

**ASSETS**

- Numerous natural amenities at and around Lake Trafford that offer great tourism potential
- Proximity to Arrowhead planned-unit development and commercial infill development opportunities
- Traditional street layout and building setbacks
- Pepper Ranch (as a tourist destination)
- SFWMD spoil site
- Little League Road extension under construction
- Tony Rosbough Park and Ann Olesky Park
- Lake Trafford Elementary School

**ISSUES**

- Existing commercial buildings require renovation
- Insufficient public transit service to this end of Immokalee
- Deterioration of the urban form in certain blocks north of Lake Trafford Rd. (broken, narrow and missing sidewalks; lack of streetscaping; etc.)
- Lack of clear pedestrian connectivity (sidewalks) between the major destination points (i.e., residential areas, recreation areas etc.)
- Some housing north and south of Lake Trafford Rd. requires replacement or renovation
- Underutilized lots and older mobile homes



Fig. 3.32 Lake Trafford Fishing Pier



Fig. 3.33 Ann Olesky Park Welcome Sign



Fig. 3.34 Lake Trafford Boardwalk

**OPPORTUNITIES**

- Lake Trafford Road sub-area neighborhoods are excellent candidates for streetscape beautification programs that may encourage pedestrian connectivity between destination points and create a visually pleasing route to the lake
- Demand for housing in this currently high-growth area of Immokalee will increase property values and tax revenue for the community, and may allow it to develop a theme or personality that revolves around the amenities offered by Lake Trafford.
- Development and redevelopment opportunities exist along Westclox Street
- Redevelopment potential of the SFWMD spoil site for recreation
- Opportunities exist to build Lake Trafford into a unique visitor destination that derives its appeal from the scarcity of freshwater lakes in South Florida
- Land exists here for large-scale developments that may not be possible elsewhere in Immokalee



Fig. 3.35 Lake Trafford Marina

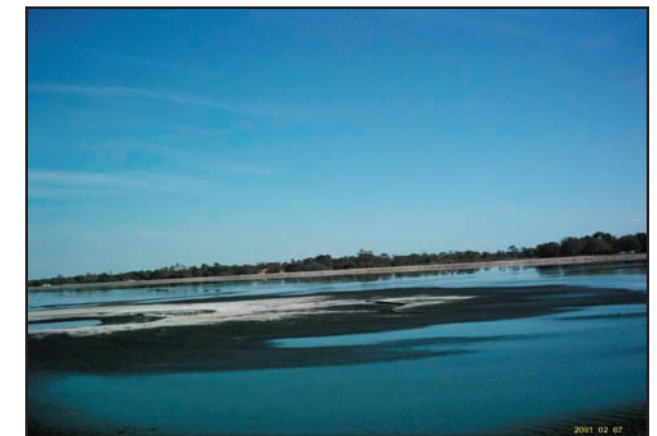


Fig. 3.36 Lake Trafford Spoil Site



Fig. 3.37 Lake Trafford Restoration

## SUB-AREA 7: TRADEPORT AND INDUSTRIAL PARK

The Florida Tradeport and Industrial Park comprise 1,333 acres on land zoned entirely industrial. This sub-area enjoys numerous designations and incentives that encourage economic development, including status as a Foreign Trade Zone, Florida Enterprise Zone, Foreign Entrepreneurial Investment Zone, and official Port of Entry.

These county- and state-sponsored incentives exist to encourage businesses to locate in the neighboring industrial park, and water and sewer service is available for businesses that relocate, but given the poor housing conditions, lack of amenities or attractions in the community, and permitting issues, it is proving difficult to develop commercial activity in this sub-area (the presence of a 10,000 square-foot manufacturing facility notwithstanding). The community farmers' market is located in this sub-area, but it has been underused since suffering damage from Hurricane Wilma in 2005. The market, a large, sprawling site beside the Tradeport, is an ideal location for redevelopment, and has great potential as a tourist destination.

The Tradeport is identified as an official port of entry and a foreign trade zone. Immokalee's economic diversification is likely to begin (or be augmented by) the expansion and marketing of this airport and trading zone. Its proximal location by the downtown district (Main Street Program Area) and existing commercial base will help expand this sub-area's importance as a commercial pillar of the community. The Tradeport's recent designation, too, as a state brownfield will help expedite the availability of resources for economic redevelopment (see Previous Plans and Programs, page 29) and reconstruction of the Farmers' Market, which was damaged by Hurricane Wilma in 2005.

### ASSETS

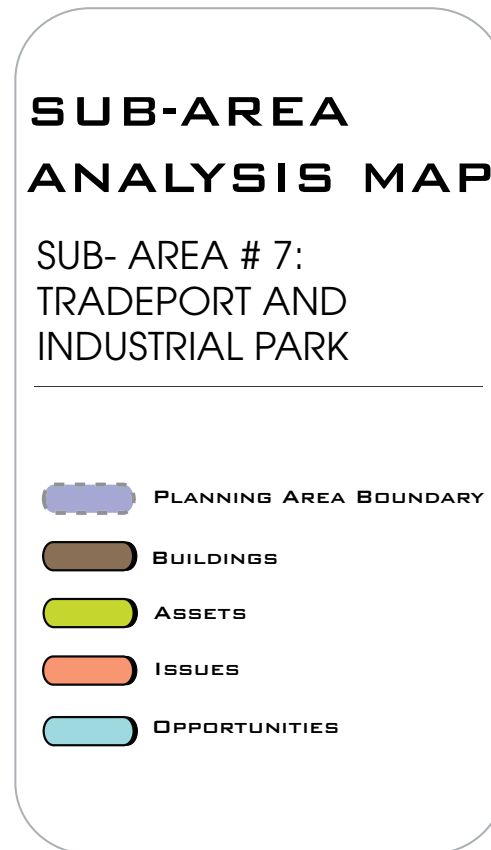
- Proximity to the downtown and to major routes through Immokalee
- Tradeport's designation as a Trade Zone, Enterprise Zone, Entrepreneurial Investment Zone, and Brownfield
- Farmers' Market nearby, which may offer future cultural and tourism development opportunities
- Immokalee drag racing strip

### ISSUES

- Existing road network may require expansion to allow increased traffic in the future
- Farmers' market requires a major renovation or redevelopment strategy to maximize its potential

### OPPORTUNITIES

- Brownfield designation will help allow the entire sub-area to become a commercial hub in Immokalee
- North-south connector to SR 82SR 29 will open land for new housing
- Retail redevelopment of the farmers' market could increase the tourist appeal of the community



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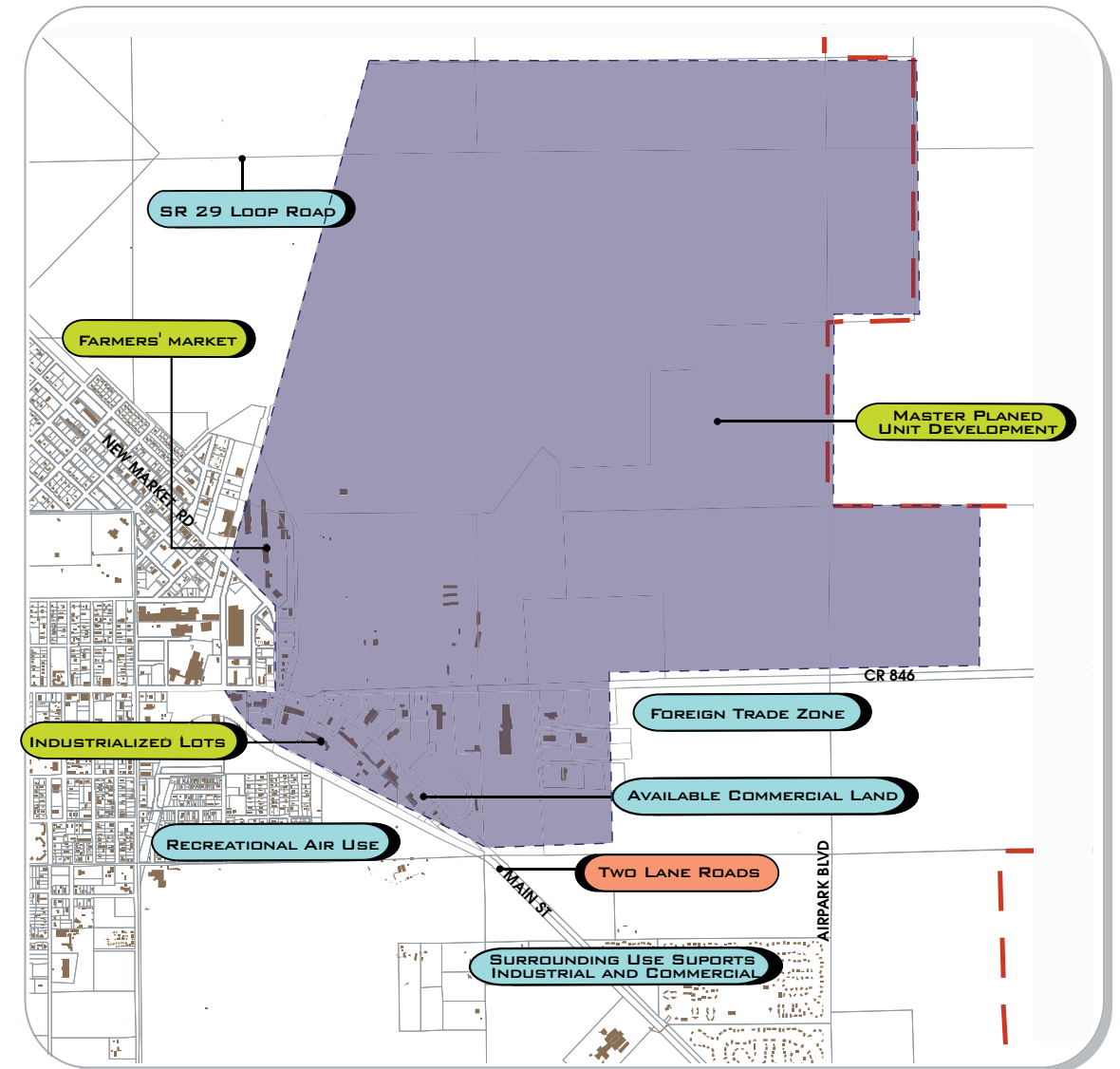


Fig. 3.38 Florida Tradeport From the Air  
Source: <http://www.holemontes.com/Web/aviationportfolio.htm>



Fig. 3.39 Damaged Farmers' Market Buildings



### SUB-AREA 8: FARM WORKER VILLAGE

Farm Worker Village is located almost two miles southeast of the center of Immokalee on SR 29, and is owned and operated by the Collier County Housing Authority. Begun in 1974 with 150 units, there are currently over 610 housing units, three daycare facilities, a playground, and a convenience store. A community center on-site provides recreational opportunities for Village residents, while the Village Oaks Elementary School is located directly across from the development (access is provided by a pedestrian bridge over SR 29). Public transportation is available between the village and downtown Immokalee.

Most of the land in this sub-area is zoned for medium-density residential, and the lots in the Village are well spaced with large setbacks and driveways. Sidewalks have not been installed, and even though streets are provided with traffic calming devices, pedestrian safety could be a concern, especially with the large number of children who live in this area. Housing quality is considerably better than most of the housing stock in the blighted parts of South Immokalee, but it falls short of the quality found in the newer residential developments in the Study Area (especially the planned-unit developments of Arrowhead, Serenoa, and Jubilee).

The population here is almost entirely derived from the migrant workforce that swells Immokalee's population every winter.

**ASSETS**

- Housing stock of good or improved quality, built to modern construction standards
- Self-contained development with distinct boundaries
- Proximity to an elementary school and sundry services (on-site)
- Public transit service is provided to the Village

**ISSUES**

- Pedestrian safety concerns (lack of sidewalks) and some property maintenance required
- Distance from downtown makes walking to downtown inconvenient
- Self-contained community is intended to house only agricultural workers
- Limited on-site or proximal amenities or attractions

**OPPORTUNITIES**

- Long-term development may integrate the village with the rest of Immokalee
- The presence of residents settling in this community may increase their local economic contribution
- New sidewalks and connections to rest of Immokalee will improve accessibility and visibility

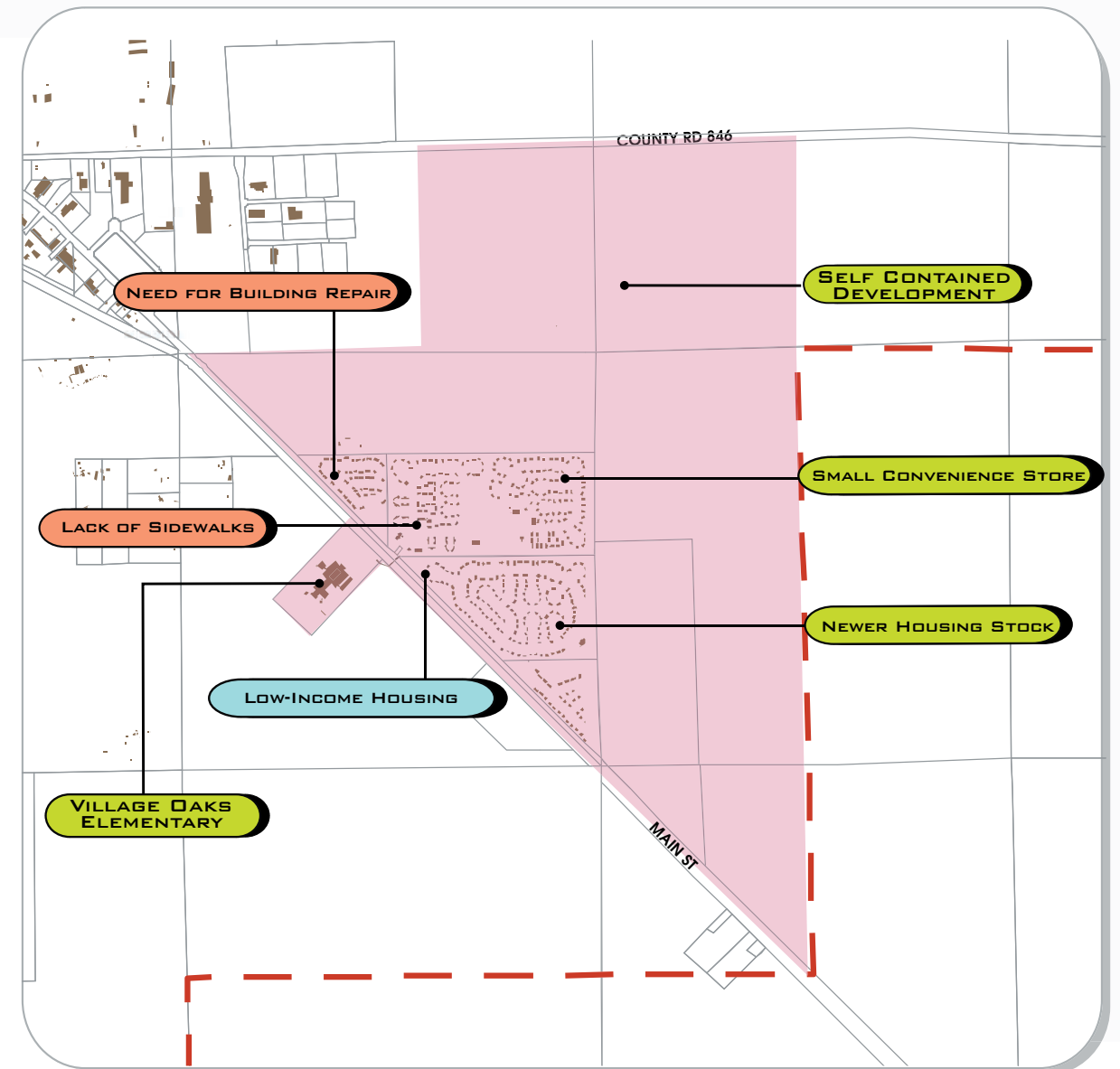
### SUB-AREA ANALYSIS MAP

#### SUB- AREA # 8: FARM WORKER VILLAGE

- PLANNING AREA BOUNDARY
- BUILDINGS
- ASSETS
- ISSUES
- OPPORTUNITIES



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Figs. 3.40, 3.41, 3.42 Lot Arrangement in the Farm Worker Village.

**SUB-AREA 9: SEMINOLE RESERVATION**

The Seminole Reservation lands, all of them currently zoned agricultural, constitute Sub-Area 9. In July, 1957, the Seminole Tribal Council established a constitution, allowing the tribe to be formally recognized by the Federal Government. Immokalee is one of only four Seminole Reservations in Florida, allowing Immokalee to work with the reservation to take advantage of unique heritage tourism opportunities based upon the Seminoles' distinct artistic heritage and culture.

The Seminole Casino, built following the sanctioning of gambling by the Seminole Tribal Council in 1979, is now a significant revenue generator for the Tribal Council and a strong tourist draw for Immokalee. Generating infrastructure capacity for future development is a primary issue facing the Tribal Council, and projects including the construction of a water and sewer transfer station are being undertaken. The Reservation is fortuitously located to take advantage of opportunities presented by the planned Ave Maria and Serenoa developments being built in the vicinity. Economic benefits, including heritage tourism, increased casino activity, and job training and employment in the construction and service industries, are directly related to increased visibility for the Seminole Tribe because of these planned communities.

**ASSETS**

- Large tract of developable land with a strong rural character
- Existence of the popular, revenue-generating Seminole Casino
- Proximity to an elementary school and Ave Maria and Serenoa PUDs
- Zoning revisions will allow area-wide planned unit developments

**ISSUES**

- Future growth demands will require capital investment on the reservation
- Education, job training, and employment strategies for Seminole population
- Lack of affordable housing and presence of vacant or underutilized lots
- Lengthy federal approvals process delays potential development

**OPPORTUNITIES**

- Economic potential from heritage tourism and casino expansion
- Self-management will allow for development opportunities that may be able to bypass county or state regulation
- Recreational airport use will help draw visitors to the area

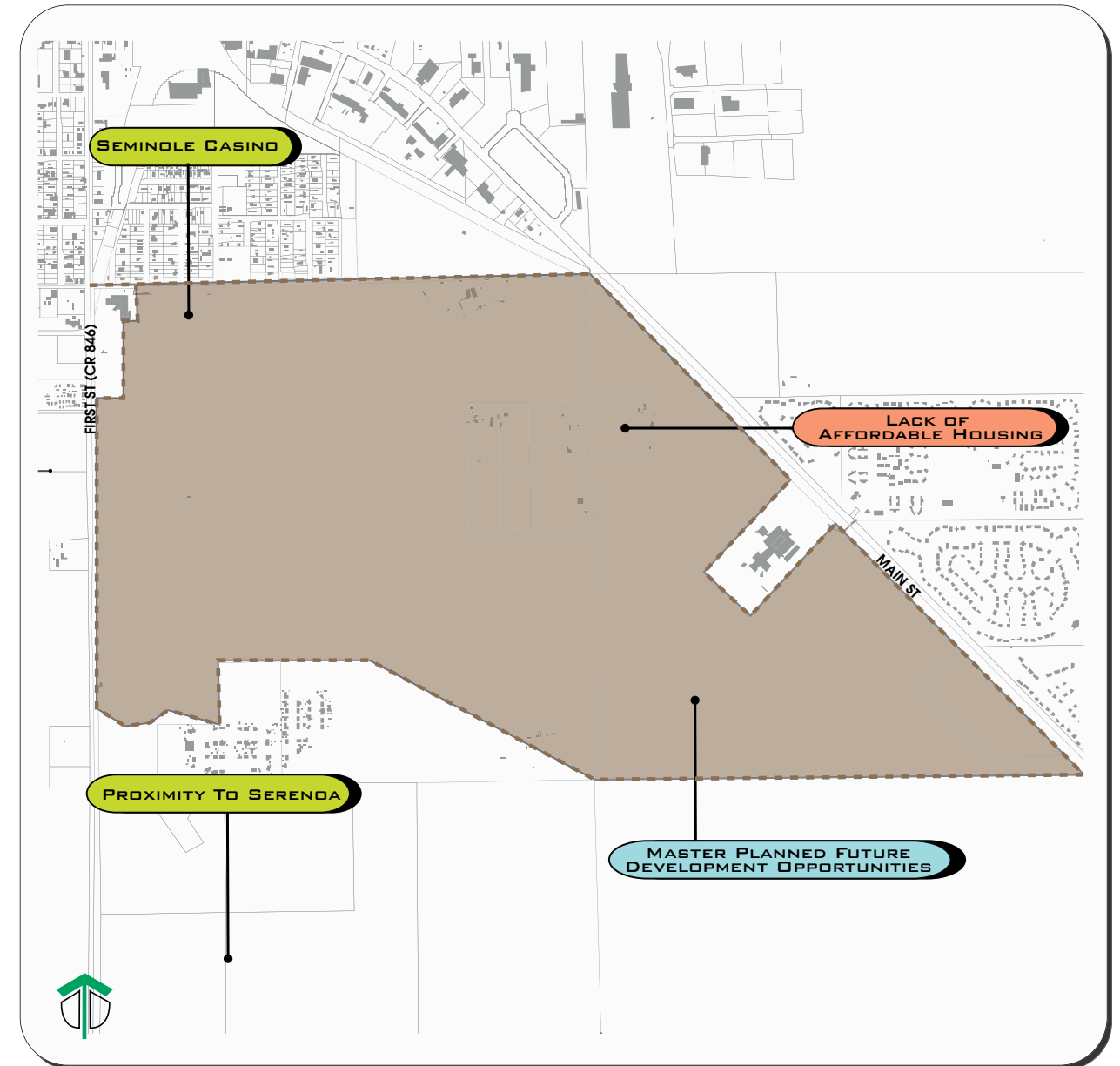
**SUB-AREA ANALYSIS MAP**

SUB- AREA # 9:  
Seminole Reservation

- PLANNING AREA BOUNDARY
- BUILDINGS
- ASSETS
- ISSUES
- OPPORTUNITIES



IMMOKALEE, FLORIDA



Figs. 3.43, 3.44 Seminole Casino

## SUB-AREA 10: RURAL OPEN SPACE / FARMLAND

Except for one parcel zoned for planned-unit development on the west end of the north tract, the two tracts of land that comprise Sub-Area 10 are zoned agricultural. The north and south tracts are owned by relatively few people, which may be an advantage for non-agricultural development in the future, especially given that landowners may have the opportunity to take advantage of transfer-of-development-rights programs when developing concentrated planned-unit communities in the future.

Development potential in the northern tract is likely to depend on the proximity of the Tradeport and surrounding commercial lands, and the routing of the proposed SR 29 bypass. This area has potential for accommodating a future government complex. The southern section is positioned favorably in relation to the Ave Maria and Serenoa planned communities. It will be important for community leaders to be involved in the planning process of these and other planned-unit communities to ensure that the entire Immokalee community may benefit from the increased economic strength that residential property brings.

### ASSETS

- Large tracts of land with great development potential under limited ownership
- Natural/rural lands offer various kinds of recreational and environmental advantages
- Proximity to the Florida Tradeport, the proposed SR 29 bypass, and new planned-unit developments (PUDs)

### ISSUES

- Environmental concerns may restrict the range or feasibility of new development
- U.S. Fish & Wildlife Service land management policies
- Natural habitat for the Florida panther may entirely preclude development rights
- Access to infrastructure to support future growth

### OPPORTUNITIES

- Economic growth potential is given life by ongoing PUDs, transfer-of-development rights, expansion of SR 29, presence of the Tradeport, and the Ave Maria and Serenoa planned communities
- Natural recreational opportunities based on the rural nature of the outlier lands may also contribute to the future economic growth of the Immokalee Study Area, especially by way of ecotourism
- SR 29 Bypass and new sidewalks will improve vehicular and pedestrian circulation
- Room available for transitional housing and a new government center

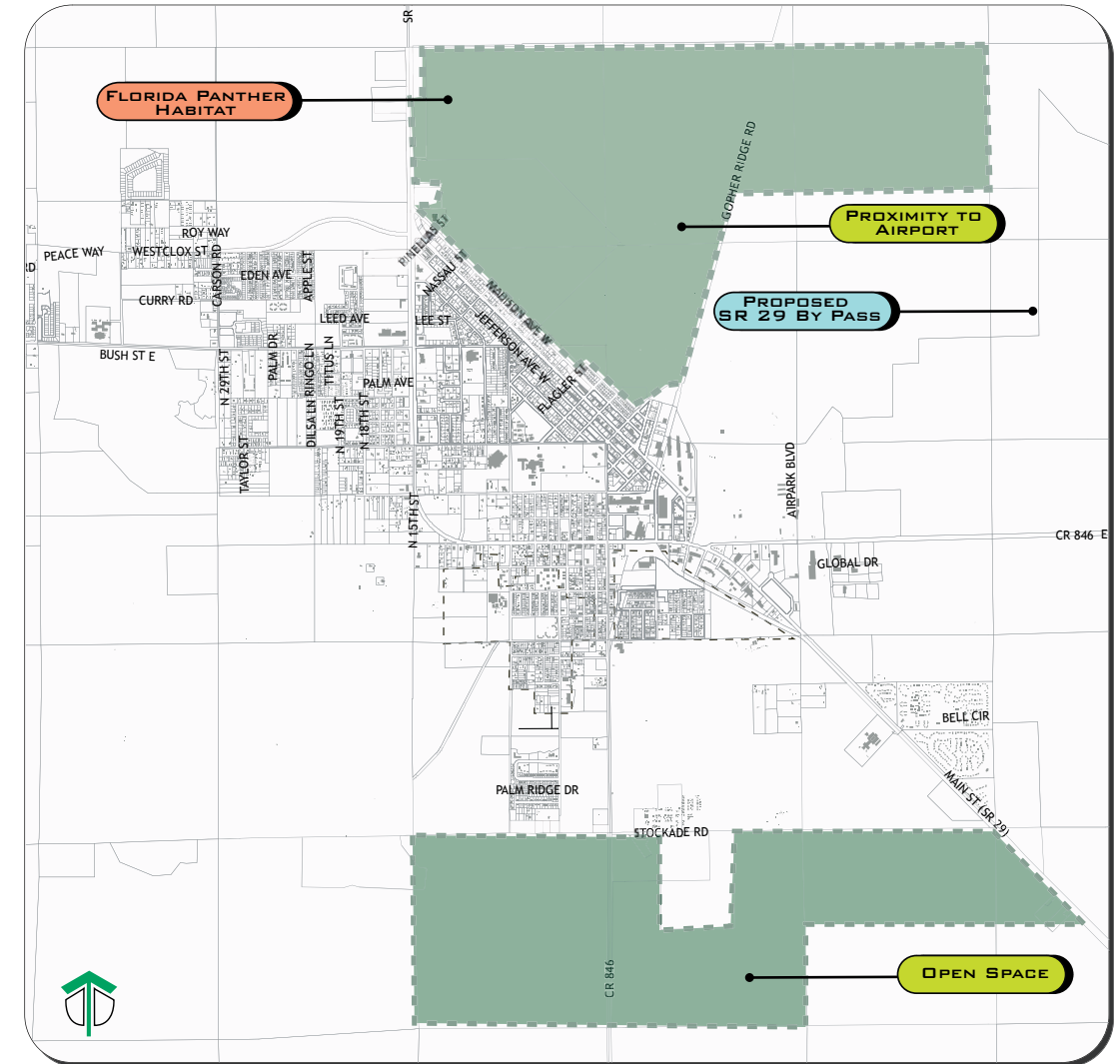
## SUB-AREA ANALYSIS MAP

### SUB- AREA # 10: Rural Open Space/ Farmland

-  PLANNING AREA BOUNDARY
-  BUILDINGS
-  ASSETS
-  ISSUES
-  OPPORTUNITIES



IMMOKALEE, FLORIDA



## COMMUNITY-WIDE ISSUES

Three issues affect the entire Master Planning Study Area, and are reviewed as community-wide issues. These are:

- Impact fees
- Economic impediments
- Demand for new community infrastructure.

### IMPACT FEES

Development impact fees are a source of revenue to supplement startup capital for a new development. The levy of impact fees is based on two generally-consistent principles:

1. New development does not pay for itself from collection of normal revenue sources, and;
2. It is often unfair to spread the cost of new development to existing residents and taxpayers, especially those who will not gain any benefit from the new development.

Impact fees are governed by a standard that has become known as the “dual rational nexus test”, which is really a pair of prerequisite conditions:

1. The facilities to be paid for by impact fees must be required to properly serve the new development, and;
2. The funds collected as impact fees must be must be used for the purpose for which they were collected.

Implied in this test is that new development should not pay more than their fair or prorated share of the cost of the new infrastructure needed at the new development. Impact fees shift a part of the cost of providing additional public facilities required to meet the needs of new developments to those selfsame developments.

A major concern with impact fees is the pricing effect they can have on new development (affordable housing and commercial development in particular). Since they are paid in their entirety on a per-building basis, and at the time a building permit is given, impact fees have an immediate cost impact. Developers of large buildings (e.g., industrial, office, and large retail) may see their upfront capital outlays grow substantially because of these fees (for the largest non-residential buildings, for instance, impact fees can reach as high as \$1-million or more). Residential developers faced with high impact fees must pass along those costs to consumers by way of higher rents or house prices. For renters or homebuyers of limited incomes, impact fees can price many new developments out of their reach. This may be a particularly severe problem in a community like Immokalee, where average household income is less than \$30,000.

One question about impact fees is who pays for the increase. The landowner or developer may cover these costs alone or, more likely, share them with consumers. The relationships between landowner, developer, and consumer can complicate this matter, however. Landowners may sell to developers, who improve the land with master planning and infrastructure investments. These developers may then build on the property or sell the improved land to other developers (residential and non-residential) who then build on the property. Buildings or improved land are ultimately sold or rented to consumers – individual homebuyers and businesses. Thus, there are two real estate markets that could be affected by impact fees. Landowners and developers who are sellers and buyers of raw land, and developers and consumers who are sellers and buyers of improved land and buildings.

In both of these markets, sellers and buyers will try to pass costs to the other party. The price that consumers – buyers – are willing to pay is the critical variable in this situation. Buyer response is determined by the “elasticity” of housing demand. (Elasticity is a measure of how buyer demand responds to a change in price. If the market is highly price-sensitive (for example, a 10% increase in price might cause a 20% decrease in the quantity sold), then the demand is termed elastic. But if the market is relatively insensitive to price, demand is inelastic.) Consumer response to price will determine the demand for buildings, and if developers are unable to pass their increased costs to consumers because the market is elastic, they will try instead to pass costs backwards to landowners (or previous developers) in an effort not to have to pay them alone.

Based on growth patterns, anecdotal evidence at focus group meetings, and the lower rates of development in Immokalee compared to the rest of the county, it appears that the property market in Immokalee is highly elastic at the moment. This places Immokalee at a pricing disadvantage and makes impact fees harder to pass onto consumers.

In Collier County, impact fees are considerably higher than in any other Florida county. Collier’s total fees are over \$5,600 above the median fee rate, as shown in the following table of impact fees per county as of August 2005, compiled by Dr. James C. Nicholas for Martin County:

County	Impact fees (\$)
Broward (non-infill)	646
Wakulla	1,247
Seminole	1,287
Pinellas (redev)	1,423
Gilchrist	1,441
Monroe	1,470
Brevard	1,556
Flagler	1,707
Pinellas	1,923
Hillsborough*	1,950
Marion	2,349
Nassau	2,452
Hernando	2,472
Citrus*	2,495
Volusia	2,590
Charlotte	2,642
Miami/Dade	2,726
Lake	2,848
Orange	2,906
Polk*	3,091
St. Lucie*	3,265
Manatee	3,417
Sarasota	3,508
Osceola	4,242
Indian River*	4,284
Lee	4,619
Martin*	4,865
Pasco	5,095
St. Johns	5,528
Palm Beach*	6,272
<b>Collier</b>	<b>8,309</b>
<b>Average</b>	<b>3,052</b>
<b>Median</b>	<b>2,642</b>
* in revision	

Statutory requirements do not allow impact fee exemptions for affordable housing developments, so many local governments have looked for other ways to lessen or eliminate the effects of impact fees on affordable housing prices. In Collier County, some relief on road-related impact fees is provided on affordable housing. It is calculated either by the size of the single-family dwelling or by household income. To waive the fee, the maximum size of a dwelling unit can be no greater than 1,500 square feet and household income must match either the poverty rate or 50%-or-less of the median county household income. Each combination of dwelling size and household income results in a different fee:

1. Less than 1,500 sq. ft. with annual household income <Poverty Level = \$1,977.00
2. Less than 1,500 sq. ft. with annual household income <50% of Collier median = \$3,471.00

Other impact fees, including park (community and regional), library, jail, emergency medical, general government building, law enforcement, and water and sewer fees, are collected on a residential unit without provisions for affordable housing. In fact, the fire impact fee calculation singles out Immokalee for particular collection:

1. Structures less than 32 ft. in height or less than 12,000 sq. ft. in gross floor area = \$0.20 per sq. ft. under roof; and
2. Structures equal to or greater than 32 ft. in height or equal to or greater than 12,000 sq. ft. in gross floor area = \$0.34 per sq. ft. under roof

The fire impact fee calculation is a flat \$0.15 per sq. ft. under roof in other parts of the county. Therefore, a 1,500 sq. ft., single-story, single-family dwelling unit in Immokalee would pay an additional \$75 than the same building in Golden Gate, Collier County. Although this is an insignificant amount on a home worth many thousands of dollars, the fairness issue should be raised.

In making impact fees more affordable, deferment is a commonly-used approach, allowing low-income households a grace period of a number of years to pay off the extra fees. Many Florida counties, like Palm Beach, Hillsborough, Marion and Alachua, also pay for impact fees on affordable housing developments out of other funds, like tax increments. Such policies make affordable housing in Florida easier to produce.

#### ECONOMIC IMPEDIMENTS

A significant economic driver must be found to promote commercial development in Immokalee. Drivers may include (but not be limited to) the planned-unit developments at Ave Maria and Serenoa, expansion of the Seminole Casino into a full resort environment, and promotion of recreation and tourism opportunities at Lake Trafford. Initial successes will encourage other business interests in the community, and will soon result in a wealthier resident population better able to afford newer homes and contribute more to the local economy. But certain impediments exist in Immokalee that deter the economic drivers that would lead to these necessary initial successes. These include:

1. **Inadequate transportation networks:** The largest constraints identified in the Economic Focus Group was insufficient capacity on roads serving major employment centers outside of the Immokalee area and a lack of public transportation to Naples and Fort Myers areas that could ferry low income workers (who may not have personal vehicles) to employment centers in those cities. (The county's mass transit program does have plans to increase transit routes to and from Immokalee, however.)
2. **Demographics:** The demographic profile of the Immokalee area in terms of earned and disposable incomes does not support extensive retail or service ventures.
3. **Education:** Limited education for much of the Immokalee population limits job opportunities and earned incomes. A lack of employment opportunities within the immediate area exacerbates this situation, creating a large local labor supply vying for a small number of jobs.
4. **Marketplace isolation:** The Immokalee area, surrounded by agricultural lands (some of them federally-protected), is isolated in Collier County, causing the market to be unusually constrained for a rural area. Most growth in Collier County is centered around the coastal cities (Naples and Ft. Myers), leaving less attention for communities in the rural outliers.
5. **Lack of tourist or visitor draws:** Recreational amenities, activities, and destinations, including cultural districts, restaurants, themed or trendy retail, annual events (car shows, fairs, etc.), and natural areas, draw local residents and out-of-towners alike, and encourage people to put money in the local economy. Currently, the only tourist or visitor draws in Immokalee are the Seminole Casino, Lake Trafford, and weekly drag racing at the Florida Tradeport. Immokalee will need to develop many more such draws.
6. **Negative perception of the area:** Immokalee is perceived by many outside of the area only as a highly agricultural community with a large migrant, low-skilled workforce/population. The unique qualities and opportunities in this community are not well known, and this lack of understanding hinders attempts to project a more progressive image for Immokalee. In discussions with the high school student focus group, several ideas were suggested to promote the community to non-residents, including a website, newspaper, and radio station.
7. **Ave Maria planned-unit development:** This development can be considered a double-edged sword for Immokalee. On one hand, the creation of a new community with 11,000 new housing units and 1.2 million square feet of commercial space will be a boon to Immokalee; however, it may also hinder redevelopment of the downtown district. The new luxury and affordable housing located in Ave Maria may become a largely self-containing district that saps economic strength from downtown Immokalee as those who can afford to move into Ave Maria do so (while bringing retail and other consumer commercial business with them).

### Demand for New Community Infrastructure

The corporate service providers for Immokalee; i.e., solid waste, electricity, and water all have the capacity to serve current and future populations. Electricity rates have not been increased in more than 20 years; there is some concern with areawide flooding (there are several localized flooding issues); and most homes and businesses are connected to both the water and sewer system. The sewer system; however, has a hold on new hook-ups due to limited spray field capacity and will eventually need to add additional treatment plants and distribution lines to serve an expanded population.

Specific areas of concern for infrastructure include the following:

1. **Stormwater:** Stormwater has become a problem in several areas of the community. Due to the relatively flat topography of Immokalee, drainage occurs in a sheet flow pattern within a very shallow but wide depression classified as a slough. Adequate, although unmaintained, storm drainage exists in South Immokalee, Main Street, and portions of Immokalee Drive and Lake Trafford, but elsewhere drainage infrastructure must be improved. A recent stormwater management master plan has been prepared to address this concern.
2. **Sidewalks:** Nearly every sub-area in Immokalee requires significantly improved pedestrian connections and infrastructure. While certain major roadways have sidewalks on at least one side of the street, many of those are not continuous pathways. For a community with a large population that does not own vehicles, walkability becomes immediately important.

Pedestrian safety is also inadequate throughout much of Immokalee. Open stormwater channels line many sidewalks and streets and are not separated by paved shoulders or guardrails. For example, south of State Road 29, along Ninth Street, deep, wide drainage ditches line both sides of the roadway without sidewalks or guardrails to protect pedestrians from motorists. To properly correct this condition, the open swales would need to be converted into a covered storm water system and paved sidewalks laid down. And on New Market Road, a two-lane facility with a hundred-foot right-of-way, yet no sidewalks or paved shoulders, walking can be very dangerous. Large trucks use this road frequently, and they must share the pavement with cyclists and pedestrians or force them onto the soft shoulder. The county has already identified several major roadways that need sidewalks (i.e., Lake Trafford, west end of Immokalee Drive, north and south Ninth Street, and north and south First Street); yet only one small section of new sidewalk is designated (Fifth Street between Delaware Ave. and Eustis Ave.). Most other neighborhoods do not have any sidewalks planned for construction.

### Conclusion

Immokalee enjoys many attributes that have allowed this community endure to this day and can make Immokalee truly strong in the future. Not least among these attributes are the community's dedicated citizens, productive outlying farmland, a large, beautiful lake, and the incentive found in the community's citizens and leadership to build the town into an economic force in Southwest Florida.

This report reviewed the assets, issues, and opportunities on both a local (sub-area) and community-wide scale. A number of observations recurred throughout the inventory process, and these are the issues that require the most attention: blighted residential blocks that must be renovated or gentrified, improved pedestrian and vehicular infrastructure throughout the entire community (but most especially in the downtown district and in the largest existing residential parcels), rehabilitation and diversification of the local economy (which may center around the Tradeport), and visual improvement of the most representative parts of the community (i.e., streetscape beautification along SR 29, Immokalee Drive, and Lake Trafford Road). Community-wide issues are largely of an economic nature (how to kick-start commercial and residential investment without pricing it beyond the affordability of developers and consumers, for instance). It is evident that much of Immokalee's rehabilitation and future growth is greatly dependent on improving the community's economic, transportation and infrastructure systems, and increasing the availability of affordable housing and social services. Revisions to the Immokalee Master Plan will focus on efforts to this end.



**ANALYSIS MATRIX**

This matrix charts, for quick reference, items important to the success of a redevelopment program for the Immokalee Study Area. The 26 items listed are cross-referenced for each sub-area. Blank fields indicate the issue was not pertinent to the sub-area or was discussed in the review of community-wide issues.

ISSUE		South Immokalee	Main Street Program Area	New Market Road	Immokalee Drive	SR 29 Corridor	Lake Trafford	Tradeport and Industrial Park	Farm Workers Village	Seminole Reservation	Rural Open Space/Farmland
IMPACT FEES	Community-wide issue (see page 48)	x	x	x	x	x	x	x	x	x	x
ECONOMIC IMPEDIMENTS	Community-wide issue (see page 48)	x	x	x	x	x	x	x	x	Lack of affordable housing	
DOWNTOWN DESIGN		x	Typical linear, with fairly new streetscape improvements	x	x	Continues typical linear, streetscape continued from 1st Street - streetscape continues northward to some degree until CRA boundary	x	x	x	x	x
EXISTING PUBLIC OPEN SPACE		Limited to two parks in poor condition	Limited to public streets	Limited to public streets, but within walking distance to regional park at 1st and Roberts	One regional park and several public school facilities	Roberts Ranch provides one of the only public open spaces in this area	Public park near elementary school, has play ground and ball field, also public park with boat ramp and pier at Lake Trafford	Limited in this area to small public park	Numerous public green spaces within the complex	Reservation area is Seminole-administered land	Plenty of open space for future development (incl. ecotourism)
COMMUNITY INFRASTRUCTURE	Community-wide issue (see page 48)	x	x	x	x	x	x	x	x	x	x
LANDSCAPING		Practically non-existent; most areas are residential therefore landscaping is done by homeowner	Nearly new landscape improvements along main roadway, other areas have no landscaping	Non-existent	Except for SR 29, limited to private property	Nearly new landscape improvements along main roadway, other areas have no landscaping	Practically non-existent; most areas are residential therefore landscaping is done by homeowner	Limited, even though somewhat new bldgs	Practically non-existent; most areas are residential therefore landscaping is done by homeowner	Landscape treatments limited to the casino and area	x

ISSUE		South Immokalee	Main Street Program Area	New Market Road	Immokalee Drive	SR 29 Corridor	Lake Trafford	Tradeport and Industrial Park	Farm Workers Village	Seminole Reservation	Rural Open Space/Farmland
VISUAL CONDITIONS		Poor, visual blight, preponderance of unmaintained buildings, some new construction but not enough to reduce the overall appearance	Mostly older buildings in need of maintenance, several closed/abandoned bldgs on 1st Street although vacancy is low	Poor, visual blight, preponderance of unmaintained bldgs, both commercial and residential	Some areas are very blighted, other areas are well maintained, most other areas in fair condition, trailer parks have worst conditions	Some areas are very blighted, other areas are well maintained, most other areas in fair condition	Some areas are very blighted, other areas are well maintained, most other areas in fair condition; this area has most new construction	Most tradeport bldgs are newer, although there are some older commercial/industrial bldgs surrounding tradeport that have fair to poor visual appeal	Sporadic maintenance of residential and community commercial bldgs leaving a poor impression	x	x
R-O-W DESIGN		Typical streets - 2 lanes, swales, no sidewalks or sidewalk on one side only, no curb and gutter	1st Street designed sidewalk to sidewalk, most local streets have r-o-w to allow sidewalk on one side of street	Adequate for traffic, New Market being widened in heavier traffic/commercial area	Typical streets - 2 lanes, swales, no sidewalks or sidewalk on one side only, no curb and gutter	SR 29 r-o-w widens to approx. 300 ft north of Lake Trafford Rd much too wide; local street have adequate r-o-w, although pavement is limited to 2 travel lanes; limited pedestrian ways	SR 29 r-o-w widens to approx. 300 ft north of Lake Trafford Rd, much too wide; local street have adequate r-o-w, although pavement is limited to 2 travel lanes	Appears adequate at this time and additional r-o-w is available into/out of area	Local streets, no sidewalks in most areas, pedestrians walk on roadways, pavement has no curb and gutter	x	x
BUILDING SETBACK DESIGN		Typical building setbacks, for both residential and commercial, 25 ft to 50 ft.	Typical setbacks, older commercial bldgs are closer to the street, newer ones set back 50 ft. or more.	Typical setbacks for heavy commercial area	Typical setbacks, older commercial bldgs are closer to the street, newer ones set back 50 ft. or more.	Typical setbacks, older commercial bldgs are closer to the street, newer ones set back 50 ft. or more.	Typical setbacks, older commercial bldgs are closer to the street, newer ones set back 50 ft. or more.	Typical commercial and industrial setbacks	Typical housing subdivision setbacks	x	x
TRAFFIC CIRCULATION		Grid pattern with interruptions in the pattern due to dead ends, but not frequent	Typical linear street pattern for main roadways, grid for others	Typical linear for truck route direct access to SR 29 both southward and northward	Grid pattern with interruptions in the pattern due to dead ends, but not frequent	Grid pattern with interruptions in the pattern due to dead ends, but not frequent	Grid pattern with interruptions in the pattern due to dead ends, but not frequent; new residential development has modified grid pattern	Linear, but serves facilities	Modified grid with few cul-de-sacs, two entrances into/out of community	Accessed primarily from First Street South	Outlier areas; traffic not a major issue
SERVICE ACCESS		Most commercial with access from front	1st Street commercial areas have access from front, many areas along SR 29 have rear alley access	Mainly from New Market, internal circulation for individual businesses provide access, some areas have cross access	Several commercial areas along SR 29 have rear alley access, most particularly on the eastside, have access from front	Several commercial areas along SR 29 have rear alley access, most - particularly on the eastside, have access from front	Most service access from front	Mainly from front, in business park, typically from main corridor	All access from front	Casino is accessed from County Road 846	x

ISSUE		South Immokalee	Main Street Program Area	New Market Road	Immokalee Drive	SR 29 Corridor	Lake Trafford	Tradeport and Industrial Park	Farm Workers Village	Seminole Reservation	Rural Open Space/Farmland
<b>PARKING LOCATION/ QUANTITY</b>		Typical residential parking in front or side; commercial design, parking in front; most commercial seems to contain adequate parking for newer bldgs	Limited parking for most older bldgs, newer facilities have appropriate number of spaces per code. There are several vacant lots that would make suitable surface parking lots	Parking is ample in this area	Parking appears appropriate for most uses, although, like in the Main Street sub-area, older businesses have less than adequate parking	Parking appears appropriate for most uses, although, like in the Main Street sub-area, older businesses have less than adequate parking	Mainly a residential area, however, in commercial areas, there appears to be adequate parking	Appears adequate for uses	Appears adequate for residential area, however, some homeowners are parking extra vehicles on lawn area - no on-street parking	Ample parking for the casino	Agricultural lands do not have many paved parking surfaces
<b>LIGHTING CONDITIONS</b>		Limited street lighting	Well lit	Limited street lighting	Well lit along main roads, limited in other areas	Well lit along main roads, limited in other areas	Well lit along main roads, limited in other areas	Well lit	Limited	Installed only where required	x
<b>PAVING CONDITIONS</b>		Main road conditions fair, minor roads poor, some local roads are unpaved	Main roads pavement in good condition, side roads, pavement in poor condition	New Market being widened in some locations, but paving remains fair throughout	Main roads pavement in good condition, side roads, pavement in poor condition	Main roads pavement in good condition, side roads, pavement in poor condition	Main roads pavement in good condition, side roads, pavement in poor condition	Main roads pavement in good condition	Main roads in fair condition	Pavement in good condition	x
<b>DRAINAGE</b>		Some streets contain swales, most side streets no visible drainage	Main roads have storm water system, side roads have swales or no visible drainage facility	No visible drainage, swales off main roads	Main roads have storm water system, side roads have swales or no visible drainage facility	Main roads have storm water system, side roads have swales or no visible drainage facility	Main roads have storm water system, side roads have swales or no visible drainage facility	No visible drainage, swales off main roads	No visible storm drainage in most areas, swales handle most drainage	No visible drainage problems	x
<b>UTILITIES CONSTRAINTS</b>		No constraints; area served	No constraints; area served	No constraints; area served	No constraints; area served	No constraints; area served	No constraints; area served	No constraints; area served	No constraints; area served	No constraints, area served	x
<b>BUILDING FAÇADE CONDITIONS</b>		Majority of buildings are in poor condition	Most buildings are in poor condition	Most buildings are in poor condition	Older bldgs - poor condition; newer bldgs - good condition	Older bldgs - poor condition; newer bldgs - good condition	Most buildings are in poor condition	Older bldgs - poor condition; newer bldgs - good condition	Most buildings are in fair condition	Good condition for the relatively few buildings in this sub-area	x

ISSUE		South Immokalee	Main Street Program Area	New Market Road	Immokalee Drive	SR 29 Corridor	Lake Trafford	Tradeport and Industrial Park	Farm Workers Village	Seminole Reservation	Rural Open Space/Farmland
VACANT LAND OPPORTUNITY		Several areas contain parcels of vacant land sizeable enough to provide housing opportunities	Several major intersections have vacant parcels, interior lots also available for infill	Limited opportunities exist for new construction although individual lots may be redesigned to offer better site use	Limited to sporadic lots throughout	Several major intersections have vacant parcels, interior lots also available for infill	Several large pieces of land available for infill opportunities, although wetlands become the limiting factor in development in the Westclox area	Tremendous opportunity based on amount of vacant land	No room for expansion beyond what is planned	Seminole-administered land is candidate for development expansion	Most open lands will remain open, become agricultural, or be developed by residential communities
LAND USE/CIRCULATION		Appears appropriate for area, minor land use changes to allow more residential; will require parcel assembly, some areas may be constrained by wetlands	Appears appropriate for area	Appears appropriate for area towards the southern end, low density residential (northern area) is inappropriate adjacent to main truck route	Appears appropriate for area in general, although low density one block off SR 29 is inappropriate	Appears appropriate for area, although Roberts Ranch shouldn't have a commercial/mixed use/urban infill land use designation; Winn-Dixie Plaza isn't neighborhood commercial, should have more intense commercial designation	Appears appropriate for area	Appears appropriate for area	Appears appropriate for area	x	x
COMPATIBILITY		Some compatibility issues with commercial areas on 1st Street and SR 29	Most residential has no buffering between it and commercial	Some residential across from heavy commercial is not compatible	Most uses are compatible with transitional uses from commercial streets to residential areas	Most uses are compatible with transitional uses from commercial streets to residential areas	Commercial uses limited to main corridors, residential mix is appropriate	This area is set up for tradeport and commercial opportunities with limited compatibility issues	All uses appear compatible, limited commercial has some buffering from residential	x	x
VIABLE REDEVELOPMENT SITES		Numerous sites within the sub-area are suitable for redevelopment	Several large lots adjacent to main intersections available, as well as numerous infill opportunities throughout	Numerous sites appear prime for redevelopment based on underutilization, obsolescence, and vacancy	Numerous sites appear prime for redevelopment based on underutilization, obsolescence, and vacancy	Numerous sites appear prime for redevelopment based on underutilization, obsolescence, and vacancy	Numerous sites appear prime for redevelopment based on underutilization, obsolescence, and vacancy	Farmers' Market and surrounding areas are ideal for redevelopment	None	Room for development expansion	Room for development expansion
OPPORTUNITIES AND CONSTRAINTS		See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area	See individual discussion for sub-area

ISSUE		South Immokalee	Main Street Program Area	New Market Road	Immokalee Drive	SR 29 Corridor	Lake Trafford	Tradeport and Industrial Park	Farm Workers Village	Seminole Reservation	Rural Open Space/Farmland
VACANT LAND		Several larger tracts, mainly on Eustis and School Rd	Several parcels available, prime coner of 1st and Main has two vacant parcels, several infill lots available throughout	Limited oppotunities exist for new constructions although individual lots may be redesigned to offer better site use	Limited oppotunities exist for new constructions although individual lots may be redesigned to offer better site use	Limited oppotunities exist for new constructions although individual lots may be redesigned to offer better site use	Numerous sites appear prime for redevelopment based on underutilization, obsolescence, and vacancy	Tremendous opportunity based on amount of vacant land although wetlands will be the limiting factor in development along Westclox; however, north and west has large tract suitable for development	None	Available vacant land	
TRAFFIC HAZARD AREAS		Mostly local roads with low speed limit, appears to have no traffic hazard areas; truck turning movements have been hampered by landscape medians on 1st Street; pedestrians face numerous hazards due to lack of sidewalks	Traffic appears to operate smoothly in this area, pedestrian connections are made difficult by lack of sidewalks	Heavy truck traffic with areas showing pedestrian activity but no sidewalks available; area seems to work for truck route	Traffic appears to operate smoothly in this area, pedestrian connections are made difficult by lack of sidewalks	Traffic appears to operate smoothly in this area, pedestrian connections are made difficult by lack of sidewalks	Traffic appears to operate smoothly in this area although traffic appears to travel faster than posted speed limit on Lake Trafford Drive., pedestrian connections are made difficult by lack of sidewalks	No real hazard areas, although trucks wanting to go to the tradeport must turn onto SR 29 and travel a short distance before turning off again onto CR 846	Mostly local roads with low speed limit, appears to have no traffic hazard areas; however, pedestrians face numerous hazards due to lack of sidewalks	x	x
DEMOGRAPHICS (see Inventory Report on high concentration of Hispanic populations)		Primarily Hispanic, minor populations of White, Black and Haitian residents	Primarily Hispanic, minor populations of White, Black and Haitian residents	Primarily Hispanic, minor populations of White, Black and Haitian residents	Primarily Hispanic, minor populations of White, of Black and Haitian residents	N/A	Primarily Hispanic, minor populations of White, Black and Haitian residents	N/A	Primarily Hispanic, minor population of Haitian residents	Seminole indigenous peoples	Agricultural lands worked by migrant Hispanic labor