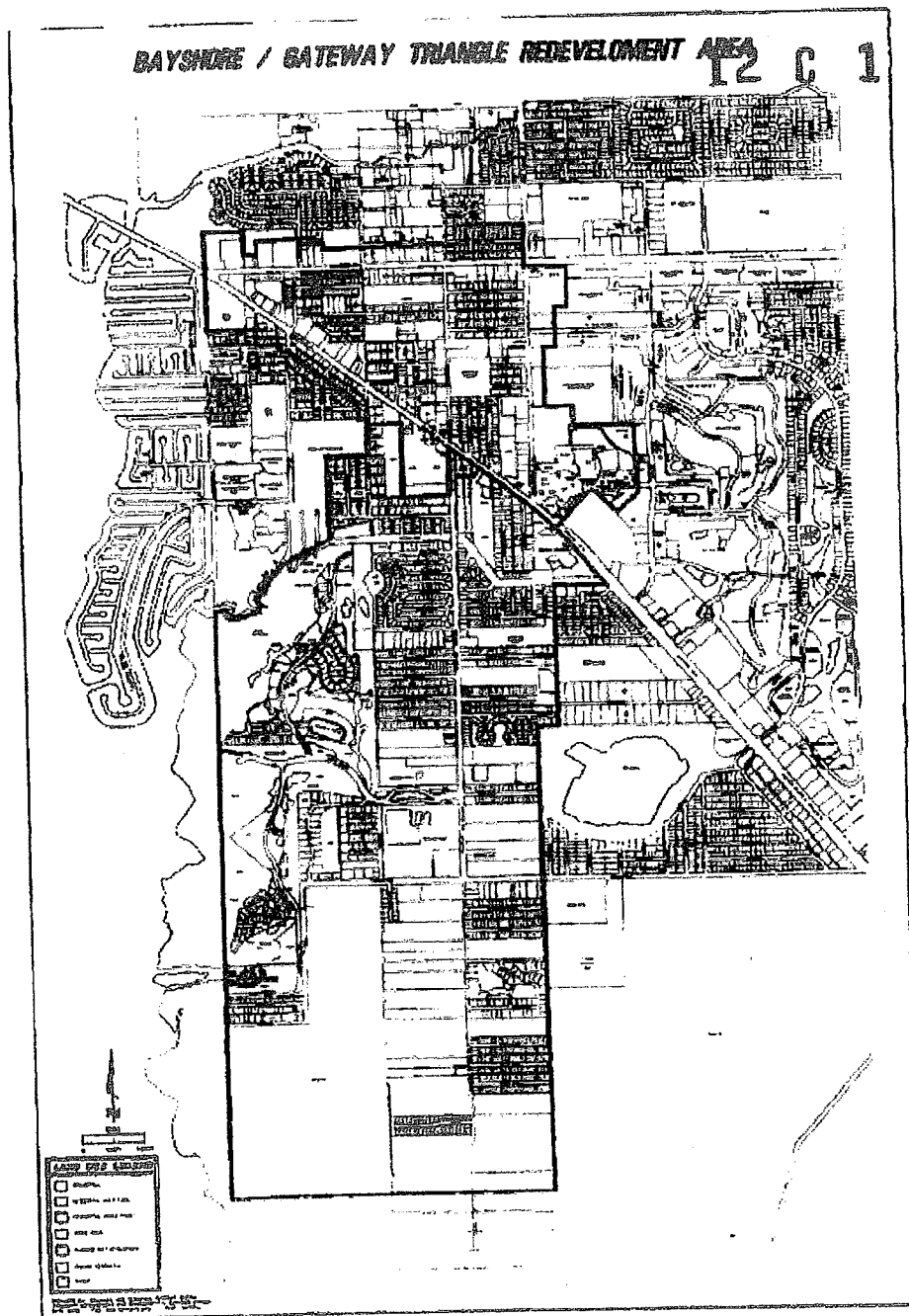


CRA Master Plan Introduction

Section 5 - Bayshore/Gateway Redevelopment

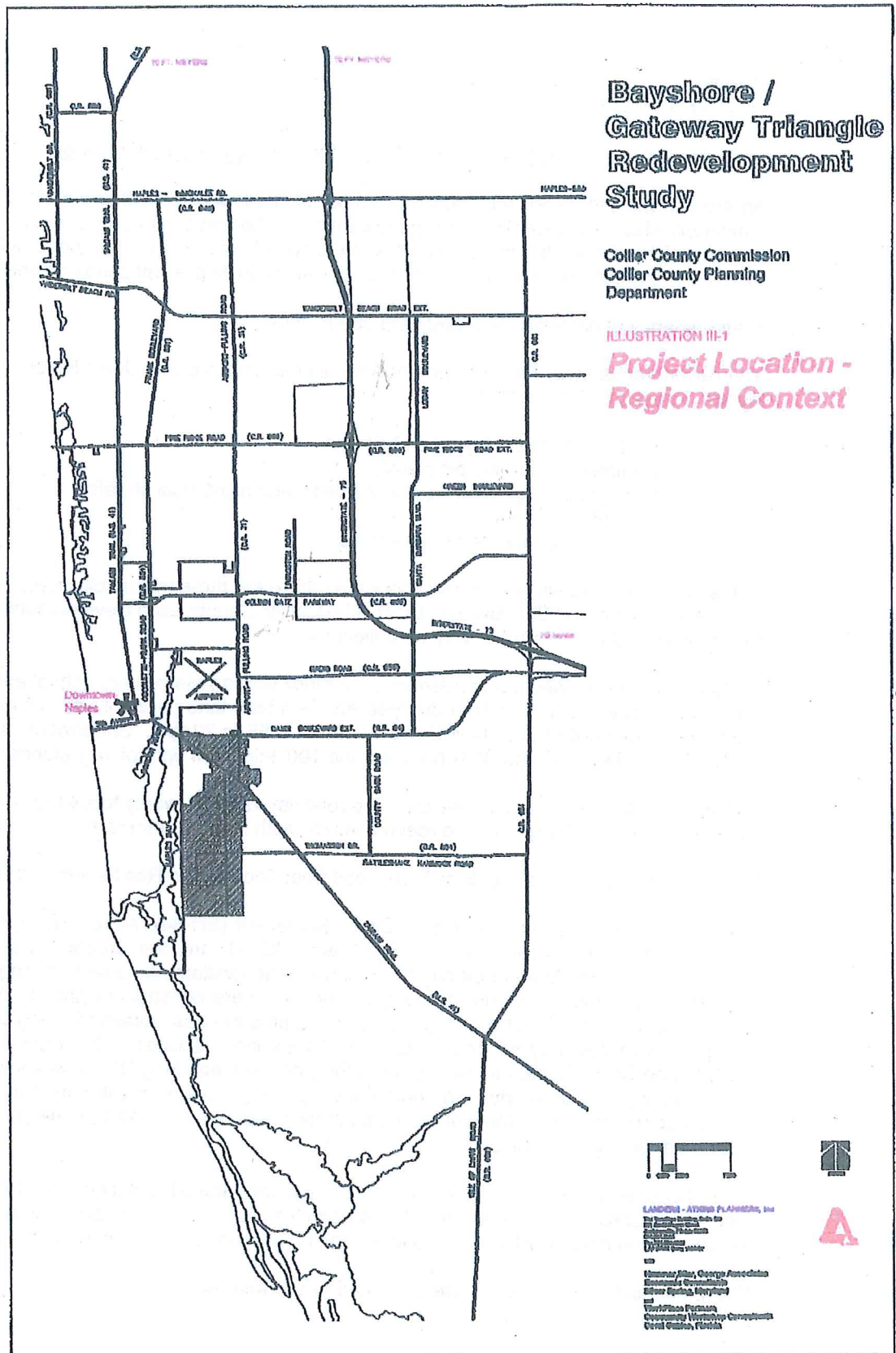


Section 5.1 Introduction

The Bayshore/Gateway Triangle Redevelopment Area Plan has been formulated in close cooperation with the people of these communities and is based on the objectives identified by community members in a series of public workshops. This area plan is a guide for the physical and economic revitalization and enhancement of the Community. This area plan capitalizes on the proximity of this area to the City of Naples and State roadways that link the communities together, as well as the Haldeman Creek waterway, which has access to the Gulf of Mexico. Figure 5 illustrates the proposed boundaries for the redevelopment area.

Two communities are targeted in this redevelopment area: the Bayshore Community and the Gateway Triangle community. These communities are adjacent to each other but divided by US41, a six-lane divided highway. US 41 is a major arterial in the region which links the redevelopment area to the east coast of Florida and proceeds into the City of Naples' highly successful 5th Avenue redevelopment project immediately west of the redevelopment area. The redevelopment area is less than one mile to the beaches on the Gulf of Mexico and the Bayshore Community has direct gulf access. Despite the location, neither Bayshore or the Gateway Triangle Community have redeveloped over time and there is a negative image of the area as a whole.

Figure 5 – Boundary Map



Section 5.2
Findings and Conditions of Blight

Blighted Area [as defined in Section 163.340 (8), Florida Statutes] means either:

(a) An area in which there are a substantial number of slum, deteriorated or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:

1. Predominance of defective or inadequate street layout;

The Bayshore/Gateway Redevelopment Area is characterized by a defective or inadequate street layout. These problems include:

Inadequate street layout and design;
Commercial parking problems;
Lack of streetlights along major arterial and most local streets;
Lack of sidewalks; and
Lack of neighborhood connections.

In the Bayshore/Gateway Redevelopment area there are three major collectors, Bayshore Road and Thomasson Drive and Shadowlawn Drive. The Collier County Land Development Code requires a minimum of 100 feet of right of way for collectors.

Shadowlawn Drive bisects a residential community with an elementary school and several churches. It is located in the Gateway Triangle area and is a two-lane collector with 11 foot wide lanes. The right-of-way width of Shadowlawn Drive varies from 55 to 70 feet. Shadowlawn Drive does not have sidewalks or bike lanes and does not meet the 100' minimum right-of-way standard.

Thomasson Drive is a two-lane facility. The roadway width is twenty feet which does not meet the County's standard of a twenty-two foot minimum width for collector roads.

There are no sidewalks along Bayshore Road from Thomasson Road south to its terminus.

The commercial areas are located on Davis Boulevard (SR 84), Airport Road, Bayshore Road and US 41. Davis Boulevard, Airport Road and US 41 are the area's major arterials. All are characterized by inadequate off-street parking and no available on-street parking. Along these early-established commercial corridors many businesses were constructed prior to the establishment of development standards for parking. The parking problem has worsened along Davis Boulevard and US 41 due to roadway widening from four to six lane facilities. On-street parking is no longer available on Davis Boulevard and some of the parking area along US 41 was acquired for the recent road widening of that facility. In some cases, parking lots are oriented in such a way that vehicles must back out into traffic. Most of the commercial areas are not linked to one another so there are no shared parking opportunities.

Davis Boulevard has no streetlights creating a compromised nighttime travel condition. There is very little nighttime pedestrian activity and some businesses have taken measures to secure their properties with bars on windows and chain link fences along the perimeter of their properties.

The residential neighborhoods are not linked to one another.

The typical local street width is 18 feet in the area. The County standard for local roads is 20 feet. There is no street lighting or sidewalks on most local streets.

2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness:

The majority of land zoned for commercial development within this area is zoned General Commercial (C-4) and Heavy Commercial (C-5). Collier County Land Development Code requires a minimum lot size of 10,000 square feet with a minimum width of 100 feet. Most of the commercial lots in the area do not meet the minimum size of width required for commercial development.

The lots accessed off of US41 and Davis Boulevard have been reduced in size as a result of road widening projects of these two arterials. The C-4 and C-5 zoning district requires a minimum front yard setback of 25 feet, a side yard setback of 15 feet; and a 15 foot rear yard set back. The majority of buildings are located on or near the lot line, with no buffer. In addition, the entire commercial lots located between Pine Street and US41 were platted years ago when minimum standards were not applied and do not conform to most of today's standards.

The majority of the land zoned for residential development in the Gateway Triangle area is zoned Residential Multiple Family - 6 district (RMF-6). The area consists of 359 acres of which 125 acres are zoned residential. There are 402 residential dwelling units within this area. The actual residential density is far below the approved density for the area, with 1 unit per 3 acres developed instead of the 6 units per acre allowed. The average age of the housing stock is 45-55 years old.

The RMF-6 zoning district has a minimum requirement of 6500 square feet with a width of 60 feet for a single family development; 12,000 square feet with a width of 80 feet for a two-family development; and 5,500 square feet per unit with a width of 100 feet for a three or more family residential development. Most of the residential properties in these zoning districts do not meet the minimum width required for residential development. Some do not meet either of the width or lot square footage requirements. Some of the buildings are non-conforming with regards to required minimum lot width, size, and setbacks.

In the Bayshore neighborhood there is a mixture of residential zoning. The majority is RMF-6 and Residential Single Family-4 district (RSF-4). There are also Mobile Home (MH) and Village Residential district (VR) zoning within the area. The Collier County Land Development Code requires a minimum lot size of 7,500 square feet with a width of 70 feet for interior lots and 75 feet for corner lots for residential development in the RSF4 zoning district. The Collier County Land Development Code requires a minimum lot size of 6,000 square feet with a width of 60 feet for residential development in the VR and MH zoning districts.

Most of the residential lots in these zoning districts do not meet the minimum width required for residential development. On average the lots in these areas are forty to fifty feet wide. Most of the buildings are non-conforming with regards to required minimum lot width, size, and setbacks.

3. Unsanitary or unsafe conditions:

According to 1990 Census Data, 0.10 percent of Bayshore/Gateway Triangle area households lack complete plumbing for exclusive use. In the entire county, this figure is 0.02 percent.

In occupied housing units across the county for 1990, only 0.03 percent of the units had more than 1.51 or more persons per room. This figure for the Bayshore/Gateway area is 3.0 percent, reflecting a greater degree of overcrowding in the area (1990 Census).

In the Bayshore/Gateway study area, 2 unsafe structures identified from January 1998 to February 2000.

Sidewalks and streetlights are almost absent from local streets within the redevelopment area.

4. Deterioration of site or other improvements:

Most of the local roads are poorly drained. Properties and roads are frequently flooded. Surface water management problems are present within the entire Bayshore/Gateway study area. These problems include localized flooding and direct discharge of stormwater run-off into Naples Bay. Significant and frequent flooding throughout the Gateway area is attributed to low elevations and inadequate stormwater management systems. Bayshore experiences the same problems. The entire Bayshore area, east of Bayshore Road, south of Haldemann Creek experiences the same significant and frequent flooding. South of Thomasson Drive, many of the local roads are unpaved and are poorly drained.

5. Tax or special assessment delinquency exceeding the fair value of the land:

For purposes of this study, data is unavailable for this topic.

6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

For purposes of this study, data is unavailable for this topic.

- (b) An area in which there exists faulty or inadequate street layout; inadequate parking facilities or roadways, bridges or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.

The residential neighborhoods lack connection to one another.

The current right of way along Shadowlawn Drive is inadequate to provide needed improvements and acquisition of additional right of way would negatively impact the community.

The commercial lots lack adequate parking facilities.

There is no public transportation provided within the study area.

The local streets do not meet the County standards of right-of-way width, pavement width, or placement of sidewalks.

Housing Affordability [as defined in Section 163.355 (8) F.S.] means:

An area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly.

There is a great demand in the County for affordable housing. According to the Florida Association of Realtors, the Naples MSA is the least affordable community in the State. In 1996, the median sales price for a single family home in the MSA was \$180,000. In addition, only 31% of all dwelling units sold in 1995 were under \$99,000. While there are opportunities for obtaining affordable housing in the Bayshore/Gateway Triangle Redevelopment Area, the average 1999 sales price for a single family home was \$108,267. The current trends predict that acquisition and rental prices will continue to rise. According to Kiplinger's Personal Finance it is projected that within the next ten years home values in Naples are expected to grow by 75.1 percent.

CONCLUSION OF FINDINGS OF BLIGHT

It is the conclusion of this study that the Bayshore/Gateway Triangle study area clearly has a predominance of defective or inadequate street layout, faulty lot layout, unsafe or unsanitary conditions, and deterioration of a site or other improvements as set forth in Chapter 163 for designation as a blighted area and that rehabilitation, conservation, or redevelopment, or a combination thereof, of the Bayshore/Gateway study area is necessary and advisable in the furtherance of the public interest of residents of Collier County.