

# NAPLES CRA PLAN UPDATE 2008



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### INTRODUCTION



**Passageway on 5<sup>th</sup> Avenue South**

Every good redevelopment plan starts with a vision, one that is shared by all stakeholders. Visions are about possibilities, ideals, and standards of excellence; as much as they are about people, bricks, and mortar. Plans themselves, however, are only as good as the visions that inspire them and the actions that implement them.

Daniel Burnham, a well known planner of the late 19<sup>th</sup> and early 20<sup>th</sup> century once wrote: "Make no little plans, for they have not the power to stir men's minds." The plans that will be developed within the community redevelopment area must encompass the ideals of the community and be limited only by the visions of the people who create them.

Planners, in America, have been interested in the neighborhood as a catalyst for redevelopment for nearly 100 years. Its roots are in the final decades of the 19<sup>th</sup> Century, as America tried to understand and shape the modern city. It was during this time that the neighborhood was considered to have an almost symbiotic relationship with other

neighborhoods and the city itself. It has become clear over the last century that planning is just one step in the overall organizing process. Used as a tool, planning can help blaze a path to revitalization. If; however, creating the plan becomes the ultimate goal of organizing, neighborhoods will quickly find themselves at a dead end - they will have a plan and no constituency or clout.

The neighborhood level of redevelopment is as critical as any citywide large scale project which seeks to improve the quality of life for its residents. There is a hierarchy that is casually observed, but must be accommodated both socially and physically.

There is the personal neighborhood demarcated by the people that live nearby; there is also a larger functional neighborhood, perhaps centering on a school or shopping area; and finally, there is the loose identity with the community as a whole (the city). The linkages of people go beyond the neighborhood, and in the case of redevelopment, these linkages play vital roles.



### 5<sup>th</sup> Avenue South

The City of Naples takes great pride in its people and its community. It has an identified “Vision” for itself. The original Redevelopment Plan went to great lengths to document and verify existing conditions and establish control areas for comparison. The result is a well-done plan, but it is missing one thing that all redevelopment plans should include – a feeling or sense of place.

The document, although unintended, reads like a comprehensive plan. This is not a bad thing if the intent is to identify goals and the projects that will implement the goals. However, unlike a comprehensive plan that serves broader categories of activities which many people may not have the

opportunity to appreciate because of their subtle effects; i.e., land use; redevelopment plans can have an immediate impact. Therefore, the document should stir excitement and hope, not only for the physical improvements shown on a map, but also for those things that “stir men’s minds”; things such as beautiful streets, parks, and homes; as well as opportunities for jobs and inclusive amenities.

Naples, one of the nation’s premier communities, sits along the shores of the Gulf of Mexico. It’s primarily low scale buildings, tree lined streets and its physical setting distinguishes it from most places in Florida. The community offers its residents an outstanding array of recreational and cultural opportunities; and with ample services such as health care, shopping, and public, the city has maintained its status as one of the best places to live in the country.

Many of the pioneers are memorialized by street names, waters, and parks. The Gordon River, Gordon’s Pass and Gordon Drive are named for Robert Gordon who catered to sport fisherman.

E. W. Crayton, for whom Crayton Cove is named, arrived in 1915 and was instrumental in getting roads and railroads into the area.

In 1926, William Cambier, for whom Cambier Park is named, was appointed town engineer. He would later be appointed to administer the “Naples Plan.” This was a community



development plan that included paved roads, parks, a restored beach, and mosquito control program.

The community strives to maintain a core vision for its future, which it has identified as the preservation of those features that make it a distinctive and high quality place to live, work, and play.

But Naples is not satisfied to rest on its laurels. Times change and with it so does the community. In 1994, the city adopted a redevelopment plan to assist with upgrading certain areas of town that had become worn and passed over by new development elsewhere in the city.

The redevelopment plan established a redevelopment area targeted for assistance. The area is approximately 609 acres. The City Council, during the process to establish a community redevelopment area, found several conditions that met the definition of slum or blighted (a requirement of Chapter 163, Part III, Florida Statutes). These findings included:

- The Redevelopment Study Area consists of a greater-than typical proportion of buildings built prior to 1970, which are characterized by parking, parking lot design and landscaping that does not meet minimum code.
- The total assessed land value in the Redevelopment Study Area is more than the assessed value of improvements in the Study Area.
- The Redevelopment Study Area is experiencing vacant storefronts and building sites.
- The Redevelopment Study Area contributes a large proportion of zoning violations which go before the Code Enforcement Board.
- Certain multi-family residential areas within the Redevelopment Study Area are characterized by high density and overcrowding.
- Because of the age of the buildings, few buildings have fire sprinklers in the Redevelopment Study Area.
- The Redevelopment Study Area has a slightly greater proportion by area of arrests and a significantly greater proportion by area of drug arrests than the rest of the City.
- The lot layout in the Redevelopment Study Area is faulty due to the small size of the lots which are difficult to develop to meet current demand as well as current standards;
- There are an excessive number of private property access points along U.S. 41 in the Redevelopment Study Area which do not meet current standards and are a safety hazard.
- The Redevelopment Study Area has a large number of small lots which are owned by separate individuals;
- There is a shortage of housing affordable to low and moderate income residents within the City.

Based on these findings, the Council concluded:

- There is a predominance of inadequate or detective street layout within the Area;
- There is faulty and inadequate lot layout in the Area in relation to size, adequacy, accessibility, or usefulness;
- There are unsanitary or unsafe conditions within the Area;
- There has been a deterioration of sites or other improvements within the Area;
- There is diversity of ownership which prevents the free alienability of land within the Area;
- There are inadequate parking facilities within the Area; and
- There is a shortage of housing affordable to low or moderate income residents including the elderly.

In addition to these findings, the City's Task Force charged with the preliminary work leading up to the preparation of the redevelopment plan; developed a vision for redevelopment:

The vision of Naples is largely tied to actions that will encourage the reuse of land. Incentives need to be designed to help property owners join forces with developers to respond to contemporary and future definitions of market demand. At the same time, the

integrity of the Naples experience needs to be protected and enhanced.

(Source: Naples, Florida CRA Plan, 1994)

### REDEVELOPMENT IN NAPLES TODAY

In looking at the broader pattern of development in Naples today, many changes are apparent. However, the Naples CRA of today is much like it was 14 years ago: Fifth Avenue South is the main destination, the U.S. 41 corridor maintains its loose “fabric” (many gaps between buildings), and the edges are where the greatest concentration of new development is occurring.

But there are signs of improvement: streetscapes have been upgraded along 10<sup>th</sup> Street, Goodlette-Frank Road has been improved, and some infill development has occurred in the 41-10 corridor. However, the area remains unfriendly to pedestrians, parking is still a concern, and the gateways to the city are unrepresentative of a premier community.

Redevelopment, for many communities, is the catalyst for private sector investment. Naples is fortunate to have had private development throughout the city. Unfortunately, most of that has been outside the redevelopment area. Much of the choice to develop comes down to land values and visibility. Certainly this has been a major factor in the location of new development in the city. It also has a lot to do with the improvements the city makes to an area. If it looks like the community is not willing to spend funds to make improvements, then developers look elsewhere.

Take the U.S. 41 corridor from the Gordon River to the Four Corners area. This is, as mentioned earlier, one of the

gateways into the city. But what is striking is that the first impression is of a roadway to move cars into and out of Naples. U.S. 41 was a tremendous benefit to the City in the



**Cambier Park**

latter half of the 20<sup>th</sup> Century. However, as the City strives to retain that small town ambiance, the quality of its important public spaces, such as roads, must reflect the character as well. Often times this means “turning back the clock” to days when there was on-street parking along the City’s major thoroughfares. It also means rethinking the way the City approaches zoning and land use. And finally, it means embracing the qualities of place that makes Naples special.





### ANALYSIS

The Analysis phase of this project asked the Consultant to prepare an analysis of studies, geographic data, and documents prepared by the City staff, other agencies and consultants.

The analysis was then developed into action items to integrate, if necessary, the pertinent programs and projects from the specific plans and studies analyzed.

The specific plans and studies reviewed include:

- *Comprehensive Plan / Evaluation and Appraisal Report*
- *Citywide Pathways*
- *City Visioning Program*
- *River Park Needs Assessment*
- *Preferred Four Corners Needs Assessment*
- *41-10 Master Plan*
- *Park Street Redevelopment Plan*
- *Four Corners Origin/Destination Traffic Study*

- *City Capital Improvement Plan*
- *5<sup>th</sup> Avenue Master Plan*
- *Fifth Avenue South Parking Capacity Report*
- *Fifth Avenue South / U.S. 41 Urban Design Charrette*
- *CRA Plan*

The analysis was based on the existing information noted, and is a review of various plans; it identifies relevant projects or programs from those plans; identifies potential regulatory barriers and opportunities addressed in the CRA Plan, Land Development Regulations, and Comprehensive Plan; as well as other plans. The applicable information has been integrated into this plan.

### ***Analysis of Existing Plans***

Work Task III (incorporated by reference), detailed the results of the plans that were reviewed. Table 4 of the Analysis provides the results of the analysis (see Appendix). The following items, listed under the particular plan analyzed, are those that needed to be considered in the redevelopment plan update:

#### Comprehensive Plan

- Inventory of existing housing units
- Opportunities to provide gap or work force housing
- Four Corners Design competition
- Neighborhood Master Plans should be updated
- River Park Master Plans completed
- Establish alternative route; Signage-Reroute US 41 traffic
- Implementation of Comprehensive traffic study to evaluate traffic circulation systems
- Explore options for the burial of overhead utilities underground
- Add Objectives & Policies to implement the Trent Green and Andres Duany recommendations (5th Ave South/US 41 corridor overlay)
- Add downtown parking garage; provide more & better-organized shared parking & interconnections in all commercial zoning districts.

- Redevelopment of the River Park area to include affordable housing; mixed use

#### Citywide Pathways

- Missing sidewalk links on collector roads, such as 7<sup>th</sup> Avenue No., 6<sup>th</sup> Street, Central Ave., and 4<sup>th</sup> Ave. So
- Address neighborhood sidewalk requests on local streets

#### City Visioning Program

- Establish more open space in the City
- Maintain and improve public amenities
- Promote community health
- Enhance mobility in the city
- Maintain and enhance public safety
- Continue planned open space, park and recreation facility and program enhancements
- Develop a city-way pathways system
- Maintain the beauty of the community
- Support public-private and private efforts to protect the City's historic sites and structures
- Maintain the quality of the Naples recreational experience
- Maintain the diverse aspects of a small town life
- Support regional development of workforce housing

- Support “ community character consistent ” redevelopment that adds amenities for residents
- Maintain the viability of the commercial areas of the City

### River Park Needs Assessment

- Create a more business-friendly environment
- Integrate the land use and ownership study findings
- Allocation of TIF revenues to leverage private investment; i.e., workforce housing
- Prepare a River Park master land use plan
- Collaborative community policing strategy

### Preferred Four Corners Design (Jury Selected Plan)

- Make pedestrian friendly
- Good aesthetics
- Expand Parking
- Calm traffic
- Provide traffic study (origin / destination)
- Bike police patrols
- Truck traffic control
- Maintain access to Old Naples
- Linkage with Gordon River
- Rely on zoning code to add pedestrian spaces

- Use 6th Ave So. to move people and cars
- Provide a landmark at Four Corners intersection
- Alternate route for through traffic
- Expand parking / parking garage
- Pedestrian overpass / bridge
- More small businesses
- Narrow lanes on U.S. 41

### 41-10 Master Plan

- U.S. 41 should be calmed
- Extend 3rd Avenue through Grand Central
- Central Avenue (8th Street to U.S 41) add parking
- Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted
- Tenth Street North reduce lane widths
- Eighth Street add bulb-outs to delineate parallel parking
- Traffic Calming Devices
- Prototype Development Models and Design Guidelines
- Key Public / Private Initiatives
- Four Corners Origin/Destination Traffic Study



### CRA Capital Improvement Plan (FY 07-08)

- New parking garage (under construction)
- River Park master plan
- 5th Ave So Lighting Plan (in-design)
- On street parking
- 12th Street improvements
- Pedestrian underpass - at river (in-process)
- Central Ave improvements
- D-downtown parking structure
- Pathway improvements
- Park Street Redevelopment Plan
- Four Corners Improvements
- 3rd Ave improvements
- Goodlette-Frank streetscaping
- 5th Ave So shared parking facility

### 5th Avenue Master Plan

- Natural and Sculptural Landscaping
- Bicycle Paths
- Learn from Boca Raton's Mistakes
- Retail Signage
- Modifying the Sidewalk and Installing Awnings

- A Ratio of Building Height to Street Width
- Limit Building Heights
- Building Setbacks and Enclosed Projections
- Allow Apartments to be Above Stores
- Create Continuous Multi-use Parking Lots
- Assigned Parking Spaces and Safer Lot Design
- Professional Permitting
- Architectural Code and the Regulating Plan
- Additional On-Street Parking
- New Building for Theater and the Arts
- A Round-About for Four Corners
- Fifth Avenue South Parking Capacity Report
- Provide additional parking within the pedestrian shed – or five minute walk
- Fifth Avenue South / U.S. 41 Urban Design Charrette
- Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area
- Identify opportunities for economic development and an integrated extension of downtown
- Identify urban design guidelines that will establish a framework for better coordination of future growth and development

- Identify aesthetic enhancements to better define entrance conditions into the City from the east
- Large volumes of traffic at the Four Corners intersection need to be pared down / calmed
- Lane reductions and a traffic circle should be considered at the Four Corners intersection
- Changes in road texture and streetscape needed to enhance the Four Corners intersection
- Enhanced pedestrian crosswalks needed in the area.
- Additional public parking opportunities need to be identified outside the Shopping District (Fifth Avenue)
- Better signage needed to direct Shopping District motorists and through traffic
- 11th and 12th Streets should be re-opened onto 5th Avenue South / U.S. 41.

This is a substantial list of projects and programs that should be considered during the update of the plan. However, it is not conceivable that the CRA could undertake all of the items. Work Task III – Analysis of Relevant Plans identifies many of these items are projects and programs that should be joint efforts between the CRA and the City.

Following this analysis, it became apparent that certain strategies needed to be established to identify high leverage / high value projects. These types of projects will be catalysts for future redevelopment by the private sector. In no way does the identification of selected projects diminish the importance of other items identified in Work Task III, Table 4 (shown in the Appendix).

### STRATEGIC IMPLEMENTATION PLAN

If managed effectively, many constituent group needs and markets can be addressed in the redevelopment of the Naples CRA.

It begins with the effective management of the programs, projects, and financial resources of the CRA. Effective management means:

- Improving existing neighborhoods and the lives of the people who live and work in them. This relates to home and business ownership, education, parks, and social amenities
- Improving the commercial and industrial base by cleaning-up marginal uses and enhancing the ability to attract good tenants with good jobs
- Setting the stage for new mixed-use, commercial development on well located land
- Enhancing the cultural environment by acknowledging the rich history of the City

The City must also make a commitment in leadership that will garner support with both citizens and businesses. This leadership must be able to distinguish between economic opportunities, make compromises, and not lose the value of what Naples is today.

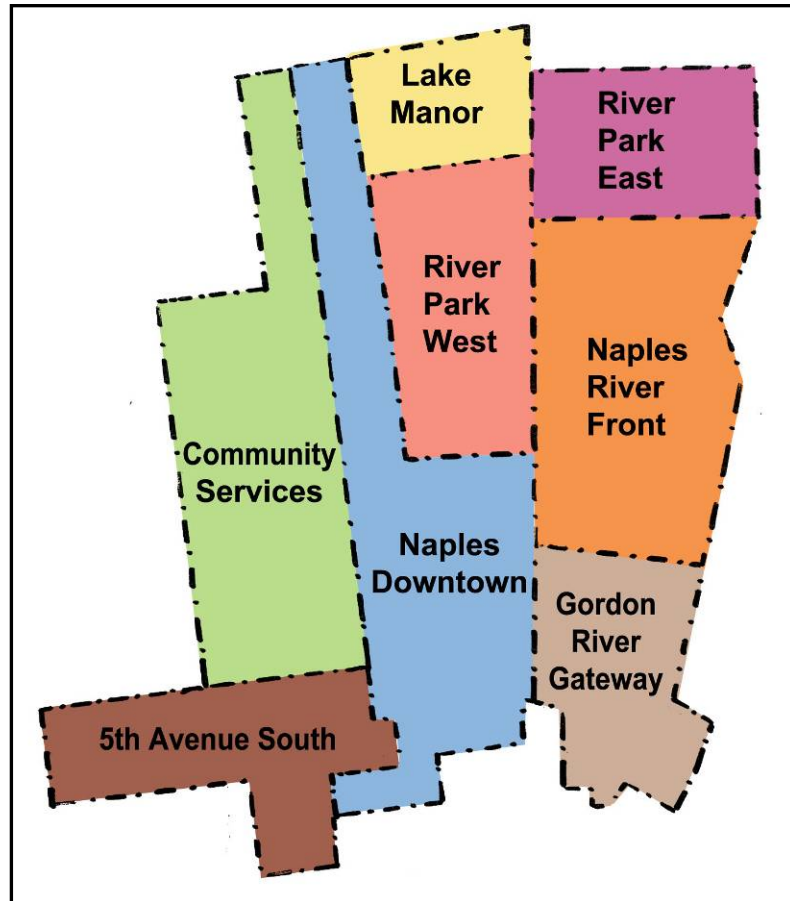
### *Area-wide Strategies*

As the process to update the redevelopment plan evolved, it was clear that several “Area-wide Strategies” needed to be established that would create the basis for much of the work to be done in the future. These are strategies that make sense for the entire Naples redevelopment area.

By using these Area-wide Strategies, the City can effectively manage redevelopment and meet the goals established for the coming years.

- Create attractive pedestrian orientated activity centers
- Establish consistent streetscape / design plans
- Update or prepare complementary neighborhood plans
- Ensure affordable workforce housing units to meet the needs of the residents of Naples
- Integrate multi-modal transportation systems into new development, whether public or private
- Consider zoning code amendments to allow greater flexibility in development



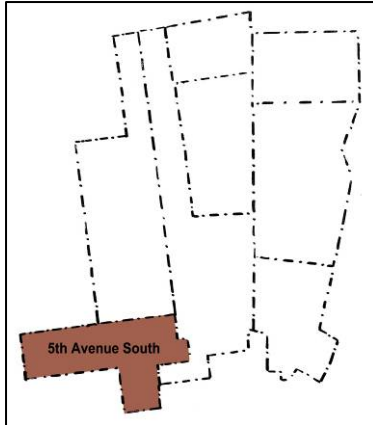


***Redevelopment Sub-Areas***

The target area for redevelopment in Naples lends itself to having several distinct planning areas. Many of these areas are consistent with the sub-areas of the 1994 CRA Plan.

This section is intended to be used as a guide. Each sub-area contains the pertinent items from each of the plans and programs previously reviewed. To help the reader navigate the myriad plans and programs formulated over the years that impact the particular sub-area, each contains *italicized* items which can be considered as short, mid, and long term projects and programs.

The *italicized* items will also help establish priority projects that are high-impact and high value which will allow CRA dollars to be leveraged with private investment.



### **Area 1. 5<sup>th</sup> Avenue South**

This is one of the most famous streets in Florida. It continues to be a draw for residents and tourists alike. The street feels comfortable and certainly lends itself to walking and window shopping. The street is lined with human scale buildings and the landscaping is inviting.

In October of 1993, the City hired Andres Duany (along with Bob Gibbs) to institute a charrette for the 5<sup>th</sup> Ave South area. The document that resulted from the charrette: Master Plan and Retail Recommendations for Fifth Avenue South, is a comprehensive study of the Avenue and the surrounding areas.

The condition of 5<sup>th</sup> Avenue South, at the time Duany arrived, had been almost ten (10) years past its prime. Sales had slumped and yet most people felt that the street could be better. To this end, Duany looked at several factors that would contribute to improving the area. The Duany team prepared a regulating plan (stylized zoning code) specific to the area to be used to enhance the commercial area.

Of all of the Plans reviewed during this update, the 5<sup>th</sup> Avenue South Master Plan appears to be the plan embraced the most by

the City. It also appears that many recommendations have been implemented, in particular:

- Natural and Sculptural Landscaping
- Retail Signage
- Modifying the Sidewalk and Installing Awnings
- Spatial Definition: A Ratio of Building Height to Street Width
- Building Heights
- Building Setbacks and Enclosed Projections
- Apartments to be Above Stores

The Analysis identified several items the Duany team highlighted that should be continued or encouraged in this area:

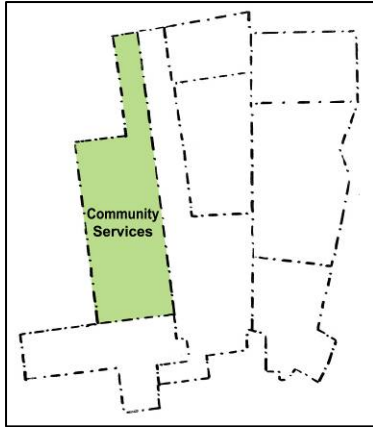
- *The Natural and Sculptural Landscaping*
- Bicycle Paths
- *Consistent Retail Signage*
- Modifying the Sidewalk and Installing Awnings
- A Ratio of Building Height to Street Width
- Limit Building Heights
- Building Setbacks and Enclosed Projections
- Allow Apartments to be Above Stores

- *Create Continuous Multi-use Parking Lots*
- *Safer Lot Design*
- *Architectural Code and the Regulating Plan*
- *Additional On-Street Parking*
- *A Round-About for Four Corners*

Images of 5<sup>th</sup> Avenue South







### **Area 2. Community Services**

This area represents the professional services area of the CRA. Naples Community Hospital is located here; it includes a campus of more than 500 doctors, 4,000 employees, and 1,900 volunteers. This team services a 420 bed hospital with specialties in cardiology and oncology among its many services. The potential for expansion is limited; however, the

need for ancillary uses within the area for employees and visitors is an important aspect of redevelopment adjacent to this vital community asset. Therefore, the connections between this area and services, particularly daytime uses cannot be understated. Easy access across U.S 41 must be provided, since there are many employers on the Westside of U.S. 41.

### **Comprehensive Plan**

- *Opportunities to provide gap or work force housing*
- Four Corners Design competition (completed)
- *Establish alternative route; Signage-Reroute US 41 traffic*
- Implementation of Comprehensive traffic study to evaluate traffic circulation systems

- Add downtown parking garage (under construction); provide more & better-organized shared parking & interconnections in all commercial zoning districts.

### **Citywide Pathways**

- Missing sidewalk links on collector roads, such as 7<sup>th</sup> Avenue No
- Address neighborhood sidewalk requests on local streets

### **City Visioning Program**

- *Maintain and improve public amenities*
- Promote community health
- *Enhance mobility in the city; i.e., trolley*
- *Maintain and enhance public safety*
- Continue planned open space, park and recreation facility and program enhancements
- *Develop a city-wide pathways system*
- *Support regional development of workforce housing*
- Maintain the viability of the commercial areas of the City.

### **Preferred Four Corners Design**

- *Make pedestrian friendly*
- *Good aesthetics*
- *Expand Parking*
- *Calm traffic*
- *Provide traffic study (origin / destination)(completed)*
- *Truck traffic control*
- *Maintain access to Old Naples*
- *Rely on zoning code to add pedestrian spaces*
- *Provide a landmark at Four Corners intersection*
- *Alternate route for through traffic*
- *Expand parking / parking garage*
- *Pedestrian overpass / bridge*
- *More small businesses*
- *Narrow lanes on U.S. 41*

### **41-10 Master Plan**

- *U.S. 41 should be calmed*
- *Central Avenue (8th Street to U.S 41) add parking*
- *Eighth Street add bulb-outs to delineate parallel parking*
- *Traffic Calming Devices*

- *Key Public / Private Initiatives*
- *Four Corners Origin/Destination Traffic Study (completed)*

### **CRA Capital Improvement Plan**

- *New parking garage (under construction)*
- *On street parking*
- *Central Ave improvements*
- *D-downtown parking structure*
- *Pathway improvements*
- *Four Corners Improvements*
- *3rd Ave improvements*

### **5th Avenue Master Plan**

- *Bicycle Paths*
- *Retail Signage*
- *Create Continuous Multi-use Parking Lots*
- *Assigned Parking Spaces and Safer Lot Design*
- *Additional On-Street Parking*
- *A Round-About for Four Corners*
- *Fifth Avenue South Parking Capacity Report (completed)*

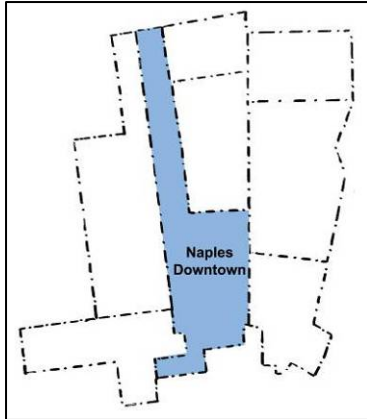
- Provide additional parking within the pedestrian shed – or five minute walk (under construction)

### **Fifth Avenue South / U.S. 41 Urban Design Charrette**

- *Identify opportunities for economic development and an integrated extension of downtown*
- *Large volumes of traffic at the Four Corners intersection need to be pared down / calmed*
- *Lane reductions and a traffic circle should be considered at the Four Corners intersection*
- *Changes in road texture and streetscape needed to enhance the Four Corners intersection*
- *Enhanced pedestrian crosswalks needed in the area*
- *Additional public parking opportunities need to be identified outside the Shopping District (Fifth Avenue)*



**Naples Community Hospital**



### Area 3. Naples Downtown

This area was previously studied as the 41 – 10 Master Plan, named for the two corridors within the study area. This particular area extends beyond the original boundaries of that study to include the area south of U.S 41 as well as the commercial area on the eastside of U.S. 41 to the northern CRA boundary.

The area also includes the Four Corners intersection and the U.S. 41 corridor from the Gordon River to Four Corners. This area also encompasses the D-Downtown zoning overlay.

Aspects of the Analysis that should be considered (or have been completed) in this sub-area are:

#### Comprehensive Plan

- *Inventory of existing housing units*
- *Opportunities to provide gap or work force housing*
- *Four Corners Design competition (completed)*
- *Establish alternative route; Signage-Reroute US 41 traffic*
- *Implementation of Comprehensive traffic study to evaluate traffic circulation systems*

- *Explore options for the burial of overhead utilities underground*
- *Add Objectives & Policies to implement the Trent Green and Andres Duany recommendations (5th Ave South/US 41 corridor overlay)*
- *Add downtown parking garage; provide more & better-organized shared parking & interconnections in all commercial zoning districts (under construction)*

#### Citywide Pathways

- *Missing sidewalk links on collector roads, such as 7<sup>th</sup> Avenue No. and Central Ave.*
- *Address neighborhood sidewalk requests on local streets*

#### City Visioning Program

- *Establish more open space in the City*
- *Maintain and improve public amenities*
- *Enhance mobility in the city*
- *Maintain and enhance public safety*
- *Continue planned open space, park and recreation facility and program enhancements*
- *Develop a city-wide pathways system*
- *Maintain the beauty of the community*



- Support public-private and private efforts to protect the City's historic sites and structures
- Maintain the quality of the Naples recreational experience
- Maintain the diverse aspects of a small town life
- Support "community character consistent" redevelopment that adds amenities for residents
- Maintain the viability of the commercial areas of the City

### **River Park Needs Assessment**

- Create a more business-friendly environment
- *Prepare a River Park master land use plan*

### **Preferred Four Corners Design**

- *Make pedestrian friendly*
- *Good aesthetics*
- *Expand Parking*
- *Calm traffic*
- Provide traffic study (origin / destination)(completed)
- Bike police patrols
- *Truck traffic control*
- Maintain access to Old Naples
- *Linkage with Gordon River*
- Rely on zoning code to add pedestrian spaces

- *Use 6th Ave So. to move people and cars*
- *Provide a landmark at Four Corners intersection*
- *Alternate route for through traffic*
- Expand parking / parking garage (under construction)
- *Pedestrian overpass / bridge*
- More small businesses
- *Narrow lanes on U.S. 41*

### **41-10 Master Plan**

- *U.S. 41 should be calmed*
- *Extend 3rd Avenue through Grand Central*
- *Central Avenue (8th Street to U.S 41) add parking*
- Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted
- Tenth Street North reduce lane widths (completed)
- Eighth Street add bulb-outs to delineate parallel parking
- Traffic Calming Devices (completed)
- Prototype Development Models and Design Guidelines (completed)
- Key Public / Private Initiatives
- Four Corners Origin/Destination Traffic Study (completed)

### CRA Capital Improvement Plan

- New parking garage (under construction)
- *River Park master plan*
- On street parking
- 12th Street improvements
- *Central Ave improvements*
- *D-downtown parking structure*
- *Pathway improvements*
- *Four Corners Improvements*
- *3rd Ave improvements*
- *Goodlette-Frank streetscaping*

### 5th Avenue Master Plan

- Bicycle Paths
- Retail Signage

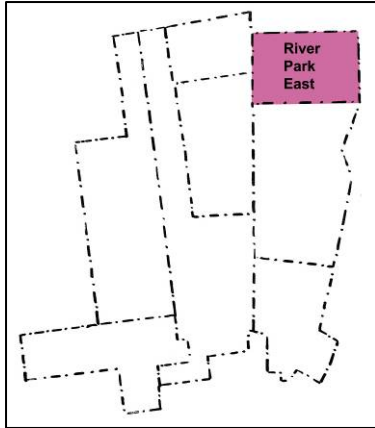
### Fifth Avenue South / U.S. 41 Urban Design Charrette

- *Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area*
- *Identify opportunities for economic development and an integrated extension of downtown*
- *Identify urban design guidelines that will establish a framework for better coordination of future growth and development*

- *Identify aesthetic enhancements to better define entrance conditions into the City from the east*
- *Large volumes of traffic at the Four Corners intersection need to be pared down / calmed*
- *Lane reductions and a traffic circle should be considered at the Four Corners intersection*
- *Changes in road texture and streetscape needed to enhance the Four Corners intersection*
- *Enhanced pedestrian crosswalks needed in the area*
- *Additional public parking opportunities need to be identified outside the Shopping District (Fifth Avenue)*
- *Better signage needed to direct Shopping District motorists and through traffic*



**5<sup>th</sup> Avenue Parking Structure**



### Area 4. River Park East

This is primarily a residential area with public amenities including the large city-owned Anthony Park, a large water-front park. The potential opportunity for redevelopment of existing residential units is high. Recent discussions with a property owner to redevelop the large residential complex at the eastern end of 5<sup>th</sup> Avenue North proved unworkable. However, this complex is ripe for redevelopment with the right plan.

The Anthony Park seems underutilized and also needs upgrading. This should be addressed in the proposed River Park Master Plan (to be done in-house).

There is also an economic development opportunity at the corner of Goodlette-Frank and 5<sup>th</sup> Ave. North. The CRA, given the economic times, look for strategic parcels to purchase and include in a public / private partnership. The River Park Needs Assessment City Council approved 11 Action Steps are included in the Appendix. Other aspects of the Analysis that should be considered (or have been completed) in this sub-area are:

#### Comprehensive Plan

- *Inventory of existing housing units*
- *Opportunities to provide gap or work force housing*
- *Neighborhood Master Plans should be updated*

- *River Park Master Plans completed*
- *Redevelopment of the River Park area to include affordable housing; mixed use*

#### Citywide Pathways

- *Missing sidewalk links on collector roads, such as 7<sup>th</sup> Avenue No. and Central Blvd.*
- *Address neighborhood sidewalk requests on local streets*

#### City Visioning Program

- *Maintain and improve public amenities*
- *Promote community health*
- *Enhance mobility in the city*
- *Maintain and enhance public safety*
- *Continue planned open space, park and recreation facility and program enhancements*
- *Develop a city-wide pathways system*
- *Maintain the quality of the Naples recreational experience*
- *Maintain the diverse aspects of a small town life*
- *Support regional development of workforce housing*
- *Support “community character consistent” redevelopment that adds amenities for residents.*



Children Playing at Anthony Park

### River Park Needs Assessment

- Create a more business-friendly environment
- Integrate the land use and ownership study findings
- Allocation of TIF revenues to leverage private investment
- *Prepare a River Park master land use plan (to be done in-house)*



Waterfront Homes in River Park East

- *Collaborative community policing strategy*

### 41-10 Master Plan

- Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted
- Tenth Street North reduce lane widths (completed)

- *Traffic Calming Devices*
- *Prototype Development Models and Design Guidelines*
- *Key Public / Private Initiatives*

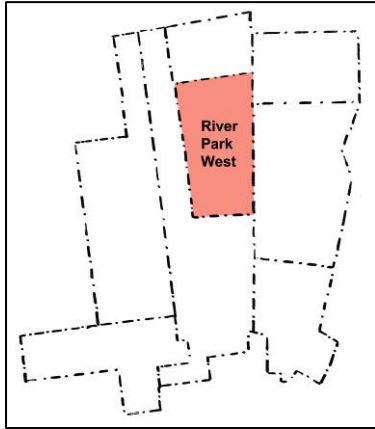
### CRA Capital Improvement Plan

- *River Park master plan*
- *12th Street improvements*
- *Pedestrian underpass - at river*
- *Central Ave improvements*
- *D-downtown parking structure*
- *Pathway improvements*
- *Goodlette-Frank streetscaping*

### Fifth Avenue South / U.S. 41 Urban Design Charrette

- *Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area*
- *Identify opportunities for economic development and an integrated extension of downtown*
- *Identify urban design guidelines that will establish a framework for better coordination of future growth and development*
- *Enhanced pedestrian crosswalks needed in the area*





### **Area 5. River Park West**

Distinct from River Park East, this area is primarily a residential neighborhood surrounded by commercial uses. It is separated from River Park East by Goodlette-Frank Rd. which forms a strong barrier to pedestrian movements and may be one reason for limited use of Anthony Park. It is characterized by public housing and privately owned

rental housing. The city has a recreation center in this neighborhood which is always busy.

As with River Park East, the River Park Needs Assessment City Council approved 11 Action Steps are included in the Appendix.

Aspects of the Analysis that should be considered (or have been completed) in this sub-area are:

#### **Comprehensive Plan**

- *Inventory of existing housing units*
- *Opportunities to provide gap or work force housing*
- *Neighborhood Master Plans should be updated*
- *River Park Master Plans completed*
- *Redevelopment of the River Park area to include affordable housing; mixed use*

#### **Citywide Pathways**

- Missing sidewalk links on collector roads, such as 7<sup>th</sup> Avenue No. and Central Ave.
- Address neighborhood sidewalk requests on local streets

#### **City Visioning Program**

- *Maintain and improve public amenities*
- *Promote community health*
- *Enhance mobility in the city*
- *Maintain and enhance public safety*
- *Continue planned open space, park and recreation facility and program enhancements*
- *Develop a city-wide pathways system*
- *Maintain the quality of the Naples recreational experience*
- *Maintain the diverse aspects of a small town life.*
- *Support regional development of workforce housing*
- *Support “community character consistent” redevelopment that adds amenities for residents*

#### **River Park Needs Assessment**

- *Create a more business-friendly environment*
- *Integrate the land use and ownership study findings*

- *Allocation of TIF revenues to leverage private investment*
- *Prepare a River Park master land use plan (to be done in-house)*
- *Collaborative community policing strategy*

### 41-10 Master Plan

- Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted
- Tenth Street North reduce lane widths
- Traffic Calming Devices
- Prototype Development Models and Design Guidelines
- *Key Public / Private Initiatives*

### CRA Capital Improvement Plan

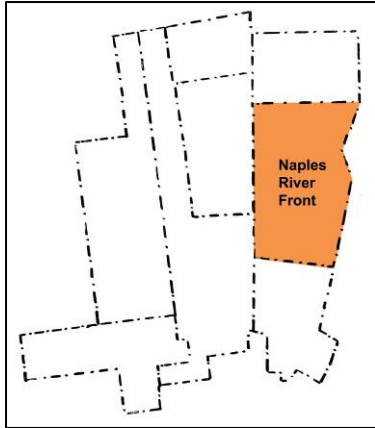
- *River Park master plan*
- 12th Street improvements
- *Pedestrian underpass - at river*
- *Central Ave improvements*
- D-downtown parking structure
- *Pathway improvements*
- *Goodlette-Frank streetscaping*

### Fifth Avenue South / U.S. 41 Urban Design Charrette

- *Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area*
- *Identify opportunities for economic development and an integrated extension of downtown*
- Identify urban design guidelines that will establish a framework for better coordination of future growth and development
- Identify aesthetic enhancements to better define entrance conditions into the City from the east
- *Enhanced pedestrian crosswalks needed in the area*



River Park Community Center



### **Area 6. Naples River Front**

This area is primarily city-owned property. Located here are support services such as Planning and Zoning, Public Works, and Utilities.

The area also has access to the Gordon River, but currently this access is limited. Discussions with staff indicate that the potential for redeveloping this site for mixed-use (integrating all city services here as well). The opportunity to

do so is a viable alternative given the accessibility of the location.

It also has the possibility of being part of a larger waterfront pathway, linking Anthony Park on the north to the City-owned waterfront park on 9<sup>th</sup> Street South. In addition, with the County's development of the Gordon River Greenway, this area would be appropriate for an east / west connection – supporting the City's pathways program.

### **Comprehensive Plan**

- Establish alternative route; Signage-Reroute US 41 traffic
- Explore options for the burial of overhead utilities underground
- *Redevelopment of the River Park area to include affordable housing; mixed use.*

### **Citywide Pathways**

- Missing sidewalk links on collector roads
- Address neighborhood sidewalk requests on local streets

### **City Visioning Program**

- *Establish more open space in the City*
- *Maintain and improve public amenities*
- *Enhance mobility in the city*
- *Maintain and enhance public safety*
- *Continue planned open space, park and recreation facility and program enhancements*
- *Develop a city-wide pathways system*
- *Maintain the beauty of the community*
- *Support public-private and private efforts to protect the City' s historic sites and structures.*
- *Maintain the quality of the Naples recreational experience*
- *Support “community character consistent” redevelopment that adds amenities for residents*

### River Park Needs Assessment

- *Prepare a River Park master land use plan*

### Preferred Four Corners Design

- *Linkage with Gordon River*
- *Alternate route for through traffic*

### 41-10 Master Plan

- *Extend 3rd Avenue through Grand Central*
- *Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted*
- *Key Public / Private Initiatives*

### CRA Capital Improvement Plan

- *River Park master plan*
- *12th Street improvements*
- *Pedestrian underpass - at river*
- *Central Ave improvements*
- *Pathway improvements*
- *3rd Ave improvements*
- *Goodlette-Frank streetscaping*

### Fifth Avenue South / U.S. 41 Urban Design Charrette

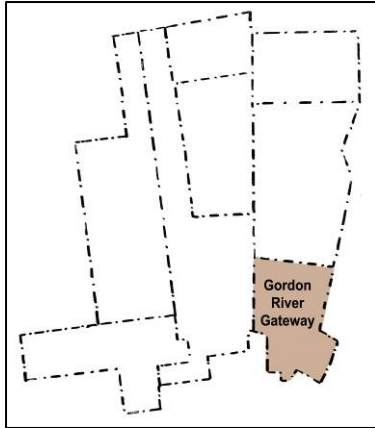
- *Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area*

- *Identify opportunities for economic development and an integrated extension of downtown*



Potential Gordon River Pathways





### **Area 7. Gordon River Gateway**

Gordon's Pass / Gordon River  
Both landmarks are named for Roger Gordon, who was a solitary nomad who traveled in and out of this area in the 1860's. He established a make-shift camp on the north side of what is today Gordon's Pass. In 1876, John and Madison Weeks put down roots and raised a rough homestead

atop an ancient shell mound at the northern edge of the pass and thereby became the first permanent residents of the Naples area.

(The content of the preceding portion is based upon "The Founding of Naples" by Ron Jamro and Gerald L. Lanterman)

This area represents the gateway to Naples. It should be treated as a special place. Currently, it is treated as a place for cars. The Trent Green Study provided special treatments from east of the bridge to the Four Corners area, including the pedestrian underpass. This recommendation continues, with the proposal to make significant changes to the entire corridor, starting at the intersection of Goodlette-Frank Rd and U.S. 41.

The CRA should consider this area as a destination, particularly with the potential use of the underpass as a public art exhibit space.

### **Comprehensive Plan**

- *Four Corners Design competition (completed)*
- *River Park Master Plans completed*
- *Establish alternative route; Signage-Reroute US 41 traffic*
- *Implementation of Comprehensive traffic study to evaluate traffic circulation systems*
- *Add Objectives & Policies to implement the Trent Green and Andres Duany recommendations (5th Ave South/US 41 corridor overlay)*
- *Add downtown parking garage; provide more & better-organized shared parking & interconnections in all commercial zoning districts.*

### **Citywide Pathways**

- Missing sidewalk links on collector roads
- Address neighborhood sidewalk requests on local streets

### **City Visioning Program**

- *Establish more open space in the City*
- *Maintain and improve public amenities*
- *Promote community health*
- *Enhance mobility in the city*
- *Maintain and enhance public safety*

- *Continue planned open space, park and recreation facility and program enhancements*
- *Develop a city-wide pathways system*
- *Maintain the beauty of the community*
- *Maintain the quality of the Naples recreational experience*
- *Support “community character consistent” redevelopment that adds amenities for residents*
- *Maintain the viability of the commercial areas of the City*

### **River Park Needs Assessment**

- *Prepare a River Park master land use plan*

### **Preferred Four Corners Design**

- *Make pedestrian friendly*
- *Good aesthetics*
- *Expand Parking*
- *Calm traffic*
- *Provide traffic study (origin / destination)(completed)*
- *Truck traffic control*
- *Linkage with Gordon River*
- *Rely on zoning code to add pedestrian spaces*
- *Use 6th Ave So. to move people and cars*
- *Alternate route for through traffic*

- *Narrow lanes on U.S. 41*

### **41-10 Master Plan**

- *U.S. 41 should be calmed*
- *Extend 3rd Avenue through Grand Central*
- *Central Avenue (8th Street to U.S 41) add parking*
- *Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted*
- *Tenth Street North reduce lane widths (completed)*
- *Traffic Calming Devices*
- *Prototype Development Models and Design Guidelines*
- *Key Public / Private Initiatives*
- *Four Corners Origin/Destination Traffic Study (completed)*

### **CRA Capital Improvement Plan**

- *River Park master plan*
- *12th Street improvements*
- *Pedestrian underpass - at river*
- *Central Ave improvements*
- *Pathway improvements*
- *Four Corners Improvements*
- *3rd Ave improvements*

- *Goodlette-Frank streetscaping*

### **Fifth Avenue South / U.S. 41 Urban Design Charrette**

- *Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area*
- *Identify urban design guidelines that will establish a framework for better coordination of future growth and development*
- *Identify aesthetic enhancements to better define entrance conditions into the City from the east*
- *Large volumes of traffic at the Four Corners intersection need to be pared down / calmed*
- *Lane reductions and a traffic circle should be considered at the Four Corners intersection*
- *Changes in road texture and streetscape needed to enhance the Four Corners intersection*
- *Enhanced pedestrian crosswalks needed in the area.*
- *Better signage needed to direct Shopping District motorists and through traffic*
- *11<sup>th</sup> and 12<sup>th</sup> Streets should be re-opened onto 5<sup>th</sup> Avenue South / U.S. 41*



**Uninviting Gordon River Pedestrian Connection**



**Art Under The Bridge**

### VISION PLAN PROJECTS

The following projects are considered high-value / high-impact. They are proposed as Short-term, Mid-term, and Long-term projects. The size and scope of each, the potential for immediate funding, and the economic climate of today are determining factors in the each project. All projects are subject to funding availability.

The Vision Plan Projects and the CIP:

The Vision Plan projects must be integrated into the CRA's Capital Improvement Plan (CIP) shown on page 55. The CRA must determine the most appropriate high-leverage, high-impact projects and weight those against available funds.



### ***Short-term***

#### Potential Land Use Plan / Four Corners Area

The land use plan generalizes uses into simple commercial, mixed use, ~~town-home~~, medium density residential, public space, and parking. The mixed uses are generally to the north of U.S. 41, the area with the greatest opportunity to provide the mix of residential and commercial.

South of U.S. 41, the land use pattern is stable, with only the infrequent opportunity for infill development. It meets several of the consensus design principles: pedestrian connectivity (shown on the specific intersection plan); streetscape continuity (shown on the street cross section plan); works within the existing right-of-way; provides for gateway features at specific locations; provides for a mix of residential types; provides shopping / commercial; and provides for an identified connection to the Gordon River Greenway.

Parking will also be key in providing opportunities to mix uses. While not every housing unit will need its own space, with the mix of uses contemplated, the daytime / nighttime uses will be complementary in their use of parking. The provision of parking was lacking in both of the Four Corners selected plans; therefore, it is identified within the land use plan.



**Naples Depot - Beginnings of a Cultural Plaza**

### Approximate Cost:

\$20,000 - \$35,000

### Potential Funding Sources:

Tax Increments, General Funds, Staff Time

### Time Frame:

Planning to adoption: 2 years

### Project Description:

The establishment of land uses that will ~~establish~~ provide a viable development pattern consistent with the Vision for the corridor is essential. Providing opportunities for medium density residential units (such as townhomes, rental or condominium) and mixed use will provide users a critical mass of customers within walking distance for the new commercial development.

### Actions:

- Amend land use plan to accommodate new development
- Contact existing land owners for input on potential redevelopment projects based on proposed land use



### Zoning Code Revisions

This section will address the area most likely to redevelop in the CRA target area – Naples Downtown. It is approximately 120 acres. The major streets within this area are the U.S. 41 corridor and 10<sup>th</sup> Street. On the west is the Community Services district; to the east is the Naples River Font district; and to the north the River Park West district.

Studies over the past several years, particularly the Heart of Naples Committee and review by Civic Design Associates noted the interest in this area for mixed use development, including the provision for additional residential units.

Recommendations from these proposed revisions include:

- More deliberate setbacks – in some cases requiring sidewalks on private property
- A density higher than 14 units per acre
- An “upper limit” density for the entire area
- Both attached town homes and mixed use rental units
- Removal of the upper floor setbacks
- Parking incentives

Many of these recommendations were adopted by the City Council in 2003. The changes to the zoning overlay adopted in 2003 include:

- Residential units (first floor and town homes are now permitted; however, they are conditional uses on U.S. 41, Central Avenue, 10<sup>th</sup> Street, and Goodlette-Frank Rd.)

- A district-wide density was adopted; however, it is limited to 12 units per acre (with the potential for up to 30 units per acre if project includes 500 sq. feet of dedicated public space or developer pays \$42,500 per unit over 12 units per acre)
- Rear setbacks were increased from 0 feet to 10 feet with a 5 foot landscape buffer
- Public sidewalk was built in the right-of-way, it is now to be built in the front setback along U.S. 41, Central Avenue, and most other avenues
- Parking requirements were increased to two (2) spaces per any residential use, whether individual unit, attached unit, or unit in a mixed use project

Given the nature of property values, lack of work force housing and property constraints, the City should consider amending several items, including:

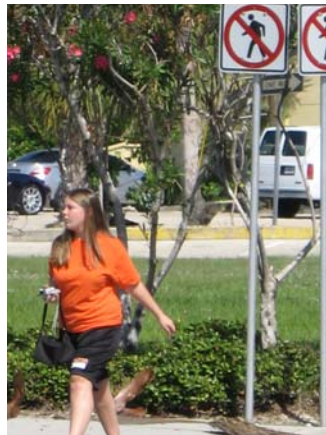
- Residential units by-right
- Examine regulatory incentives to encourage preferred, sustainable commercial development
- Continue to sponsor stakeholder vision sessions to address changes in market conditions and design issues

### Four Corners Intersection

“Over 60,000 cars per day presently travel through this old time famous intersection. Most of these drivers have never heard the term Four Corners, yet the intersection of U.S. 41 at 5th Avenue South and 9th Street South has always played an important part in the community’s history. Four Corners was so named because it was the intersection of two paved roads and the site of Naples’ first traffic light. On the northeast corner was a Gulf service station and Club 41. On the southeast corner was the Tamiami Freightway Station and Frank’s Hardware. On the southwest corner was Naples Liquors and on the northwest corner was the Sinclair station.”

(Source: City of Naples, Florida, “Tales of Naples 1923-1998)

The CRA area has many great attributes such as its diversity of shopping, grid street pattern, pedestrian scale development, and a committed community that recognizes the latent potential for this area to be even better than what it is today. Of all of the crossroads within the CRA and the City; the Four Corners area is on one hand the most important, yet on the other hand, the least friendly. This locale is also ideal for establishing a destination for



**No Pedestrians in Four Corners**

the community.

While entry to the City may be quite a distance away from this location (and the Gordon River certainly is undervalued as a gateway), this intersection lies at the heart of the City’s destination center.

How the City and CRA treat this intersection is of paramount importance. That the City has recognized this fact is evidenced by the plans and processes that have taken place over the last few years. In particular, the University of South Florida’s Urban Design Charrette of 2004 (Trent Green Study); the City’s juried design competition in 2006; and the City’s origin and destination study of 2007.

The analysis that was completed under Task III identified several relevant projects that will make the corridor and Four Corners intersection the destination it should be, not the drab unfriendly roadway it is today.

### **Preferred Design:**

As the City moves forward with the improvements to the U.S. 41 corridor, its most important public space, it is contemplated that improvements will be phased-in over several years. Therefore the recommendations for the Four Corners area are also presented as Short-term; Mid-term; and Long-term projects. These proposed projects are also predicated on the previously noted Design Principles.

Currently, pedestrian movements in this area are limited north / south and east/west; particularly at the intersection of U.S. 41 and 5<sup>th</sup>



Avenue South. Short-term improvements to pedestrian movements are shown in the sketch.

The proposed intersection plan is based on the intersection plan prepared by City staff and shown in the Four Corners Study (page 14). This proposal expands the pedestrian cross walk areas to include all movement; i.e., north, south, east, west. It also proposes having raised pavement within the intersection. This will help alert drivers of the potential of pedestrians moving within the intersection. This was also considered by the City staff in its proposed design.

During this review, the Consultant considered the merits of the proposed improvements in both the People's Choice and Jury Selection plans. Both do what was asked of the Selection Committee – get pedestrians from one side of U.S. 41 to the other. Unfortunately, both are extremely expensive to construct and rely on an intensive public/private development initiative. This may prove to be a long term solution to pedestrian movement since it provides for a shorter crossing with pedestrian safety islands, as well.

Working with FDOT on the redesign of this intersection can be considered a mid-term achievement, since the redesign of the intersection depends on the redirection of traffic at Goodlette-Frank Rd. Therefore, in the intervening period the City should consider moving forward with the simple improvements to the intersection proposed in the O/D Study.

### **Approximate Cost:**

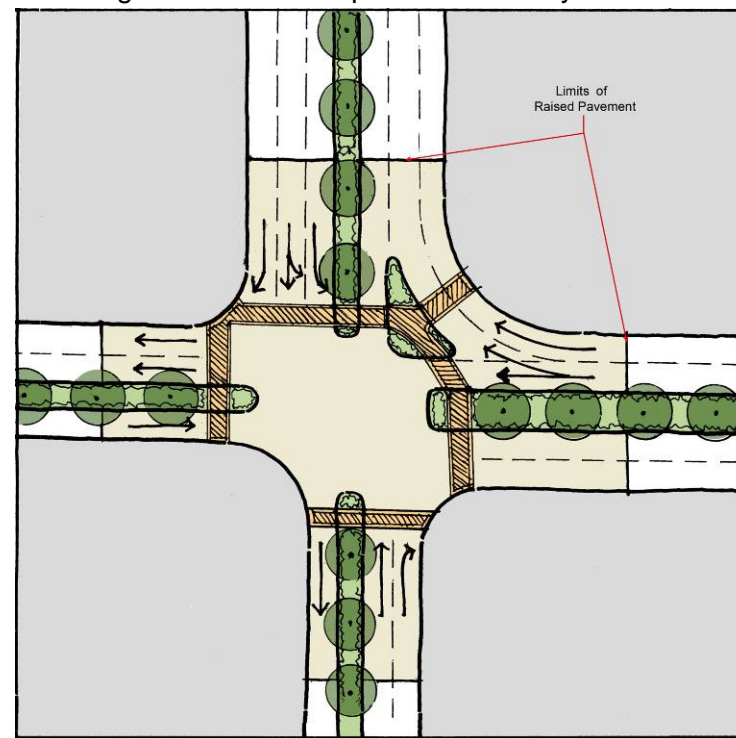
\$100,000 - \$200,000

### **Potential Funding Sources:**

Tax Increments (TIF), General Fund, FDOT

### **Time Frame:**

Planning: Six Months Implementation: 1 year



**Four Corners Intersection**



### ***Mid-term***

#### Special Features Plan

The Special Features Plan identifies both mid-term and long-term project. It highlights several areas that deserve special attention. In particular:

- The roadway itself (creating a “boulevard effect” throughout its course within the Four Corners area – see streetscape design);
- Gateway features (at Goodlette-Frank Rd, The Depot, and the Four Corners Area);
- A Special Cultural Area (in conjunction with the Naples Depot); a Shopping area (with a mix of uses and parking - adjacent to the Four Corners);
- A By-pass to Central Avenue (using Goodlette – Frank Rd); and
- An improved connection to the Gordon River Greenway under the Gordon River Bridge. The Gordon River connection will be further explored in the updated CRA Plan. It is intended that a more viable pedestrian / bicycle pathway be developed between 5th Avenue South and the Gordon River using 6th Avenue South.

Also included in this area is the 6th Avenue South Promenade. The 6th Avenue corridor improvement extends from Cambier Park to the active waterfront at 12<sup>th</sup> Street South. This promenade will serve those pedestrians and bicyclists who want a connection directly from the park to the water without

having to travel U.S. 41. The existing right-of-way lends itself to wide sidewalks, lush landscaping, and two-way vehicular traffic.

The Special Features Plan contemplates U.S. 41 being redesigned to look and feel more like a boulevard rather than the expanse of pavement it is today.

The plan for U.S. 41 proposes two alternatives: one by The Iler Planning Group (Alternate 1); and the other by the Four Corners Selection Committee (Alternate 2). This will be discussed in further detail under Long-term projects.



**Approximate Cost:****Special Features:**

(Including cultural plaza):

\$1,000,000 - \$3,000,000

**Potential Funding Sources:**

Tax Increments, General Funds, Historic Preservation, FDOT,  
Private Sector

**Time Frame:**

Planning: 1 – 2 years

Implementation: 2 – 5 years

**Project Description:**

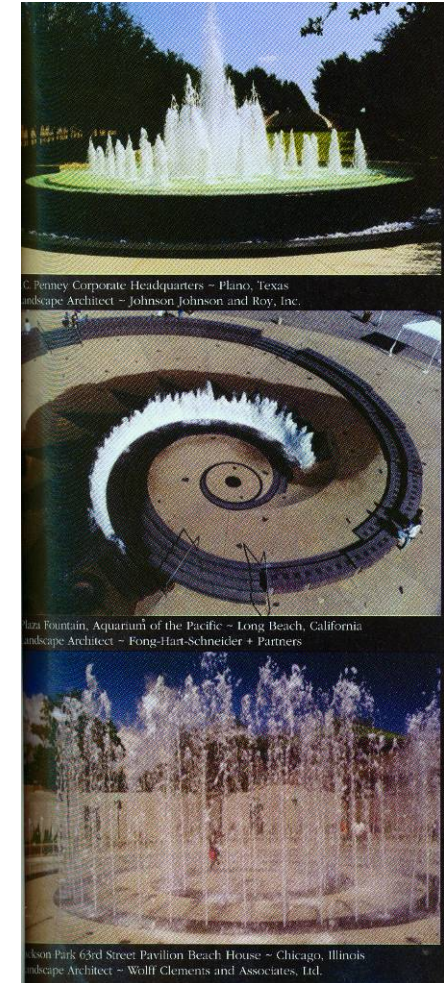
Naples deserves to have a grand entrance. By providing special features in strategic location along the entryway into the city, visitors will feel as if they are entering a special place. In addition, the old Naples Depot provides the perfect location for a cultural plaza using the Depot as the center piece. The plan can be broken-down further into short-term and mid-term projects if funding isn't available for each.

**Actions:**

- Build consensus on the gateway feature
- Negotiate with land owners to secure a site for special features
- Develop concept plan for cultural plaza at Depot
- Establish design competition for special features

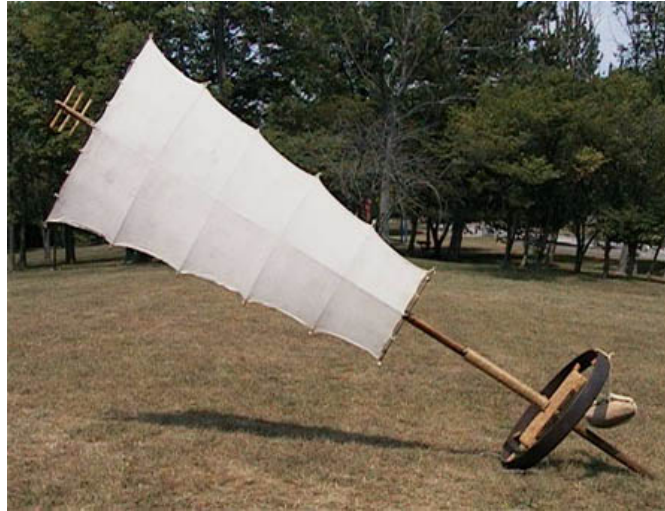
### Image Board for Special Features Plan

#### Special Features Plan: Gateway





### Special Features Plan: Four Corners





### Special Features Plan: Cultural Plaza



### ***Long-term***

#### U.S. 41 Corridor

Certain consensus design principles can be deduced from the Four Corners Consensus Design analysis. These design principles are consistent with the principles laid out by the Four Corners Selection Committee and the short-term, mid-term, and long-term recommendations from the public workshops. The consensus design principles are:

- Provide pedestrian connectivity
- Provide streetscape continuity
- Provide public/civic space
- Work within existing rights-of-way
- Provide gateway feature(s)
- Provide a residential component
- Provide shopping/commercial
- Make roadway improvements
- Provide a connection(s) to the Gordon River Greenway

The final consensus design plan incorporates these principles. It is not property specific (except in terms of identifying public

space and public parking) and is not as detailed as the University of South Florida's project; but it does provide the framework for establishing more detailed design plans in future plan updates.

The plan will be broken out into segments:

- Street Cross Section (and plan view)
- Pedestrian Bridge at Four Corners
- 6<sup>th</sup> Avenue South Promenade
- Waterfront connections

### Approximate Cost:

**Boulevard** (U.S. 41 from Gordon River to Central):

\$5,000,000 - \$7,000,000

### Potential Funding Sources:

Tax Increments, General Funds, FDOT

### Time Frame:

Planning and Design: 1 year

Implementation: 2 – 5 years

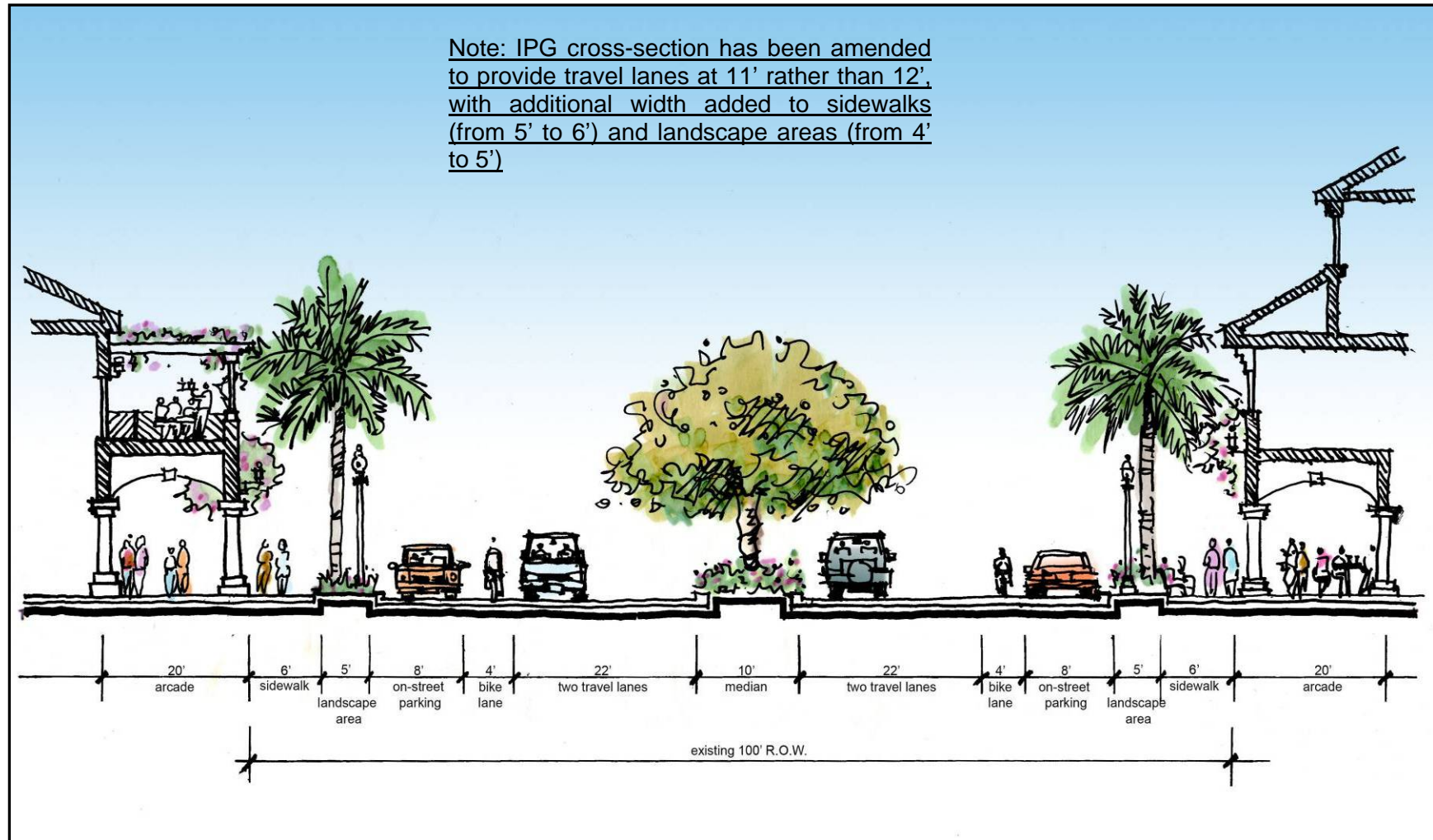
### Project Description:

For the Four Corners area, the Boulevard will be the defining CRA feature. Arcades and landscaping will highlight the gateway and the landscaped median and on-street parking will create a slower traffic flow.

The redesign of U.S. 41 into an appealing boulevard contemplates an alternate route for pass-through traffic on Goodlette-Frank Rd. It should be noted that an analysis of capacity on Goodlette-Frank Rd currently shows "...substantial surplus peak hour capacity". (Archibald memo dated October 3, 2008)

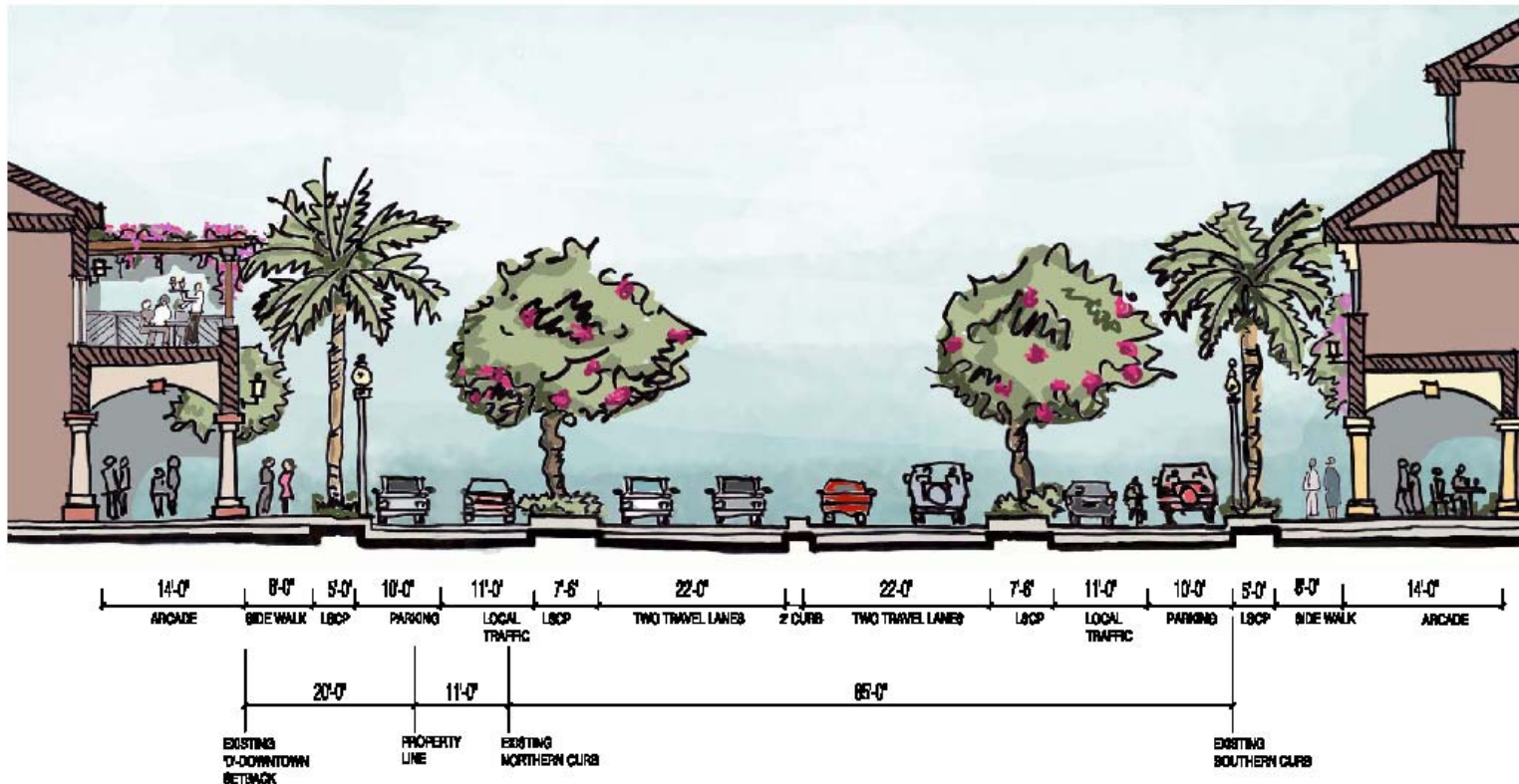
### Actions:

- Provide FDOT with preliminary design to gauge acceptance of r-o-w design and alternate traffic route up Goodlette-Frank Rd.
- Prepare design and construction documents
- Work with adjacent property owners to discuss future building designs along corridor



IPG Proposed Cross-Section – Alternate 1





**CITY OF NAPLES  
FOUR CORNER COMMITTEE**

U.S. 41 Corridor Cross Section – Alternative 2

**FOUR CORNER  
STREET SECTION**



### ***Cross Section Comparisons:***

#### **IPG Concept:**

- Provides a gateway into Naples
- It is a simpler design, yet maintains the boulevard effect
- It works within the existing right-of-way
- It does not require additional land / right-of-way from adjacent property owners
- It provides greater separation between vehicular movements on the major travel-way
- Greater chance of FDOT approval
- Planted median slows traffic
- Bikeways in separate lanes

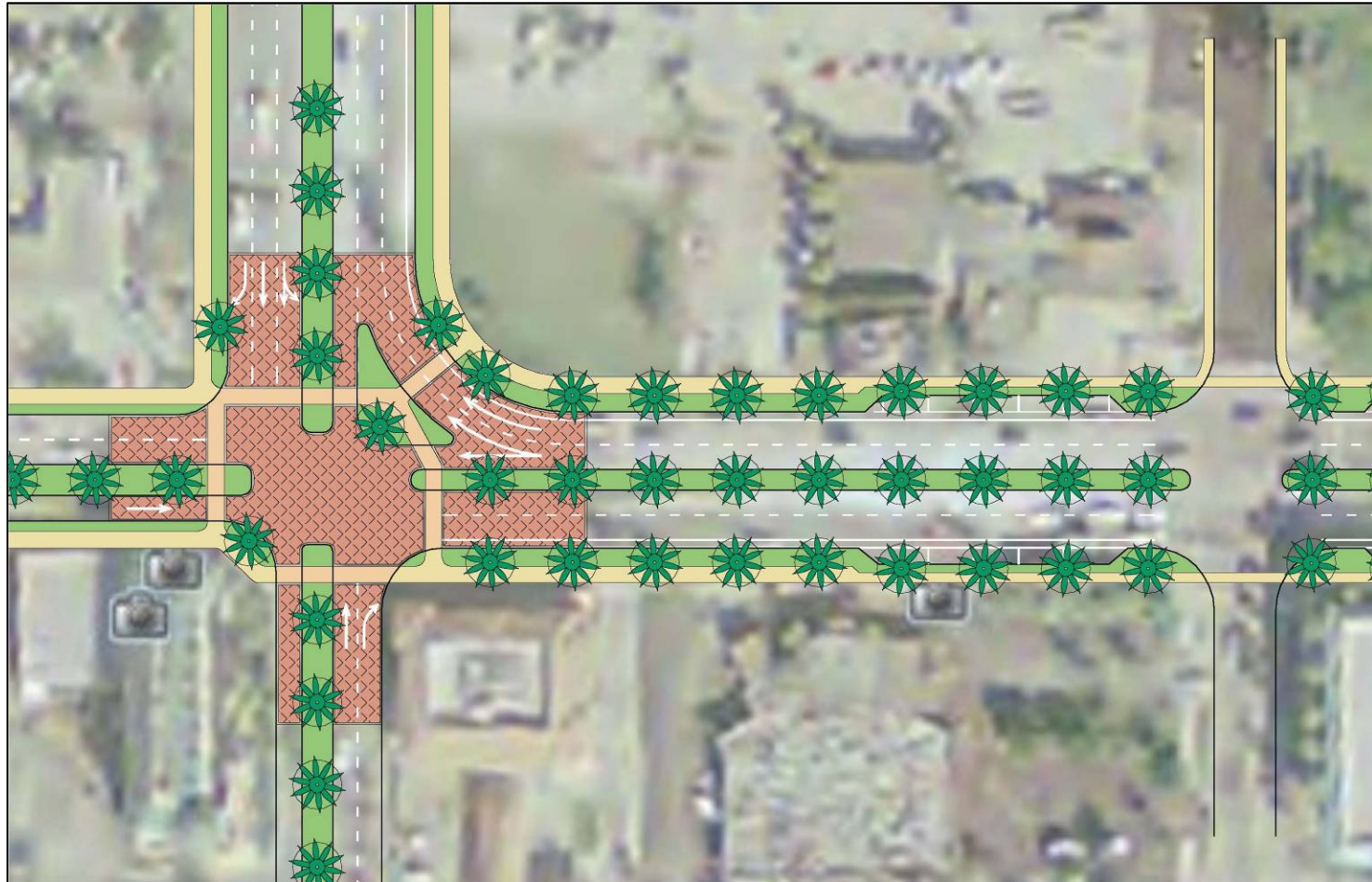
#### **Four Corners Committee Concept:**

- Provides a gateway into Naples
- It maintains the boulevard effect
- It do not work within the existing right-of-way
- It does requires additional land / right-of-way from adjacent property owners
- It provides minimal separation between vehicular movements on the major travel-way
- Provides a “safe space” for parking and bicyclists
- FDOT not likely to support frontage road in this area
- Driver movements at intersections are difficult
- Bikeways incorporated into travel lanes – FDOT will require separate bikeway

### U.S. 41 Plan View: IPG Proposal



### U.S. 41 Plan View Including Four Corners Intersection: IPG Proposal





### Approximate Cost:

#### Pedestrian Bridge at Four Corners

\$2,000,000 - \$5,000,000

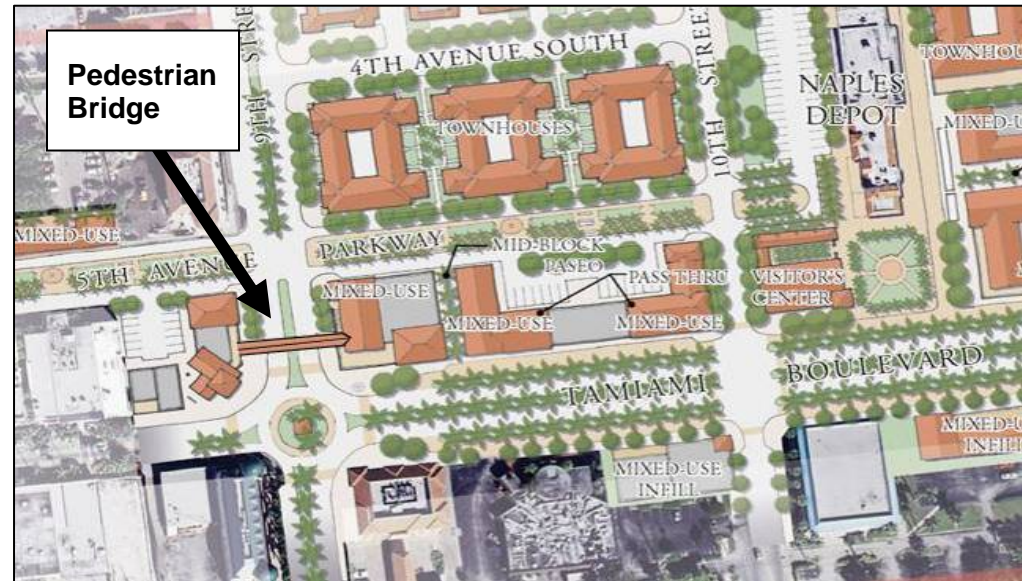
### Potential Funding Sources:

Tax Increments, General Funds, FDOT

### Time Frame:

Planning and Design: 2 years

Implementation: 5– 10 years



### Project Description:

Making pedestrian connections between uses is one of the goals of the redevelopment plan and mentions in many of the documents and plans prepared in previous years. The CRA conducted a Juried design process in which selections were made by the Four Corners Committee (the Jury). The design selected as the Jury Award prepared by Christopher Jansen and Meghan Kroener is shown on the right.

### Actions

- Consideration should be given the potential difficulty in private sector buy-in to allow footprint of bridge to be

connected to private development. Work with property owners to secure buy-in

- The CRA should also consider an evaluation of the short-term improvements to the intersection to determine whether the pedestrian bridge is needed
- Begin dialogue with FDOT on construction

### Approximate Cost:

#### Sixth Avenue Promenade

\$500,000 - \$2,000,000

### Potential Funding Sources:

Tax Increments, General Funds, FDOT

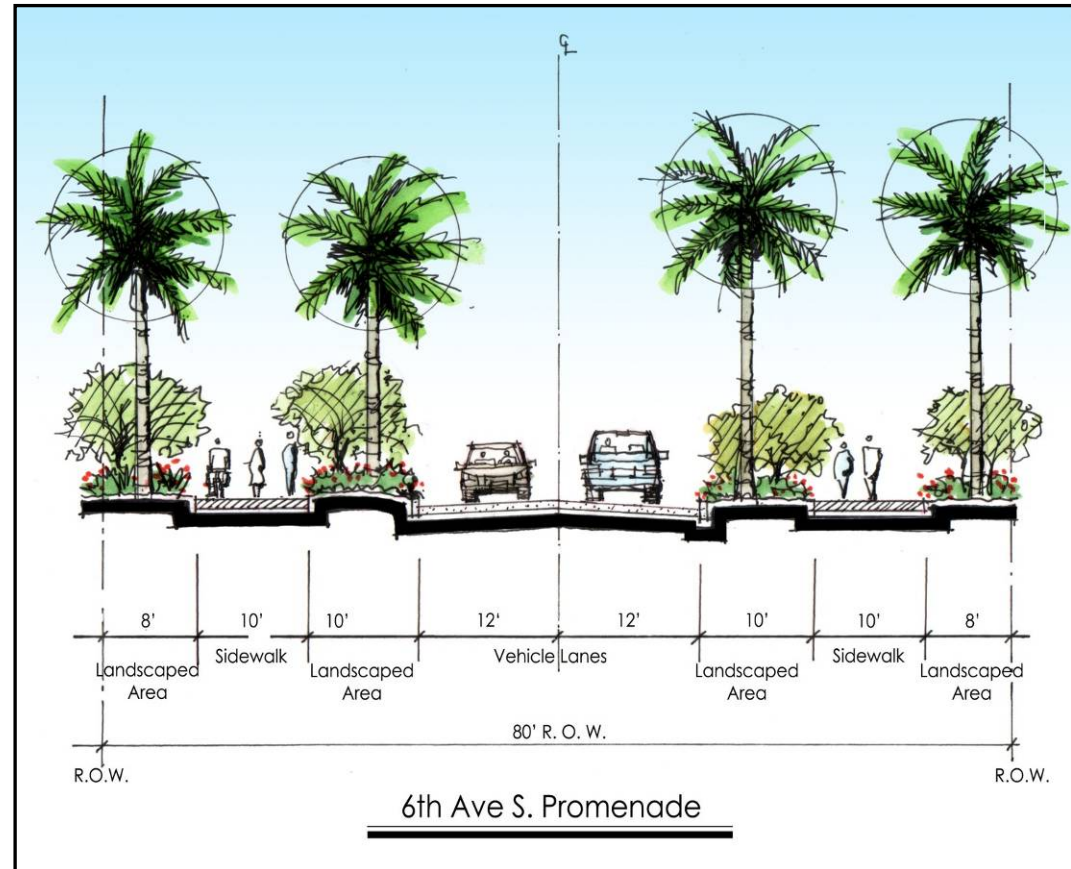
### Time Frame:

Planning and Design: 1 year

Implementation: 2 – 5 years

### Project Description:

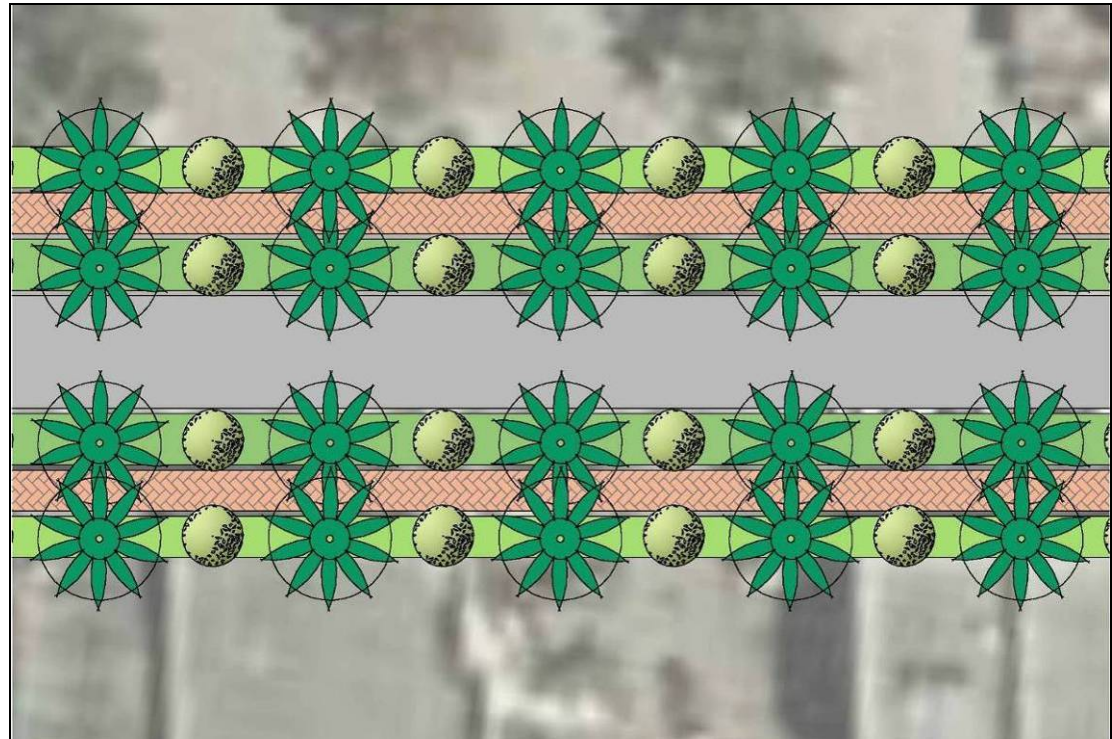
Making pedestrian connections between uses is one of the goals of the redevelopment plan and mentions in many of the documents and plans prepared in previous years. This Promenade connects Cambier Park to the waterfront and Tin City. Along with the anticipated waterfront connection both north and south of the Gordon River Bridge, this provides another amenity for public use. It will require eliminating some on-street parking.





### Actions:

- Prepare design and construction documents
- Work with adjacent property owners to discuss future corridor design and parking options



6th Avenue Promenade Plan View

### *Vision Plan Projects Summary*

PROJECT	TIME FRAME	COST	POTENTIAL FUNDING SOURCES
<b>Short - term</b>			
• Land Use Plan	Adoption: 2 years	\$20,000 - \$30,000	Tax Increment, General Fund, Staff Time
• Zoning Code Amendments	Adoption: 1 year	\$10,000	Staff Time
• Four Corners Intersection	Planning: Six Months Implementation: 1 year	\$100,000 - \$200,000	Tax Increment, General Fund, FDOT
• River Park Master Plan	Planning: six –nine months Implementation: 1 – 5 years	<u>N/A</u>	<u>Staff Time</u>
<b>Mid - term</b>			
• Special Features Plan:			
• Gateways	Planning: 1 - 2 years Implementation: 2 – 3 years	\$500,000 - \$1,000,000	Tax Increment, General Fund, FDOT, Private Sector
• Cultural Plaza	Planning & Design: 1 year Construction: 2 - 5 years	\$1,000,000 - \$2,000,000	Tax Increment, General Fund, FDOT, Private Sector, Historic Preservation
<b>Long - term</b>			
• U.S. 41 Boulevard (U.S. 41 Gordon River to Central Blvd.)	Planning & Design: 1 year Construction: 5 - 7 years	\$5,000,000 - \$7,000,000	Tax Increment, General Fund, FDOT
• Sixth Avenue Promenade	Planning & Design: 1 year Construction: 2 - 5 years	\$500,000 - \$2,000,000	Tax Increment, General Fund
• Waterfront Connection	Planning & Design: 1 year Construction: 3 - 7 years	\$2,000,000 - \$4,000,000	Tax Increment, General Fund, FDOT, FDEP, Private Sector
• Pedestrian Bridge	Planning: 3 – 5 years Implementation: 7 – 10 years	\$2,000,000 - \$5,000,000	Tax Increment, General Fund, FDOT, Private Sector
	<b>PROJECT TOTALS (MAX.)</b>	<b>\$21,240,000</b>	

### Adopted CRA CIP

		DEPT	DEPT	DEPT	DEPT	DEPT
PROJECT	PROJECT	REQUEST	REQUEST	REQUEST	REQUEST	REQUEST
NUMBER	DESCRIPTION	2008-09	2009-10	2010-11	2011-12	2012-2013
09C01	Sugden Plaza Resurfacing	40,000				
07C03	River Park Master Plan Implementation	150,000	250,000	250,000	250,000	
09C02	5th Ave. South Lighting Plan Implementation	220,000	787,000	710,000		
09C03	5th Ave. N. Improvements (Grant Required)	95,000				
	Lake Manor Linear Park	0	0	235,000		
	6th Avenue North Street Lighting	0	0	109,000		
	D-Downtown Parking Structure and Land	0	0	3,500,000		10,000,000
	Park Street Project	0	0	500,000	250,000	
	3rd Street Improvements	0	0	150,000	750,000	750,000
	Goodlette-Frank Streetscaping	0	0	150,000	1,500,000	1,500,000
	Central Avenue Improvements	0	0	150,000	800,000	800,000
	5th Avenue Ave. S. Shared Parking Facility	0	0	0	5,000,000	
		505,000	1,037,000	5,754,000	8,550,000	13,050,000

### APPENDIX

### Legislative Considerations



Since the adoption of the Naples CRA Plan in 1994, Florida Statutes have been amended numerous times. Work Task III – Analysis of Relevant Plans looked at the statutory changes made since that time. The statutory analysis is reviewed in terms of amendments made to Florida Statutes that may impact redevelopment

activities. Statutory requirements must be followed in order to maintain the legality of the CRA Plan. The following analysis identifies some of the statutory changes that have taken place since the CRA Plan was adopted.

Note that the summary of the legislation is in *italics*, while any impacts to the CRA Plan update is noted in plain text.

#### 1999 Summary

*HB 627 – Community Policing Innovations*

*Granted additional authority to local governments to include community policing programs and techniques within community redevelopment areas and neighborhood improvement districts.*

#### 2001 Summary

*HB 1225 — Economic Development*

*This bill contained a substantial rewrite of the Enterprise Zone Program, and includes provisions for community development, workforce education,*

*comprehensive planning, and economic development, as well as \$2.8 million in appropriations.*

Housing: *The bill provided for housing policies that may help mitigate the effects of gentrification, which is a chronic problem for programs like the Enterprise Zone Program or community redevelopment programs that are intended to redevelop disadvantaged areas. The bill creates incentives for property owners to sell rental property in distressed areas.*

#### Analysis

Each redevelopment plan is required to address affordable housing. This bill provided for policies to reduce the effects of gentrification as well as incentives to private property owners. However, since the bill is intended to update the Enterprise Zone Program; its actual impact on redevelopment areas is minimal from the City's standpoint. It may have an indirect impact based on activities of developers / redevelopers.

#### 2002 Summary

*CS/HB 1341 — Community Redevelopment*

*This bill revised statutory provisions relating to community redevelopment agencies (CRAs). Definitions of "slum area" and "blighted area" were substantially amended to restrict the areas to which these definitions apply. In order to meet the definition of "blighted area," two of a list of 14*



*factors, such as falling property values, high incidence of crime, and high number of building code violations must be present. If the taxing entities that must contribute tax increment revenue to the CRA agree by interlocal agreement with the agency, the presence of one of the factors may qualify as a “blighted area.”*

*The bill revised statutory provisions governing a finding of necessity to require a local government to adopt a resolution, supported by a detailed justification that finds that conditions in the area meet the revised definition of a “slum area” or of a “blighted area” prior to establishing a CRA. The bill also requires that before a community redevelopment plan is modified, the CRA must notify each taxing authority of the proposed modification and requires that any change in the boundaries of the redevelopment area to add land must be supported by a resolution with accompanying justification.*

*The bill expanded the maximum number of commissioners sitting on the board of a CRA from seven to nine, and allows a charter county having a population less than or equal to 1.6 million to create more than one CRA.*

*The bill also limited the time-period each taxing authority is required to appropriate incremental ad valorem tax revenues to a redevelopment trust fund to no more than 40 years after the fiscal year in which the plan is approved or adopted. Similarly, the maturity date for redevelopment revenue bonds*

*and repayment bonds issued by CRAs created on or after July 1, 2002 is limited to 40 years.*

*This bill included a number of specific exclusions to application of the provisions of the bill including: to any ordinance or resolution authorizing the issuance of any bond, note, or other form of indebtedness to which are pledged increment revenues pursuant to a community redevelopment plan, or amendment or modification thereto, as approved or adopted before July 1, 2002; to agreements effective before July 1, 2002 which provide for the delegation of community redevelopment powers, and to Miami-Dade County. In addition, certain sections of the bill do not apply to existing CRAs or community redevelopment plans that were in place before the effective date of the bill, unless the community redevelopment area is expanded, in which case only changes relating to the definition of slum and blight and changes to the finding of necessity apply to the new area.*

*The bill also extended the life of the coastal resort area redevelopment pilot project created by s. 163.336, F.S., by 4 years, from December 31, 2002 to December 31, 2006.*

*The bill increased the number of businesses potentially eligible for brownfield redevelopment bonus refunds by replacing certain wage requirement thresholds with a criterion that an eligible business provides benefits to its employees; and distinguishes between brownfield redevelopment bonus refunds to qualified target*

*industry businesses and other eligible businesses. For other eligible businesses, defined as those businesses with a fixed capital investment of at least \$2 million in mixed use business activities and who provide benefits to their employees, the bill provides that a bonus refund of up to \$2,500 must be allowed for each new Florida job created in a brownfield. The amount of the refund must be equal to 20 percent of the average annual wage for the jobs created.*

### Analysis

This bill made the first major changes to Chapter 163, Part III, since its adoption. The impacts to the City's CRA plan vary depending on activities in the future. For instance:

Part of the CRA Plan update must include a notice to all taxing authorities discussing the modifications;

Any change in the boundaries of the redevelopment area to add land must be supported by a resolution with accompanying justification and a notice to all taxing authorities;

The bill expanded the maximum number of commissioners sitting on the board of a CRA from seven to nine;

The bill also limited the time-period each taxing authority is required to appropriate incremental ad valorem tax revenues to a redevelopment trust fund

to no more than 40 years after the fiscal year in which the plan is approved or adopted; and

Certain sections of the bill do not apply to existing CRAs or community redevelopment plans that were in place before the effective date of the bill, unless the community redevelopment area is expanded, in which case only changes relating to the definition of slum and blight and changes to the finding of necessity apply to the new area.

### CS/CS/SB 1360 — Property Tax Administration

*Provided that an independent special district created prior to July 1, 1993, is exempt from the tax increment financing requirements of a community redevelopment agency if ad valorem taxation is the only source of revenue that the district has authority to levy.*

### Analysis

This should have no impact on the CRA Plan update.

### **2003 Summary**

#### None

### **2004 Summary**

#### *S/CS/SB 2188 — Land Development*

*This bill provided legislative findings on the lack of affordable rentals for very-low-income, low income, and moderate-income persons. The bill made a finding that encouraging local governments to permit accessory dwelling units to increase the availability of affordable rentals serves a public purpose. It provides definitions and authorizes a local government to adopt an ordinance allowing accessory dwelling units (ADUs) in any areas zoned for single-family residential use based upon a finding that there is a shortage of affordable rentals. Building permit applications for an ADU under an ordinance adopted pursuant to this provision must include an affidavit from the applicant attesting that the unit will be rented at an affordable rate. Each ADU that is allowed under an ordinance adopted under this section shall count towards the affordable housing component of the housing element in the local government's comprehensive plan.*

*This bill provided legislative findings regarding the benefits of mixed-use, high-density development and requires the Department of Community Affairs to provide technical assistance to encourage mixed-use, high-density urban infill and redevelopment projects.*

### Analysis

The first part, regarding accessory dwelling units has limited applicability to the CRA because of the limited opportunities throughout the area.

The mixed-use may have applicability, should the CRA need the assistance of the DCA.

### **2006 Summary**

#### *HB 1583 — Community Redevelopment*

*The bill provided for additional procedures prior to the adoption of a community redevelopment plan for a community redevelopment agency (CRA) in a non-charter county that has not authorized a study to consider whether a finding of necessity resolution should be adopted by June 5, 2006, has not adopted a finding-of-necessity resolution by March 31, 2007, or has not adopted a community redevelopment plan by June 7, 2007.*

*These additional procedures also apply to a CRA in a non-charter county that modifies its redevelopment plan*

*after October 1, 2006, to expand the boundaries of the redevelopment area.*

*This bill also provided limitations under certain circumstances on the required contributions of the increase in increment revenues by the taxing authority in the CRAs specified above. Notwithstanding these limitations, an area reinvestment agreement would require the increase in the contribution to continue for a specified area and be used to fund specified public and private projects and services. The agreement must specify the estimated amount to complete the project or provide the services. The increase in the contribution that is required under an area reinvestment agreement shall cease when the amount specified in the agreement has been invested.*

*In addition, the bill provided that alternative provisions contained in an interlocal agreement between a taxing authority and the governing body that created the CRA may supersede the provisions of this section with respect to the taxing authority.*

*Finally, the bill requires a charter county to use registered mail to request additional documentation or information from a municipality when considering a request to delegate the powers of the CRA to a municipality and provides the timeframe within which the county must take action on the request.*

### Analysis

This legislation does not have an impact on the City's CRA Plan update, unless the City is contemplating expanding the boundaries of the CRA.

### *HB 1567 — Eminent Domain*

*This bill heightened the safeguards of private property rights by providing certain restrictions on the use of eminent domain and limiting the transfer of property that has been taken by eminent domain.*

### Restrictions on the Use of Eminent Domain

*The bill eliminated the authority to take property for the purpose of abating or eliminating a public nuisance. The bill also prohibits the use of eminent domain for the purpose of preventing or eliminating slum or blight conditions. The bill repeals s. 163.375, F.S., which granted broad eminent domain power to counties, municipalities, or community redevelopment agencies, with the delegated authority of eminent domain, for community redevelopment and related activities.*

*However, the use of eminent domain in a community redevelopment area (CRA) for a traditional public purpose is permitted in the same way as permitted outside the CRA. The bill prohibits a county or municipality from delegating the power of eminent domain to a community redevelopment agency.*



### Restrictions on the Transfer of Property Taken by Eminent Domain

*The state, any political subdivision, or any other entity to which the power of eminent domain is delegated is prohibited from transferring property acquired by eminent domain to another private entity for 10 years with certain exceptions. The exceptions include transfers for: private entities engaged in common-carrier services; roads open to the public for transportation, whether at no charge or by toll; operating a public or private utility; or public infrastructure. The bill also has an exception for transferring surplus property. If property is acquired via eminent domain and is not needed for the original purpose, and it has been less than 10 years, it can be transferred if the original owner is first given a chance to repurchase the property at the price that the government paid him or her for the property. The bill provides for public notice and competitive bidding for the disposition of property taken by eminent domain.*

*The Legislature also passed a joint resolution that proposes to amend the State Constitution to limit the conveyance of private property taken by eminent domain to a natural person or private entity with certain exceptions*

### Analysis

This legislation was a result of the U.S. Supreme Court's *Kelo v. City of New London*, which upheld the ability of local governments to use eminent domain for economic

development. Prior to the bill becoming law, CRA's could use eminent domain (provided they were granted the power to do so by the governing body that created it) to take property for the elimination of slum and blight. The CRA also had the ability to use eminent domain to take property and then sell it to a private individual to redevelop.

This activity – taking property from one owner and transferring it to another owner, created heated debate (it should be noted that “taking” required judicial review, paying fair value for the property, as well as all costs). The result of the outrage was HB 1567. The CRA (as well as local governments) is no longer allowed to use eminent domain to eliminate slum and blight. There are still limited uses of eminent domain such as taking land for roadways.

### **2007 Summary**

None

### ***Excerpted from Work Task III – Analysis of Relevant Plans***

The following table is excerpted from Work Task III – Analysis of Relevant Plans. Work Task III review over 14 plans and programs that contained activities, projects or programs impacting the CRA. The table identifies the plan, project or program reviewed; its relevant issues; and whether it: is addressed in the current (1994) CRA Plan; should be addressed in the update; and who should be responsible for it (City, CRA, or both).

### ***Analysis of Existing Plans***

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Comp Plan			
Encourage public/ private partnerships	X		X
Inventory of existing housing units		X	X
Opportunities to provide gap or work force housing		X	X
Continue with traffic calming measures	X		X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Four Corners Design competition		X	X
Neighborhood Master Plans should be updated		X	X
River Park Master Plans completed		X	X
Establish alternative route; Signage-Reroute US 41 traffic		X	X
Sidewalk & bike path implementation	X		X
Implementation of Comprehensive traffic study to evaluate traffic circulation systems		X	X
Provide additional parking---5th Avenue South & throughout redevelopment area	X		
Explore options for the burial of overhead utilities underground		X	X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Amend Development Code to require that right of way trees follow existing tree patterns			X
Add Objectives & Policies to implement the Trent Green and Andres Duany recommendations (5th Ave South/US 41 corridor overlay)	X	X	
Add downtown parking garage; provide more & better-organized shared parking & interconnections in all commercial zoning districts.		X	
Redevelopment of the River Park area to include affordable housing; mixed use		X	X
<b>Citywide Pathways</b>			
Missing links on collector roads (small scale)	X	X	
Missing links on collector roads (large scale)	X	X	X



<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Complete remaining collector system			X
Neighborhood requests on local streets		X	X
<b>City Visioning Program</b>			
Establish more open space in the City		X	X
Maintain and improve public amenities	X	X	X
Promote community health		X	X
Enhance mobility in the city	X	X	X
Maintain and enhance public safety	X	X	X
Continue planned open space, park and recreation facility and program enhancements	X	X	X
Develop a city-way pathways system		X	X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Maintain the beauty of the community.		X	X
Support public-private and private efforts to protect the City ' s historic sites and structures.		X	X
Maintain the quality of the Naples recreational experience	X	X	X
Maintain the diverse aspects of a small town life.	X	X	X
Support regional development of workforce housing.	X	X	X
Support “community character consistent ” redevelopment that adds amenities for residents.	X	X	X
Maintain the viability of the commercial areas of the City	X	X	X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
<b>River Park Needs Assessment</b>			
Create a more business-friendly environment		X	X
Integrate the land use and ownership study findings		X	
Allocation of TIF revenues to leverage private investment	X	X	X
Prepare a River Park master land use plan		X	X
Collaborative community policing strategy		X	X
<b>Preferred Four Corners Design</b>			
Make pedestrian friendly		X	X
Good aesthetics	X	X	X
Expand Parking	X	X	X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Calm traffic		X	X
Provide traffic study (origin / destination)		X	
Bike police patrols		X	X
Truck traffic control	X	X	X
Maintain access to Old Naples	X	X	
Linkage with Gordon River		X	X
Rely on zoning code to add pedestrian spaces		X	X
Use 6th Ave So. to move people and cars		X	X
Provide a landmark at Four Corners intersection		X	X
Alternate route for through traffic		X	X
Expand parking / parking garage		X	X



# CRA PLAN UPDATE

## APPENDIX

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Pedestrian overpass / bridge		X	
More small businesses		X	X
Narrow lanes on U.S. 41		X	X
<b>41-10 Master Plan</b>			
U.S. 41 should be calmed		X	X
Extend 3rd Avenue through Grand Central		X	X
Central Avenue (8th Street to U.S 41) add parking		X	X
Central Avenue (U.S. 41 to Goodlette Rd) parallel parking should be permitted		X	X
Tenth Street North reduce lane widths		X	X
Eighth Street add bulb-outs to delineate parallel parking		X	X
Traffic Calming Devices	X	X	X

# CRA PLAN UPDATE

## APPENDIX

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Prototype Development Models and Design Guidelines		X	X
Key Public / Private Initiatives	X	X	X
Park Street Redevelopment Plan		X	X
Four Corners Origin/Destination Traffic Study		X	X
CRA Capital Improvement Plan			
New parking garage		X	X
River Park master plan		X	
5th Ave So lighting	X		
Spring Lake Improvements		X	
Industrial Rider scrubber			X
10th Street Streetscaping	X		

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
On street parking		X	X
12th Street improvements		X	
Pedestrian underpass - at river		X	
Central Ave improvements		X	
D-downtown parking structure		X	X
Pathway improvements	X	X	X
Park Street Redevelopment Plan		X	X
Four Corners Improvements	X	X	X
3rd Ave improvements		X	
Goodlette-Frank streetscaping	X	X	
5th Ave So shared parking facility		X	X
5th Avenue Master Plan	X		

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Natural and Sculptural Landscaping	X	X	X
Bicycle Paths	X	X	X
Learn from Boca Raton's Mistakes	X	X	X
Retail Signage	X	X	X
Modifying the Sidewalk and Installing Awnings	X	X	X
A Ratio of Building Height to Street Width	X	X	X
Limit Building Heights	X	X	X
Building Setbacks and Enclosed Projections	X	X	X
Allow Apartments to be Above Stores	X	X	X
Create Continuous Multi-use Parking Lots	X	X	X



<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Assigned Parking Spaces and Safer Lot Design	X	X	X
Professional Permitting	X		X
Architectural Code and the Regulating Plan	X	X	X
Additional On-Street Parking	X	X	X
New Building for Theater and the Arts	X	X	X
A Round-About for Four Corners	X		
<b>Fifth Avenue South Parking Capacity Report</b>			
Provide additional parking within the pedestrian shed – or five minute walk	X	X	X
<b>Fifth Avenue South / U.S. 41 Urban Design Charrette</b>			

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Identify opportunities to foster greater pedestrian life, improve visual quality and realize public realm enhancements throughout the area.	X	X	
Identify opportunities for economic development and an integrated extension of downtown	X	X	X
Identify urban design guidelines that will establish a framework for better coordination of future growth and development.	X	X	X
Identify aesthetic enhancements to better define entrance conditions into the City from the east.		X	X
Large volumes of traffic at the Four Corners intersection need to be pared down / calmed.	X	X	X
Lane reductions and a traffic circle should be considered at the Four Corners intersection	X	X	X

<div> <div>CRA PLAN</div> <div>OTHER PLAN ISSUE</div> </div>	ADDRESSED IN CURRENT PLAN	SHOULD BE CONSIDERED IN UPDATE	CITYWIDE ISSUE / CITY INVOLVEMENT
Changes in road texture and streetscape needed to enhance the Four Corners intersection.		X	X
Enhanced pedestrian crosswalks needed in the area.		X	X
Additional public parking opportunities need to be identified outside the Shopping District (Fifth Avenue).	X	X	X
Better signage needed to direct Shopping District motorists and through traffic		X	X
11 <sup>th</sup> and 12 <sup>th</sup> Streets should be re-opened onto 5 <sup>th</sup> Avenue South / U.S. 41.		X	X

Source: IPG, 2008

### **River Park Master Plan – 11 Action Steps**

1. Complete 10<sup>th</sup> Street N. Streetscape north of Central Blvd.
2. Eliminate unwanted loitering
3. Issue an RFP for conducting an area master plan
4. Strengthen neighborhood organization / structure by establishing block / street captains and utilizing Apartment Managers
5. Do a general neighborhood clean-up:
  - a. Litter and debris in streets, Anthony Park and public rights-of-way followed up by code enforcement
  - b. Do a litter / debris clean-up of the Gordon River and canals
6. Address infrastructure by cleaning out storm water inlets / manholes
7. Work with FP&L to install a proper buffer around their substation
8. Restore storm damaged buffer between neighborhood and Public Works site
9. Anthony Park improvements
10. Make improvements to 5<sup>th</sup> Avenue N. to include landscaping where needed and address the entrance at 5<sup>th</sup> Avenue N. east of Goodlette-Frank Road to include replacing existing Bearded Palm trees with new trees
11. Develop youth development programs

# CRA PLAN UPDATE

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