pedestrian/Bicycle Facilities Map)

C.R. 951, South, Part "B", C.R. 951, North, Green Blvd., Golden Gate Parkway, East and West, Pine Ridge Rd. Extension, East, Sunshine Blvd., and Tropicana Blvd. have 4-8 asphalt or concrete, off-road and in-road shared facilities. They are generally located along one side of the roadway. C.R. 951, South, Part "A", Coronado Parkway, Hunter Blvd., Lucerne Rd., and Santa Barbara Blvd., North have no continuous facilities.

Community Gateway and Entry Roadway Signage

Existing Community Entry Signage

Located at the east and west ends of the Golden Gate Parkway, East roadway are community entry signs that were part of the Golden Gate Parkway Beautification project. These signs were paid for and donated to the Beautification M.S.T.U by local organizations. This type of public / private partnership should be encouraged for future signs. It would be recommended to adopt this existing sign format as the Community wide entry or boundary signage and incorporate these types of signs into other roadway beautification projects (See Figure 22).

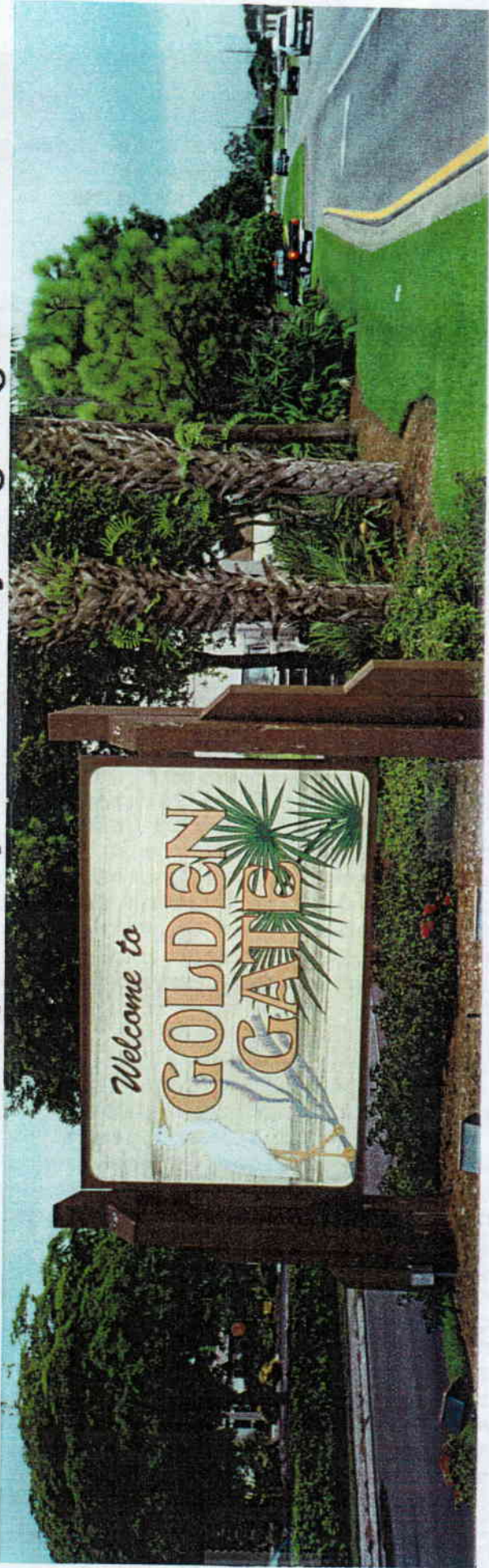
Existing Roadway Traffic Control Signage

The Community roadway traffic signage is standard type painted metal signs mounted on galvanized poles or 4" x 4" wood posts. These signs include the stop signs, road name signs, speed limit signs and general traffic directional signs. This type of signage provides for no coherency or coordination to the community image.

Roadway Beautification Attitude Survey

A Golden Gate Community wide attitude survey about roadway beautification was developed and distributed to the community residents. A total of 34 responses were returned. The survey was an attempt to involve the community into the planning process. Even with the low number of responses the survey results provided information the Advisory Committee felt was important in their decision making process (See Appendix F).

Community Entry Roadway Signage



Golden Gate Parkway West End



Golden Gate Parkway East End



3-46

Figure 22

TYPICAL BEAUTIFICATION PLAN CONCEPTS FOR ROADWAYS

The Advisory Committee during its public meetings decided earlier on that the Master Plan efforts would be directed to roadways located within the Beautification M.S.T.U. boundaries due to funding concerns. The other community roadways outside the M.S.T.U. as listed in the plan will be addressed in a written conceptual form. The Committee realized roadways outside of the District are important because of their inter Community connection as feeder roads to the Beautification M.S.T.U. District. Implementation of the following landscape concepts on uncurbed roadways will require approval from the Collier County Transportation Services Director.

The proposed landscape plan concepts were developed to provide for the most flexible means in which to perform roadway landscape beautification in regard to budgeting and phasing. These beautification landscape plan concepts were also developed in order to try and solve two major concerns associated with roadway landscape improvements. The first major concern is the County's requirement to install curbing around the median before landscaping is installed. The curbing serves two purposes. One is to act as a barrier to protect the plant material and irrigation sprinkler heads and the other is to stop undesignated median crossovers by motorists. The second major concern with the curbing is the cost of installation. Curbing costs are typically greater than 50 percent of the total cost of roadway landscape improvements. In an attempt to address these major concerns, a undulating berm and retention area grading concept was developed. This grading concept would physically attempt to deter motorists from crossing the medians. The grading in conjunction with the plant material would visually deter the motorist to stay away and off the medians. This concept also provides an additional visual relief from the flat horizontal medians that exist throughout the Golden Gate Community roadways. The finished grade and plant placement on uncurbed medians must take into account the future installation of curbing as funds permit. Uncurbed medians with a width 14 feet or less will require an approval for canopy trees or palms to be place in the center of the medians.

The concept of planting trees along the side of the roads without outside curbed lanes can only occur if a special exception is granted by the Transportation Services Director per Ordinance 93-64. This is because of the set speed limit on the roadways is over 30 MPH requiring a minimum tree setback along the right-of ways of 25 foot from the edge of pavement. If the trees were planted to this setback the trees would be on or beyond the right-of-way lines. All of the roadways within the M.S.T.U., except for C.R.951, both the north and south sections, have no curbing on the outside lanes.

The uncurbed median concepts are based on the medians being unirrigated, irrigated by tanker or irrigated with a sub-surface pipe irrigation system.

**UNCURBED 14 FEET OR WIDER AND CURBED 20 FEET OR WIDER
MEDIANS**

Typically most of the uncurbed median within the Master Plan roadways are 18 feet or greater in width, except at the turn lane locations. Curbed medians typically range from 15 to 38 (+/-) feet wide. Curbed medians wider than 20 feet have four inch height mountable type curb and medians under 20 feet have six inch height vertical face curbs. Proposed future curbing installed on medians 20 feet or less in width should be six inch vertical face F.D.O.T. Type "D" or Type "F" curb depending on the road drainage pattern.

Any of the following proposed typical type landscape planting plan concepts can also be implemented on roadways with existing curb around the medians and/or along the outside travel lanes.

Type I Typical Landscape Concept (Reference drawing T1)

Type I is a median only installation of canopy trees or palms installed on a typical 50 foot center with shrubs beds planted at the base of the trees. The trees are to be placed in the grade transition area between the berm and retention area to help prevent motorist from crossing the median at location other than designated median openings. The Type I concept is basically considered a roadway median tree planting program.

Type II Typical Landscape Concept (Reference drawing T2)

Type II is a combination of Type I with additional canopy and/or palm trees planted in the unpaved areas within and adjacent to the right-of-way lines per the County setback requirements. The trees shown along the sides are typically placed 50 feet on center and 10 to 20 feet off the edge of pavement or 6 to 20 feet off the back of curbs. This Type II concept is an entire roadway tree planting program.

Type III Typical Landscape Concept (Reference drawing T3)

Type III is a median only planting plan. It utilizes low growing ground covers or turf on top of the berms and at the median ends medium height shrubs within the retention areas. The plant material located within the retention or low areas should be wetland or water tolerant type plants and the plants on top of the berms should be upland or more drought tolerant.

Type IV Typical Landscape Concept (Reference drawing T4)

Type IV is a combination of Type III with additional canopy and/or palm trees planted in the unpaved areas within and adjacent to the right-of-way lines per the County setback requirements. The trees shown along the sides are typically placed 50 feet on center and 10 to 20 feet off the edge of pavement or 6 to 20 feet off the back of curbs.

CURBED MEDIANS 8 TO 20 FOOT WIDTH

The following landscape concepts are not cost effective in medians wider than 20 feet and should be only implemented in the center of the medians on roads expected to receive additional traffic lanes.

Type V Typical Landscape Concept (Reference drawing T5)

Type V is a median only planting with no turf areas.

Type VI (Reference drawing T6)

Type VI is a combination of Type V with additional canopy and/or palm trees planted in the unpaved areas within and adjacent to the right-of-way lines per the County setback requirements. The trees shown along the sides are typically placed 50 feet on center and 10 to 20 feet off the edge of pavement or 6 to 20 feet off the back of curbs.

CURBED 8 TO 6 FOOT OR LESS MEDIANS OR SEPARATORS

Curbed medians 8 to 6 feet or less in width or typically medians at turn lane locations should be paved with decorative interlocking pavers. This would also include the existing solid concrete separator medians at turn lane locations.

UNCURBED ROADS: IN-ROAD PATHWAYS FACILITY CONCEPTS

In an attempt to reduce the overall landscape installation and maintenance cost, as well as improve pedestrian/bicycle pathway facilities, the following two in-road pathway concepts are recommended. The first concept is the "Four lane road in-road Facility" concept requiring a two foot wide strip of pavement be added to the inside lanes reducing the median width to 14 foot (+/-). The road pavement would then be restriped to provide for two 10 foot traffic lanes and a 4.5 foot wide in-road pathway facility on each side (See figure 23). The second concept for "Two lane road in-road Facility" concept requires the road to be restriped to one 14 foot traffic lane and a 8 foot wide in-road pathway facilities on each side (See figure 24). With both these concepts an additional pedestrian path on one side of the roadway would be recommended to provide for the safest pedestrian circulation. The overall maintenance of these facilities as listed above should be less from both a repair and landscape cost point of view.

The following M.S.T.U. internal collector roadways would be recommended for the "Two lane road in-road Facility" concept:

Roadway Name

Coronado Parkway
Hunter Boulevard
Lucerne Road
Sunshine Boulevard
Tropicana Boulevard

and the County major arterial roadway for the "Four lane road in-road Facility" concept:

Santa Barbara Boulevard, North

Figure 23

UNCURBED ROADS IN-ROAD PATHWAYS PAVEMENT CONCEPTS

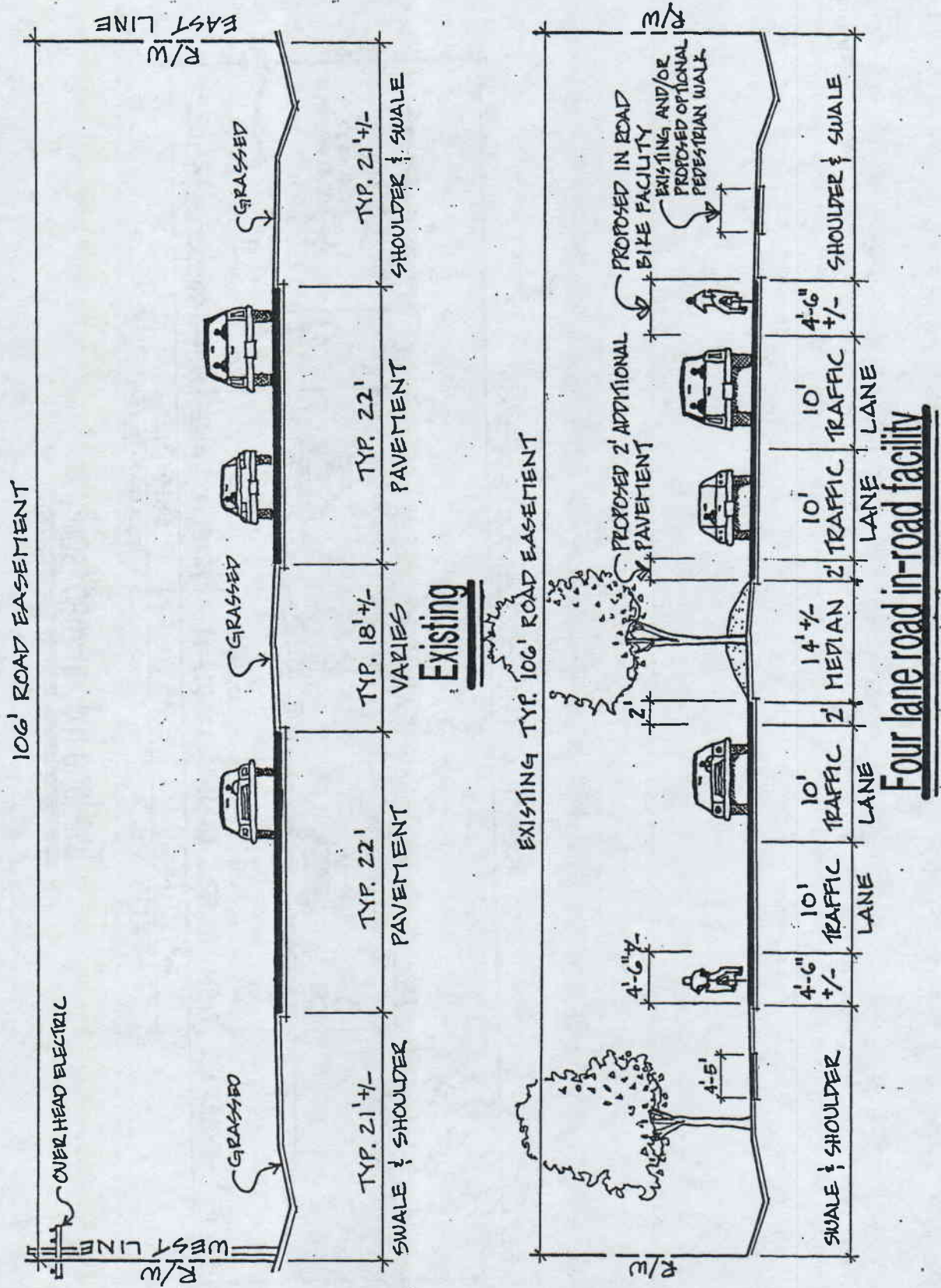
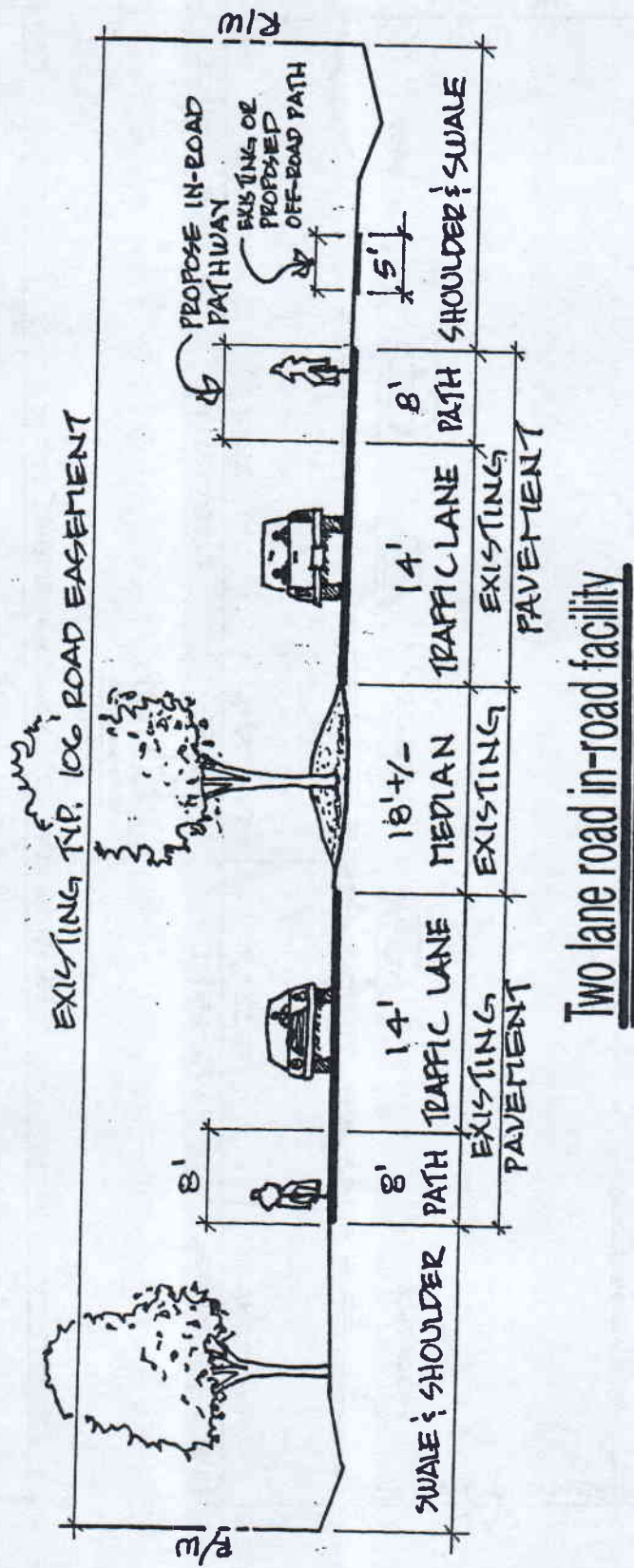


Figure 24



**RECOMMENDED BEAUTIFICATION CONCEPTS FOR THE BEAUTIFICATION
M.S.T.U. ARTERIAL/COLLECTOR ROADWAYS**

1. Coronado Parkway

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install twin headed decorative streetlight fixture within the medians on 200 foot (+/-).
Signage: Install decorative street name and traffic control signs.
Pathways: Four lane road in-road Facility concept along with continuing sections of the existing 5 foot wide off-road facility located along the south right-of-way line (See Figure 23).

2. C.R. 951 South

Part "A" (Golden Gate Canal to Golden Gate Parkway)

Landscape: Type I, V or VI
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway spaced triangularly on 200 foot centers.
Signage: Install a Community "Welcome to Golden Gate" entry sign in the west right-of-way area just north of the Golden Gate Canal bridge. Install decorative street name and traffic control signs.
Pathways: 8 foot wide off-road facility within and along west right-of-way area.

Part "B" (Golden Gate Parkway to Green Boulevard)

Landscape: Type I, III or IV
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings and replace existing streetlight fixtures with decorative poles and fixtures.
Signage: Install a Community "Welcome to Golden Gate" entry sign on the N.W. corner of Green Blvd. Install decorative street name and traffic control signs.
Pathways: Existing facility

3. Golden Gate Parkway, East

Landscape: Existing
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway spaced triangularly on 200 foot (+/-) centers.

Signage: Install decorative street name and traffic control signs.
Pathways: Install an off-road 5 foot wide facility along the south right-of-way area to make a continuous connection along the roadway.

4. Green Boulevard

Landscape: Type I or VI on the eastern four lane section and continue the side right-of-way areas trees along the western two lane section.
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Decorative twin headed streetlight fixtures within the medians on the eastern half and along the southern edge of pavement on the western half spaced 200 foot (+/-) on center.
Signage: Install decorative street name and traffic control signs.
Pathways: Existing facility

5. Hunter Boulevard

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Decorative twin headed fixtures as specified in the Master Plan within the medians spaced 200 (+/-) foot on center.
Signage: Install decorative street name and traffic control signs.
Pathways: Two lane road in-road Facility concept along with a 5 foot wide pedestrian facility along the southwestern right-of-way (See Figure 24).

6. Lucerne Road

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Decorative twin headed fixtures within the medians spaced 200 (+/-) foot on center.
Signage: Install decorative street name and traffic control signs.
Pathways: Two lane road in-road Facility concept along with a 5 foot wide pedestrian facility along the south right-of-way (See Figure 24).

7. Santa Barbara Boulevard, North

Landscape: Type I, V or VI
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway spaced triangularly on 200 foot centers.

Signage: Install decorative street name and traffic control signs.
Pathways: Install a 5 foot wide off-road facility along both sides of the roadway.

8. Sunshine Boulevard

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings.
Decorative twin headed fixtures within the medians spaced 200 (+/-) foot on center.
Signage: Install decorative street name and traffic control signs.
Pathways: Two lane road in-road Facility concept along with existing off-road pedestrian facility along the east right-of-way (See Figure 24).

9. Tropicana Boulevard

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings.
Decorative twin headed fixtures within the medians spaced 200 (+/-) foot on center.
Signage: Install decorative street name and traffic control signs.
Pathways: Two lane road in-road Facility concept along with existing off-road pedestrian facility along the west right-of-way (See Figure 24).

RECOMMENDED BEAUTIFICATION CONCEPTS FOR MAJOR COUNTY ARTERIAL FEEDER ROADWAYS TO THE BEAUTIFICATION M.S.T.U.

The following beautification concepts are made only as recommendations to extend the beautification efforts of the M.S.T.U. into the Golden Gate Community.

10. C.R. 951, North

Landscape: Type IV
Lighting: Existing
Signage: Standard existing
Pathways: Existing off-road facility.

11. Golden Gate Parkway, West

(Corridor Management Overlay District per County Land Development Code)

Landscape: Type I or V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway as specified in the Golden Gate Community Roadways Beautification Master Plan spaced triangularly on 200 foot centers.

Signage: Install decorative street name and traffic control signs as specified in the Golden Gate Community Roadways Beautification Master Plan.
Pathways: Install an off-road 5 foot wide pedestrian facility along the south right-of-way.

12. Golden Gate Boulevard, West

(The Golden Gate Community should petition the Board of County Commissioners to include landscape improvement cost into the roadway construction plans)

Landscape: Type V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway as specified in the Golden Gate Community Roadways Beautification Master Plan spaced triangularly on 200 foot centers.
Signage: Install decorative street name and traffic control signs as specified in the Golden Gate Community Roadways Beautification Master Plan.
Pathways: Proposed 8 foot off-road facilities.

13. Logan Boulevard

Landscape: Type V
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway as specified in the Golden Gate Community Roadways Beautification Master Plan spaced triangularly on 200 foot centers.
Signage: Install decorative street name and traffic control signs as specified in the Golden Gate Community Roadways Beautification Master Plan.
Pathways: Existing off-road facilities.

14. Pine Ridge Road Extension, East

Landscape: Type IV
Lighting: Existing
Signage: Existing
Pathways: Existing in-road facility

15. Santa Barbara Boulevard, South

Part "A" (Golden Gate Canal to Radio Road)

Landscape: Type IV
Lighting: Pedestrian fixtures at main intersections or pedestrian crossings. Install decorative streetlight fixture on both sides of the roadway as specified in the Golden Gate Community Roadways Beautification Master Plan spaced triangularly on 200 foot centers.

Signage: Install decorative street name and traffic control signs as specified in the Golden Gate Community Roadways Beautification Master Plan.
Pathways: Existing off-road facility.

Part "B" (Radio Road to Davis Boulevard)
Landscape: Type IV
Lighting: Existing
Signage: Standard existing
Pathways: Existing facilities

Summary

The Beautification M.S.T.U. District roadways number one through nine landscape concepts were selected based on the low annual landscape maintenance cost as listed in the "Roadway Landscape Development Cost" sheets in Section 6. The selection will provide upon completion of the landscape improvements the lowest annual total landscape maintenance cost. The Type I and V landscape planting concepts will require the least annual landscape maintenance cost.