

CRA Master Plan Objectives



General Objectives: The workshops resulted in a prioritization of community improvements that express general consensus on specific problems that need to be addressed. The higher priority items included:

1. The problem of drainage
2. The need for greater code enforcement
3. Install better and more attractive street lighting
4. Image of insecure, unsafe area; crime
5. The problem of absentee landlords
6. Poor lighting
7. Gulf Gate Shopping Center fix-up
8. Landscaping on Bayshore
9. Dredging canals and creeks
10. Botanical Garden as a catalyst project
11. Sidewalks and pathways
12. Old Florida theme
13. Maintain Bayshore as a 4-lane
14. Sabal Bay project
15. Consistent theme

Visual Preference Statement: Secondly, the community expressed a strong interest in achieving physical improvements that were directed by strong design and aesthetic preferences. Items that were covered included:

- Buildings – representing an “Old Florida” or “Cracker” style with covered porches, metal roof, and dormers;
- Signage – representing a low, monument-style sign with the business logogram suppressed to the design of the sign’s background and the landscape planting surrounding it;
- Pathways – representing sidewalk set back from the curb by a distance greater than the width of the walk and with planting materials and low pedestrian lighting provided between the walk and curb;
- On-Street Parking – representing a street with a narrow planted median and the use of angle parking interspersed with planting areas on both sides of the street;
- Landscaping – representing a street with a landscaped median and landscaping and decorative lighting fixtures on the edges;
- Public Spaces – representing a pedestrian area with palms and a large pool with a water jet fountain.

Specific Programmatic Objectives: These general community objectives and design preferences were subsequently articulated through the work of the Consulting Team and documented in the Bayshore and Gateway Triangle Redevelopment Plan report. These objectives include the creation of two significant strategic initiatives through which an intensive redevelopment program would be implemented:

- Establishment of A Community Redevelopment Agency and Area as enabled by Chapter 163 Florida Statutes, with the Board of County Commissioners sitting as the Community Redevelopment Agency (CRA), to implement intensive redevelopment activities. The recommendation for the creation of a CRA is paralleled by the recommendation that the County utilize Tax Increment Financing (TIF), as also permitted by Chapter 163 Florida Statutes, as a major funding tool to be used in concert with general revenues, Municipal Service Taxing Units (MSTU), Municipal Service Benefit Units (MSBS), and other sources, to fund the redevelopment activities.

- Establishment of A Neighborhood Focus Initiative to coordinate the direction of a variety of public and quasi-public services to enhance major residential portions of the project area. The Neighborhood Focus Initiative arm of the program would coordinate the efforts of County Agencies, Other Public Agencies and Private Neighborhood Institutions as needed to focus on the particular needs and opportunities of each neighborhood.

Section 5.5

Redevelopment Area Characteristics and Analysis

Location

The Bayshore and Gateway Triangle Redevelopment study area is located on the southeastern edge of the City of Naples in Collier County. US Highway 41 (the Tamiami Trail) is the common boundary of the two sub-areas of the study with the Gateway Triangle area lying to the north of the Tamiami Trail and the Bayshore area to the south. Davis Boulevard (State Road 84) further defines the Triangle on the north, with commercial properties facing the north side of Davis being included in the study area. The eastern boundary of the Triangle is defined by Airport Pulling Road (County Road 31) with properties facing the eastern side the road being included. The area also includes the Collier County Government Complex which extends further to the east. The name of the area is derived from the triangle formed by these three arterial roads. The area has also been referred to as the "Gateway" into the urban area of the County and the City of Naples from the east. The Triangle area contains approximately 291 acres.

A diagram of the existing conditions is provided in the form of a large fold-out map contained in the Appendix C of this document. The map indicates current zoning, parcel lines, parks, schools, public facilities, and streets. The Plan encourages the development of an open space link between Sudgen Park and the property currently owned by the Botanical Gardens and the development of neighborhood parks if appropriate.

The Bayshore and Gateway Triangle area is certainly beset by many problems that are typical of older urban areas that have been passed over in the wave of newer urban development: dilapidated and vacant structures; inadequate site amenities; inadequate drainage and other public facilities; and the reuse of older structures by marginal or less-desirable users. At the same time, the area possesses a number of assets and presents some clear opportunities that are supportive of redevelopment.

The Bayshore area extends south of the Tamiami Trail as a large rectangular area that is accessed primarily by and extends to the east and west of Bayshore Drive. The eastern boundary is defined by the eastern extent of short streets that extend eastward from Bayshore. The southern boundary has been defined at a line that is south of the existing development associated with Bayshore. The western boundary is formed by the Corporate Limits of the City of Naples. The Bayshore area contains approximately 1,448 acres.

Access

One of the strongest assets of the area is its location at the convergence of major regional roadway facilities and the high capacity of these facilities. Tamiami Trail, Davis Boulevard and Airport Pulling Road are all six-lane arterial facilities that link the area to all parts of Collier County, Naples and the region. These roadways bring thousands of local commuters and visitors to and through the study area daily. Additionally, Bayshore Drive and Thomasson Drive provide excellent local service to the Bayshore area.

The roadways that are used to define the study area also make the area very accessible from Collier County, Naples and the region. Tamiami Trail extends westward into Naples then swings northward as the major arterial roadway through Naples and into Lee County. The Tamiami Trail

extends southward toward Marco Island and then eastward to Miami. The Florida Department of Transportation (DOT) is nearing completion of a major widening of the Tamiami Trail throughout its extent in the study area. Upon completion, the facility will provide three lanes of travel in each direction and provide improved turning capacity at the Bayshore Drive/Shadowlawn Drive intersection.

Davis Boulevard has its origin at the western apex of the Triangle and extends eastward as a major arterial for the southeastern portion of the County. It provides a connection with I-75 and, thus, is a significant linkage to the southern part of the State. Airport Pulling Road also has its origin at the Tamiami Trail and extends northward as a major arterial roadway providing access to the Naples Airport and the northwestern portion of the County. Two north-south streets, Commercial Drive and Shadowlawn Drive, and an east-west street, Linwood Avenue, serve the internal portions of the Triangle. Shadowlawn Drive is a northerly extension of the Bayshore Drive alignment and extends to the north of Davis Boulevard into a residential area. Linwood Avenue extends from Airport Pulling Road to Commercial Drive. All three of these streets are narrow two-lane facilities with side-swale drainage facilities. Several other short streets serve the properties in the area.

Bayshore Drive is a curbed four-lane section with a median from the Tamiami Trail southward to Thomasson Drive. South of Thomasson it is a two-lane facility with side-swale drainage facilities. Bayshore reaches a dead-end approximately 0.8 miles south of Thomasson. Thomasson Drive is the second major street serving the Bayshore area by providing two lanes of service extending eastward to the Tamiami Trail. Pine Street extends southward into the northwestern portion of the Bayshore area from the Tamiami Trail at a point approximately 1,900 feet west of Bayshore Drive. Becca Street and Weeks Avenue link Pine and Bayshore and serve the area north of Haldeman Creek. Several short, and frequently dead-end, streets extend east and west from Bayshore. The most significant street network in the Bayshore area is the private street system within the gated community of Windstar.

Land Use and Physical Conditions

The analysis of the study area has been undertaken by dividing it into three sectors – a North Sector defined as the Triangle and uses facing the opposite side of the surrounding major streets; a Central Sector extending from the Tamiami Trail to Thomasson Drive; and a South Sector extending south of Thomasson. Figure 7-9 displays the areas.

North Sector:

The Triangle area contains a wide mixture of residential, commercial, industrial and institutional land uses. The interior of the Triangle contains two sub-areas that are very distinct in character. A north-south line defined in part by Pine Street defines the two sub-areas. The area west of that line contains a mixture of commercial and service uses, many of which are semi-industrial in character. There are numerous businesses related to automobiles and boats, and to building construction materials and services. Many small land parcels supporting small structures define the physical character of the area. For the most part, the structures are constructed of light metal and the sites are intensively used with few site amenities. A restaurant, a gasoline/convenience store, and miniature golf facility, that are newer and well landscaped and maintained, face on the Tamiami Trail.

The core of the sub-area to the east of the Pine Street line is primarily residential in character and is known as the Shadowlawn neighborhood. There is a mixture of single-family and multi-family housing that is generally forty years or more in age. For the most part, the single-family housing is small and much of the stock is rental. There is one large apartment complex in the area on the north side of Linwood, and there are a few smaller apartment buildings and several duplexes in the area. The

Shadowlawn Elementary School is a major defining community facility in the neighborhood. The area also contains two large church facilities. There are a number of structures showing signs of deterioration and several vacant lots and sites. Both Linwood Avenue and Shadowlawn Drive introduce a flow of through traffic that is detrimental to the residential character of the area.

A mixture of commercial and service uses facing on the major arterial streets define the perimeter of the Shadowlawn area. For the most part, these uses are older and somewhat deteriorated. There are several vacant commercial structures along the Tamiami Trail frontage.

The character of the three roadway corridors defining the Triangle is also significant to the character of the Triangle. Davis Boulevard has been upgraded recently to six lanes with curbs and sidewalks on the sides and a well-landscaped median. Unfortunately the widening pushed the outer edge of the sidewalk to the right-of-way line eliminating the possibility of roadway landscaping and lighting within the right-of-way.

Airport Pulling Road is also a six lane arterial facility. Like Davis, the right-of-way has been filled with the outer edges of the sidewalks extending to the adjoining property lines.

For planning purposes, the uses fronting the south side of the Tamiami Trail are included in the analysis of the Triangle. As older businesses, these uses share many of the characteristics of the commercial uses in the Triangle. There are three sizable shopping centers along this area. The Naples Shopping Plaza is located at the western boundary of the study area. The center is essentially vacant and also contains a large vacant site area. The Gulfgate Shopping Center is located in the southwest corner of US-41 and Bayshore Drive. The owners of Gulfgate have expressed a desire to upgrade the center and to provide Publix with an expanded and improved facility. The Courthouse Shadows Shopping Center, located at the eastern boundary of the study area, has undergone a recent upgrade. The uses located between these centers are a mixture of marginal commercial and service businesses. One larger user, Naples Steel, has expressed an interest in relocating to newer facilities elsewhere and redeveloping the present site.

The North Sector does not have adequate drainage facilities and properties suffer flooding during heavy rains or prolonged wet periods. These conditions increase in severity toward the western end of the Sector. The County has prepared a stormwater management plan for the area and the reconstruction of US-41 includes provision of a larger outfall pipe that is intended to serve development beyond the roadway.

Central Sector:

The Central Sector extends from the southern edge of the commercial properties fronting on the Tamiami Trail south to Thomasson Drive, and is also referred to as the northern portion of the Bayshore area.

The northern portion of the Bayshore area contains a number of distinct sub-areas. The roadway and the facing properties define the North Bayshore Corridor. The medians in the southern extent of Bayshore Drive have been landscaped with large sabal palms and shrubs, while those in the northern half are only grassed. The facing properties contain a mixture of commercial uses and vacant parcels. The visual character of the roadway is generally negative because of vacant sites, overcrowding of the developed sites and lack of site amenities. In general, the commercial land use and zoning designations flanking the roadway are too shallow to support efficient and properly landscaped commercial properties.

The sub-area on the west side of the Bayshore corridor is predominantly single-family housing with mobile homes, duplexes and small apartment buildings. A large portion of the sub-area contains a

network of canals leading off of Haldeman Creek. With boating access to Naples Bay and the Gulf of Mexico, the sites on these canals and the creeks are particularly attractive for residents interested in boating. The creek and canals also support two commercial marinas. Both sites are intensively utilized and the owners are interested in expansion.

The sub-area east of Bayshore is predominantly single family residential with a number of small apartment projects and a large rental mobile home park. Short streets extending eastward from Bayshore serve the area. Haldeman Creek extends into the northern portion of the sub-area and feeds into a few canals. Because of the low clearance under the Bayshore Drive Bridge, these canals are only accessible by small boats without rigging. One of these streets is flanked on the north side by commercial and warehousing uses

The largest sub-area in this Central Sector is defined by the Windstar residential development. This development is a private, gated community with higher cost housing and golf and water-oriented recreational facilities.

The sub-area located between the entrance into Windstar and Thomasson Drive contains a mixture of single family and apartment housing.

South Sector:

The South Sector extends from Thomasson Drive southward to the southern boundary of the study area. The majority of the area is vacant and a very large portion of the vacant land is part of the Sabal Bay (also referred to as Hamilton Bay) community that is planned by Collier Enterprises. Sabal Bay underwent review and approval as a Development of Regional Impact (DRI) in 1986, but commencement of the project has been delayed by an appeal of the approval. As originally planned, the primary entrance to the development was to have been from US-41 with an overpass preventing the need to use Bayshore Drive. Only the marina portion of the project was planned for access from within the project area, via Thomasson Drive. Collier Enterprises is reconsidering this proposed access and may decide to use Bayshore as a major entrance. Once the appeal is cleared, the Company will probably have to amend their DRI Development Order to accommodate this and other changes to the plan. The Botanical Garden of the greater Naples Area, Inc., a non-profit foundation, has acquired a large vacant site in the northern part of the sub-area for development of a botanical garden.

The developed portions of the South Sector are single family with conditions ranging from good in the LeBuff Orchard subdivision to very poor along other streets extending from Bayshore Drive.

There are commercial uses at the corners of Thomasson and Bayshore. The southwest corner contains a small, recently developed shopping center that is largely vacant. The Botanical Garden will adapt this facility for its program. The southeast corner contains two older businesses that are unattractive and have undefined parking lots that are devoid of landscaping. There is an open boat storage yard behind these facilities.

Bayshore Drive in the South Sector is a two-lane section with side swale drainage. The roadway is rural in character.

Figure 7

Bayshore / Gateway Triangle Redevelopment Study

Collier County Commission
Collier County Planning
Department

ILLUSTRATION III-2 Existing Condition Analysis

North Sector (Gateway)
This Sector consists of residential, industrial, commercial retail/office, and government / institutional uses. The overall appearance lacks any design theme and lacks any visual interest.

Activity Center

District

Trafficway

LABORER - ARCHITECT PLANNING, INC.
Linda Deane, Director
Linda Deane, Planner
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer
Linda Deane, Designer

