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February 8, 2012

TO: **Plan East Gainesville Subcommittee**
Commissioner Mike Byerly
Commissioner Scherwin Henry
Mayor Craig Lowe
Commissioner Paula DeLaney

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

**PLAN EAST GAINESVILLE SUBCOMMITTEE
FEBRUARY 15, 2012**

On Wednesday, February 15, 2012, the Plan East Gainesville Subcommittee will meet at 3:30 p.m. in the Grace Knight Conference Room (2nd Floor), Alachua County Administration Building, 12 SE 1st Street.

AGENDA

I. ELECTION OF TEMPORARY CHAIR

II. ALACHUA COUNTY COMMUNITY REDEVELOPMENT AREA

Alachua County is seeking the input of this Committee concerning the establishment of a community redevelopment area in the vicinity of Eastside High School

Included in this meeting packet are the:

- A. Community Redevelopment for Eastside slideshow printout, dated February 15, 2012;
- B. Eastside Community Redevelopment Area report, dated November 15, 2011; and
- C. Plan East Gainesville Community Profile excerpt.

At the request of County staff, below is a link to the County's Eastside Community Redevelopment Area webpage, which includes background information:

http://www.growth-management.alachuacounty.us/comprehensive_planning/CRA/

III. ADJOURN

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Community Redevelopment for Eastside

MTPO Plan East Gainesville Steering Committee

February 15, 2012

CRA development



- Workplan Memo to BoCC - Jan 2011



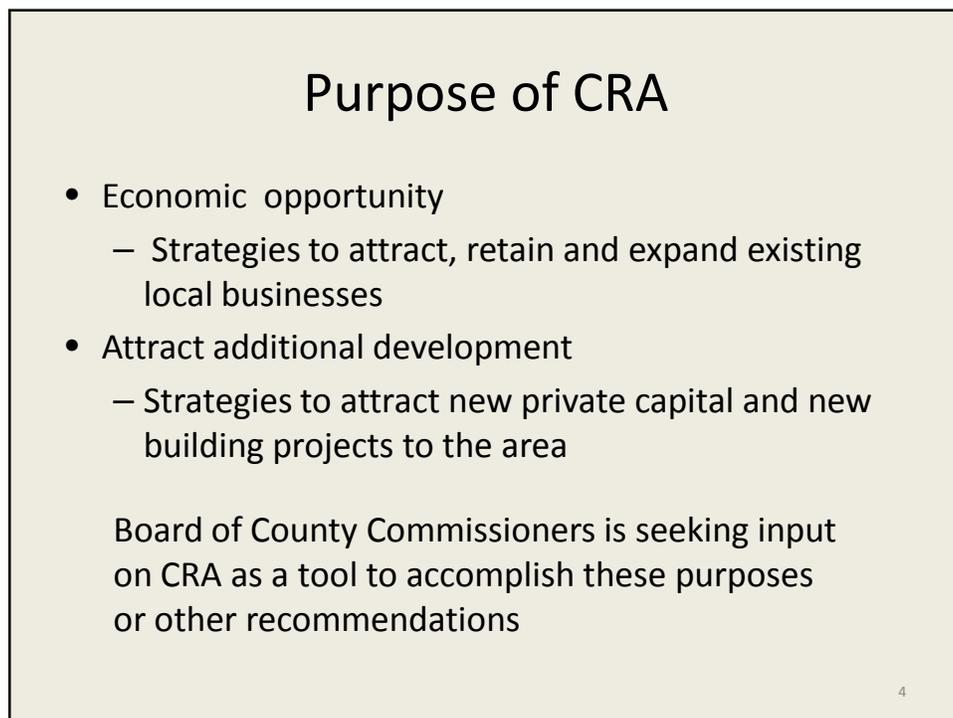
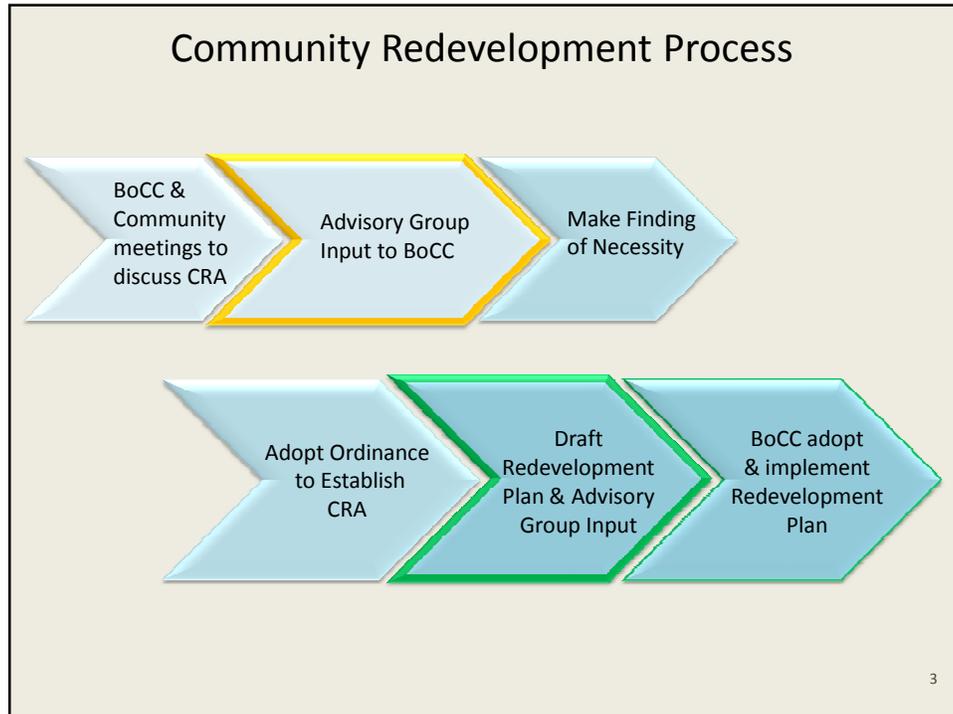
- Three Community Meetings - Feb & Aug 2011

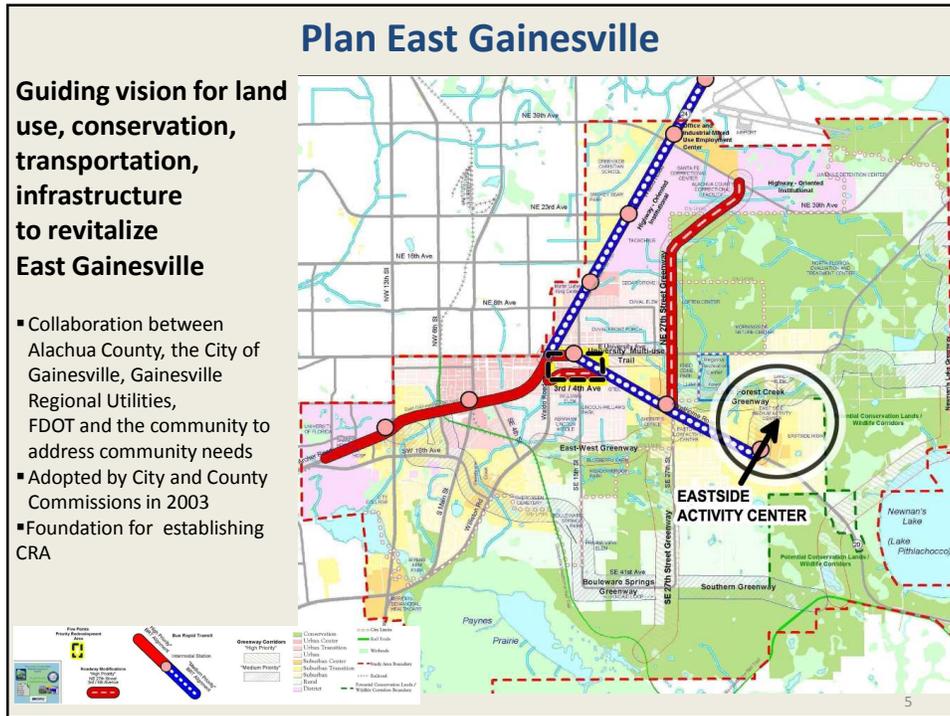


- BoCC direction to draft Finding of Necessity & Ordinance creating CRA Agency - May 2011



- BoCC Review & referral to Advisory Committees for input - Sept & Nov 2011



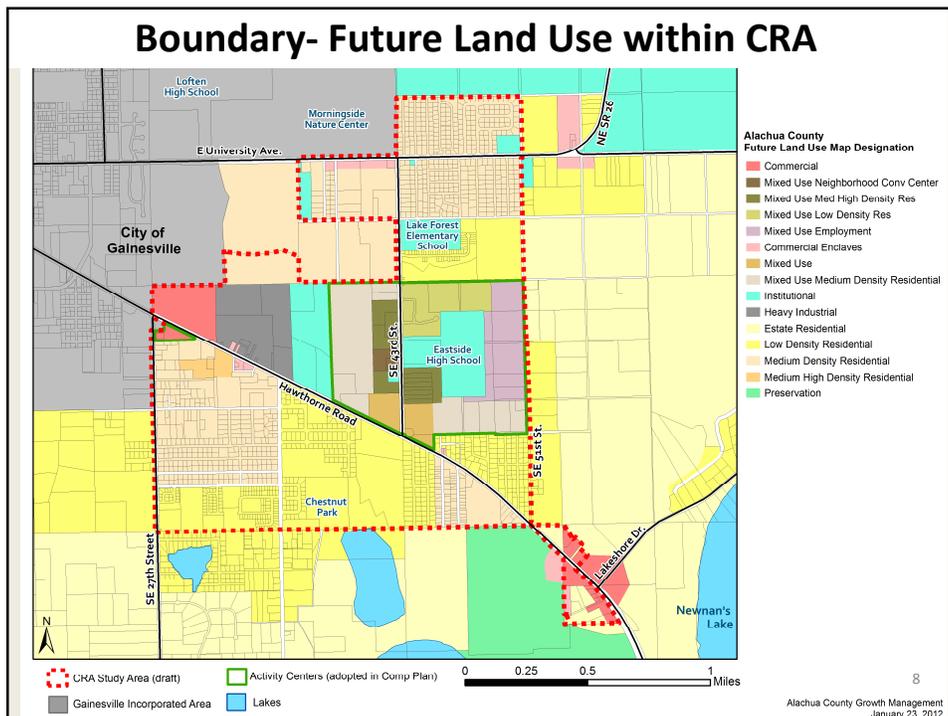


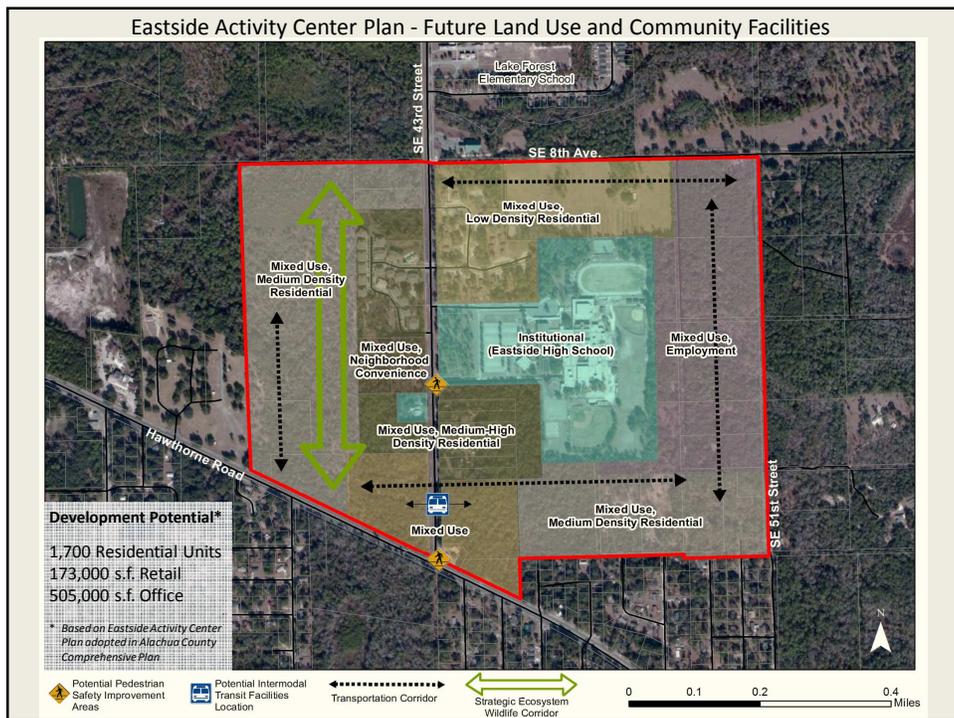
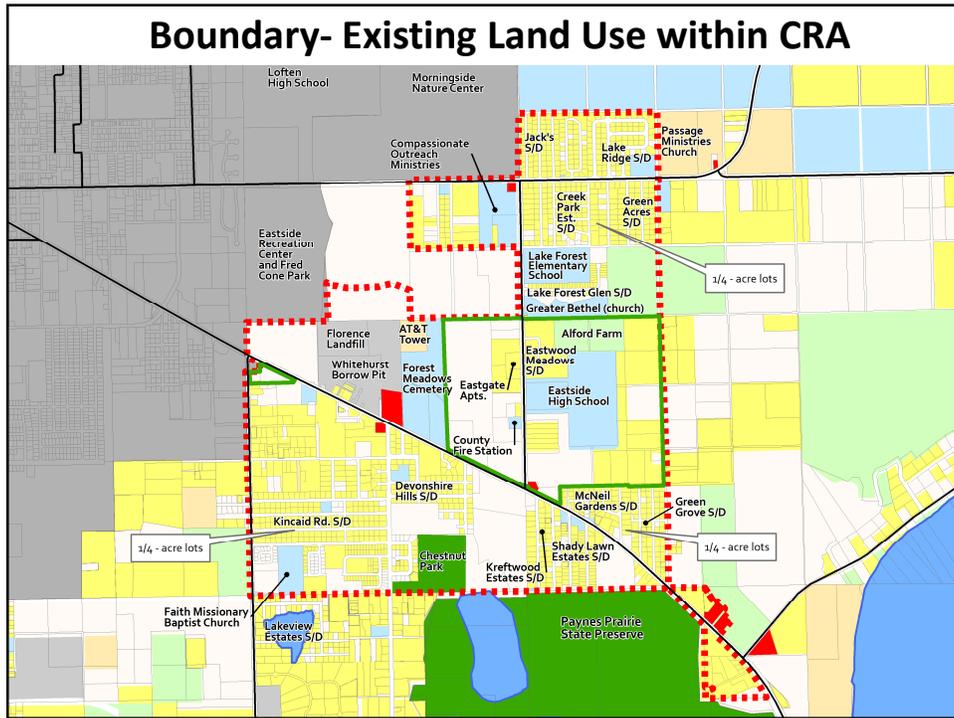
- ### Plan East Gainesville Profile
- *Long-term declining population and limited economic investment since the 1960s, when I-75 was developed*
 - *Vacant developable parcels, dilapidated buildings, and limited commercial uses present undesirable image*
 - *Incomplete utility services and infrastructure such as central water and sewer systems hinder economic development*
 - *Poor neighborhood access to commercial centers*
 - *Transportation system and population base can support development if negative perceptions can be overcome*
 - *Potential connection to University and larger Urban Area*

CRA can address Community Needs

- Encourage redevelopment/revitalization
- Commitment can improve perception of area
- Complete the urban fabric
- Provide incentives for investment
- Leverage funds (grants, partnerships)
- Reinvestment of community tax base

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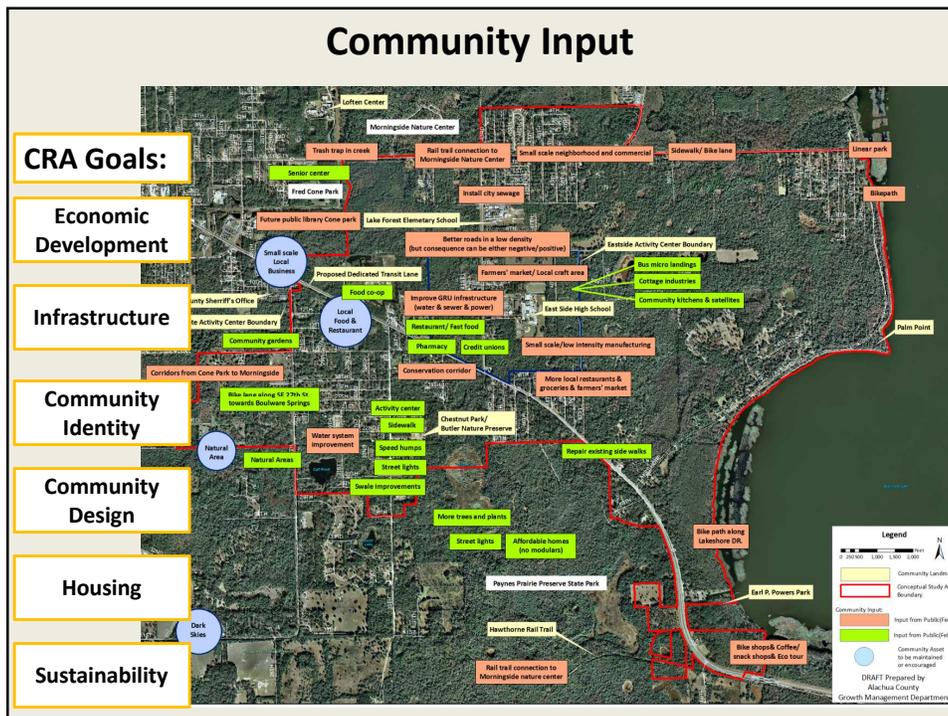




Land Area within CRA

CRA Total Area (total area inside CRA boundary)	1,354 Acres
CRA Parcel Area (area within tax parcels - excludes rights of way)	1,180 Acres
Developed Area	786 Acres (58% of Parcel Area)
Undeveloped Area	394 Acres (40% of Parcel Area)
Eastside Activity Center	304 Acres (180 undeveloped acres)

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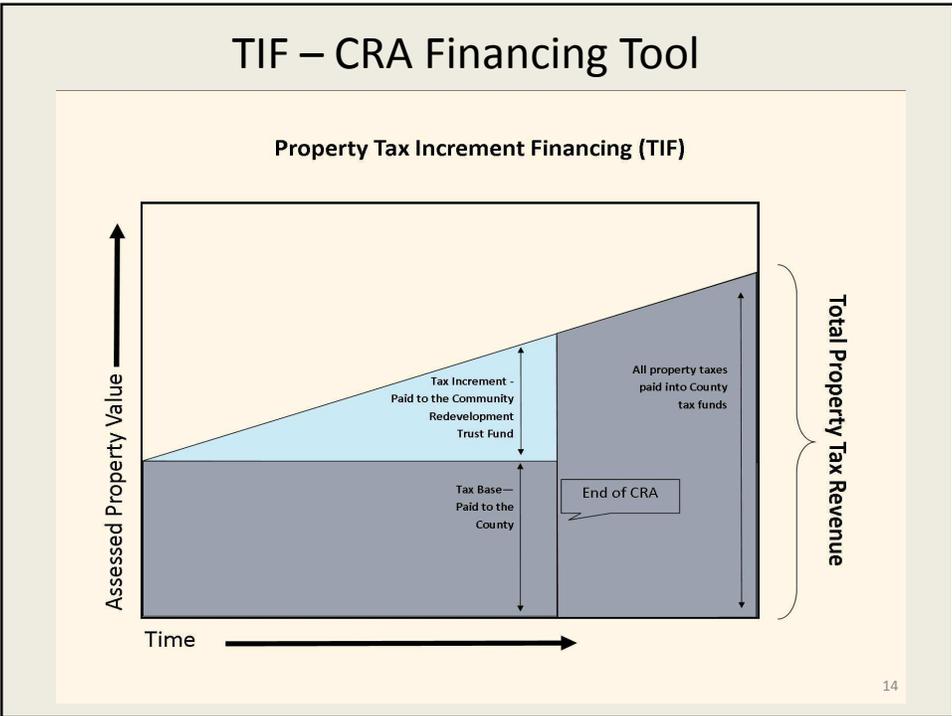


What could a CRA do?

Potential Redevelopment Plan projects

- Water and sewer extensions
- Lift stations
- Street lighting
- Transit stops and headways
- Street and sidewalk improvement
- High speed communications
- Revolving loan funds

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What is the City CRA doing?

- Eastside Gateway (E. University Avenue & Hawthorne Road)
- Bethel Station Adaptive Reuse – The Lunchbox Café
- Hampton Inn – Downtown
- Depot Park
- Innovation Square
- NW 17th Street Streetscape
- NW 5th Avenue Streetscape & Infrastructure Improvements
- GTEC Renovation

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City of Gainesville CRA Project Examples

Eastside Gateway
During Construction



Eastside Gateway
After



“As an artist, I’m always looking for inspiration. The projects of the CRA are one place I have found inspiration locally. I still notice the beauty of the gateway feature several times per day. The design and colors are just perfect. The work of the CRA makes me proud to live in Gainesville.”

~Satchel Raye, Satchels’ Pizza

Source: www.gainesvillecra.com

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City of Gainesville CRA Project Examples

NW 5th Avenue
Before



NW 5th Avenue
After



Source: www.gainesvillecra.com

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City of Gainesville CRA Project Examples

Hawthorne Road Café
Before



Hawthorne Road Café
After



"The Southern Charm & Pie Factory is really going to have a huge impact in the area. There are no restaurants around there and it's a brand new building and looks modern. I really feel it's going to have an influence on the surroundings and people will upgrade their buildings. It's a catalyst for a positive direction and will motivate people in the surrounding areas to step up their game, so to speak."

Source: www.gainesvillecra.com and 2010 Annual Report

~Omar and Arpita Oselimo, The Reggae Shack

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Other Types of Projects



Stormwater improvements
(pcbonthemove.com)



Lift Station
(Wikipedia)



Stormwater Improvements
(Martin County CRA)



Sidewalks
(Martin County CRA)

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Board of County Commission's referral:

- Is a CRA an appropriate tool for this area?
- CRA boundary?
- Incentives – types, limits?
- When should incentives be addressed in the CRA process?
- Other Recommendations?

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Comments and Questions ?

**Alachua County
Department of Growth Management
352-374-5249
mcastine@alachuacounty.us**

Visit the CRA Website:

www.growth-management.alachuacounty.us/comprehensive_planning/CRA



Eastside Community Redevelopment Area

Response to Board of County Commissioners Request for
Additional Information

November 15, 2011

Response to BoCC request for additional information on Eastside Community Redevelopment Agency

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I. Introduction

This document provides responses to the Board of County Commission's request for additional information regarding establishing a Community Redevelopment Agency for unincorporated Alachua County to develop a plan for the redevelopment and revitalization of the area generally between University Avenue and Hawthorne Road, east of the Gainesville city limits and west of SE 51st Street. Analysis and discussion of each of the issues identified by the Board of Commissioners is provided. A summary of staff recommendations regarding each issue concludes the document.

II. Board Motion

At the September 27, 2011 regular meeting, the Board of County Commissioners approved the following Motion:

Commissioner Byerly moved to direct staff to return at a future scheduled Board meeting and address issues raised by the Board no later than the first meeting in November:

1. Prepare a map with a CRA boundary which removes all undeveloped land to the extent possible.
2. Draft language for the Board to consider which would prohibit the use of CRA funds for direct subsidies to individual business owners.
3. Staff should have responses of how a CRA would address factors that have historically hindered development in the area.
4. Provide how much revenue is expected to be generated and the cost to establish an advisory board, trust fund, and staff the CRA.

III. What is Community Redevelopment?

Community Redevelopment in Florida can be described as an approach, authorized by the Florida Statutes, to facilitate community revitalization and halt community decline, consisting of three integrated components: the Community Redevelopment Area, the Community Redevelopment Agency, and the Community Redevelopment Plan. Fundamentally, Community Redevelopment is a mechanism to address the community's needs and the public interest in improving the quality of life and promoting economic development opportunities by upgrading the living conditions in the redevelopment area. The CRA designation is a signal to residents, property owners, and investors that the County is committed to the revitalization and redevelopment of the identified area. **Community redevelopment creates a strategic plan for the revitalization of a defined area, and by encouraging and assisting residents and property owners to invest in improving and redeveloping their property, a Community Redevelopment Area addresses the goal of stabilizing and enhancing an area.**

Community Redevelopment Area or District

Under Florida law (Chapter 163, Part III), local governments are able to designate areas as Community Redevelopment Areas when certain conditions exist (a "finding of blight"). Since all the monies used in financing CRA activities are locally generated, CRAs are not overseen by the state, but redevelopment plans must be consistent with local government comprehensive plans. Examples of conditions that can support the creation of a Community Redevelopment Area include, but are not limited to: the presence

of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity determines that the required conditions exist, the local government may create a Community Redevelopment Area to provide the tools needed to foster and support redevelopment of the targeted area.

Community Redevelopment Agency

The activities and programs offered within a Community Redevelopment Area are administered by the Community Redevelopment Agency. A five to seven member CRA “Board” created by the local government (city or county) directs the agency. The Board can be comprised of local government officials and or other individuals appointed by the local government. Although one local government may establish multiple CRA districts, there generally may be only one CRA Board. Each district must maintain separate trust funds, and expend those funds only in that district.

Community Redevelopment Plan

The Community Redevelopment Agency is responsible for developing and implementing the Community Redevelopment Plan that addresses the unique needs of the targeted area. The plan includes the overall goals for redevelopment in the area, as well as identifying the types of projects planned for the area. Examples of traditional projects include: streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks and street tree plantings. The plan can also include redevelopment incentives such as grants and loans for such things as façade improvements, fire sprinkler system upgrades, signs, and structural improvements. The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area; however, the boundaries of the area cannot be changed without making a new finding of necessity.

IV. Questions/Issues raised by Board of County Commissioners

i. Impediments to Development in East Gainesville

The need for redevelopment of the eastern portions of the City of Gainesville and unincorporated Alachua County has been cited for a number of years. Plan East Gainesville was developed by the Metropolitan Transportation Planning Organization (MTPO), and was the result of a year-long collaboration between Alachua County, the City of Gainesville, Gainesville Regional Utilities, the Florida Department of Transportation, and the community and provided an in-depth study and analysis of the topics of Land Use, Land Conservation, Transportation, and Infrastructure as they relate to addressing community needs. The adopted Plan East Gainesville Master Plan is shown in **Map 1**. The 2003 Plan East Gainesville Report outlined the Issues and Opportunities regarding the successful revitalization of East Gainesville.

The 2003 Plan East Gainesville Report included a Community Profile, which described the area this way: *“Once a productive agricultural and residential area, East Gainesville has experienced declining population and limited economic investment since the 1960s, when I-75 was developed to the west of Gainesville. Today the community battles perceptions of high crime levels, poor*

schools, considerable poverty and unsightly litter. Unlike West Gainesville, which has experienced substantial economic growth, East Gainesville has retained much of its natural character and low-density development pattern (p.3).” “The majority of housing stock in East Gainesville is more than 30 years old, with a median year built of 1966. Density of development may reach a maximum of only eight dwelling units per buildable acre. More than 25 percent of the land area in East Gainesville is designated for this low density, single family use. Abandoned, dilapidated or boarded-up properties make up about 10 percent of the neighborhoods east of Waldo Road. Targeted housing rehabilitation, infill development and code enforcement can help to improve these properties (p.5).” “The Suburban section is lower density than the Urban area, acting as a transition to lower density with more of a highway orientation. It surrounds the Urban section, extending south down SW 13th Street, South Main Street and Williston Road, reaching east to Hawthorne Road near Eastside High School, and extending north to include Lake Forest Elementary, much of East University Avenue, Morningside Nature Center and the Loftan Center. Larger lot sizes, low-density residential neighborhoods, strip commercial centers, unhindered traffic-flow and vacant, developable parcels characterize much of this sector. The area also includes some agricultural land that may be preserved or developed in the future (p.10).”

The topic of Employment and Economic Development is addressed in Plan East Gainesville in this way: *“Economic development, bringing job opportunities and neighborhood-serving commercial uses, is a very high priority among East Gainesville residents who attended community open houses and workshops during the first phase of the Plan East Gainesville study. Residents emphasize the importance of improving the physical appearance of existing businesses, overcoming perceptions of economic risk and attracting additional residents with diverse incomes. Property owners would like to maximize the value of their commercial properties, building on the proximity to downtown and the highly accessible existing transportation network (p.7).”*

“The City of Gainesville’s Community Redevelopment Agency (CRA) has established revitalization areas for stimulating economic development and improving physical characteristics. The City of Gainesville’s downtown and Eastside CRA districts include almost all of the Plan East Gainesville study area within the city limits. ... Alachua County has proposed a CRA district between Hawthorne Road and East University Avenue, extending from the city limits to NE 35th Street (p. 6, 7).” (ed. note: the street citation appears to be incorrect, it should be SE 51st Street) The Comprehensive Plan was amended to include Future Land Use Element Objective 8.5 and Policies 8.5.1 and 8.5.2 which incorporate the applicable portions of Plan East Gainesville and address economic opportunity, natural resource protection and establishing a Community Redevelopment Area using the Eastside Activity Center as a foundation.

The Community Profile concludes with a summary of Issues and Options (p. 18-21) describing several key factors that have served to impede development in East Gainesville, including the portion within the unincorporated area of Alachua County adjacent to the City of Gainesville. *“Development patterns and socioeconomic characteristics make a profound statement about the character of a place. These features come into play in both a physical sense and through perception; both of which affect civic pride and the level of private investment. In East Gainesville, the strength of the community lies within its close-knit neighborhoods, churches and public institutions. Its proximity to thriving commercial and employment centers like downtown Gainesville and the University of Florida positions East Gainesville well for future economic investment. However, years of declining private investment have left a legacy of underutilized*

parcels, vacant or unsightly buildings, and limited commercial uses that presents an image of neglect and crime. (p.18-19.)” The conditions noted in the Community Profile section of the Plan East Gainesville Report from 2003 have not changed significantly in the intervening decade, and the Finding of Necessity Report for the Alachua County Eastside Community Redevelopment Area bears out the general lack of improvement of community conditions.

ii. How a CRA could alleviate historic impediments to development in East Gainesville

A Community Redevelopment Area provides a **strategic plan** for the revitalization and redevelopment of a community, which addresses the community’s needs, and can also help attract additional funding (leveraging) due to the existence of the strategic plan to address the impediments to development by providing the tools to address the community’s desired goals of improving its physical appearance, overcoming the perception of economic risk and attracting additional residents. Activities and programs in the Redevelopment Plan can focus on particular locations (i.e., streetscapes, façade improvements) or on particular actions (neighborhood cleanups, code enforcement amnesty days) to have a positive impact on the community. Redevelopment plans can also include crime prevention programs, community cleanup and policing programs, land assembly, stormwater management infrastructure projects, parks and recreation acquisition and improvements, and sustainable reuse and urban infill development projects.

The table below shows some of the historic impediments to development identified by the Plan East Gainesville Report and lists CRA strategies that can address those impediments:

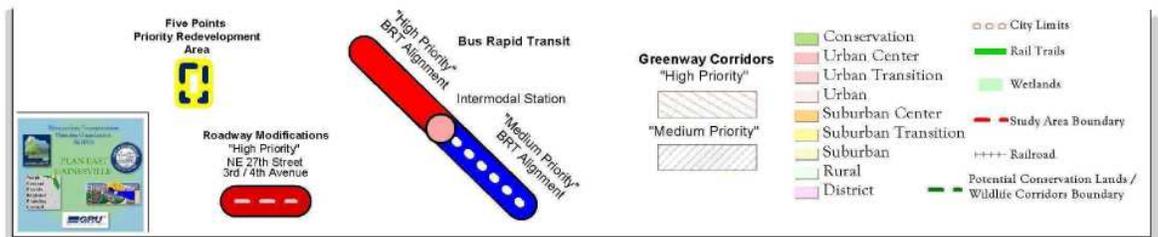
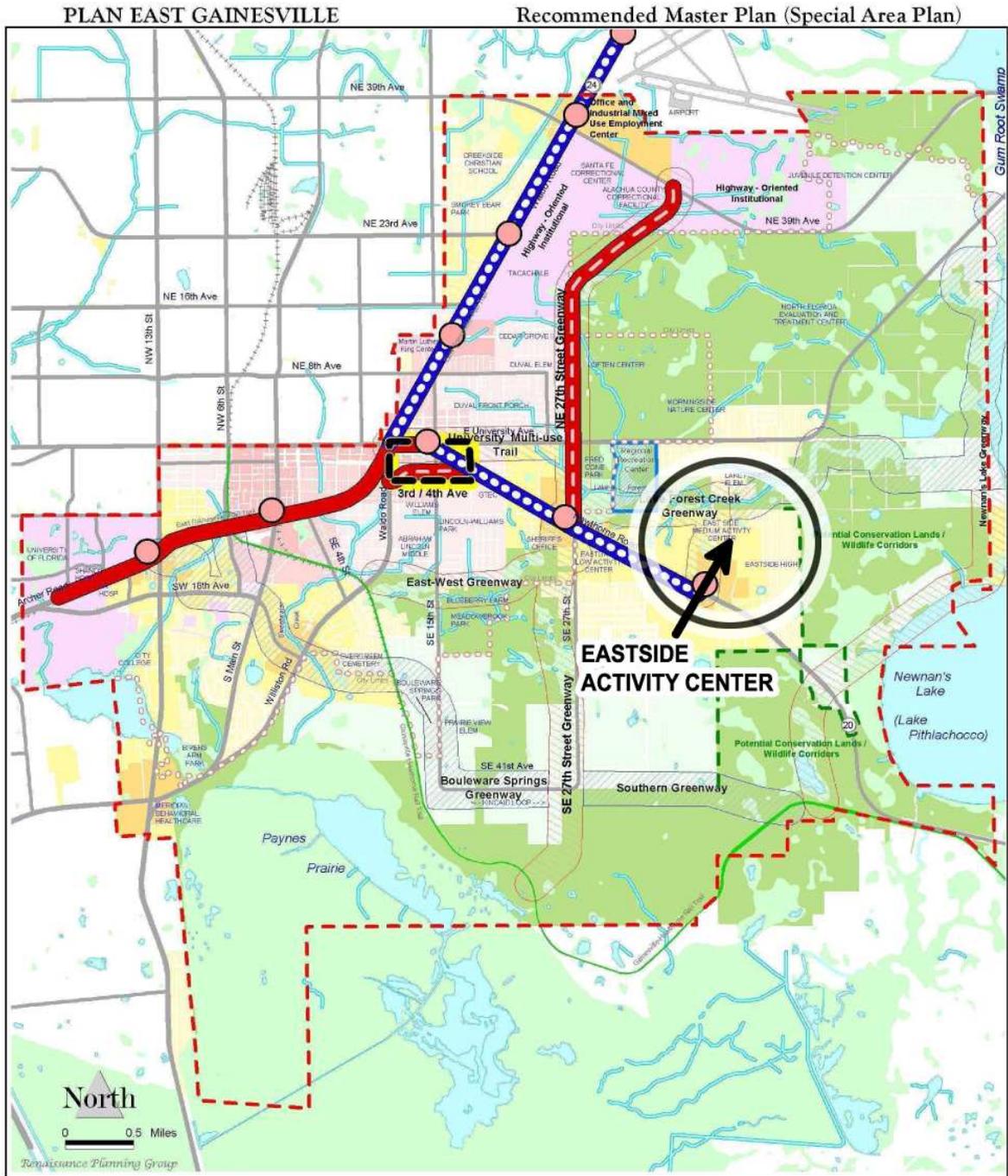
Impediment	CRA Strategy
Negative community perception	Commitment to area thru CRA Plan, reinvestment thru TIF, leveraging
Transportation system	Transit, sidewalk, street improvements
Litter	Neighborhood Clean-ups
Vacant Property Limited economic investment	Infrastructure improvements, revolving loans
Abandoned/dilapidated property	Façade improvements
Crime	Community policing
Lack of shopping	Infrastructure improvements for retail uses, farmers’ markets

The Redevelopment Plan is developed in a fully transparent public process to develop a common vision for sustainable revitalization tailored to the specific needs and goals of the community, and must be consistent with the local government’s comprehensive plan. When properly structured, the Redevelopment Plan provides framework for the residents and property owners of the redevelopment area to retain value within the community by capturing and reinvesting a portion of the additional tax revenue resulting from increasing property values in the redevelopment area. One of the tools that can help to accomplish this reinvestment strategy is typically referred to as Tax Increment Financing (TIF), and is unique to CRAs. Coupled

with a Redevelopment Trust Fund to maintain fiscal accountability, TIF provides a method for investing in the community and to build value over time by reinvesting the proceeds of additional tax revenue and to leverage additional investment. An estimate of the potential additional tax revenue for the proposed Community Redevelopment Area is provided in a following section of this report.

An outline for a Conceptual Redevelopment Plan for the Alachua County Eastside CRA is included at the end of this report as **Attachment 1**. The Conceptual Redevelopment Plan includes examples improvements and their approximate average unit costs, to provide some budget context. The goals of the Conceptual Redevelopment Plan goals are similar to and compatible with the City of Gainesville's Eastside Community Redevelopment Plan and address aspects of the issues identified as impediments to development in Plan East Gainesville, such as economic opportunity, infrastructure and transportation.

Map 1 Plan East Gainesville Master Plan



iii. Boundary Revisions

At the September 27, 2011 County Commission meeting, the Board requested that staff prepare a map with a CRA boundary which removes all undeveloped area to the extent possible. In response to the Board's request, staff re-examined the existing land uses within the CRA area, and particularly those areas which are undeveloped. The existing land use maps and data for the potential CRA have been refined and updated based on a combination of Property Appraiser parcel data, aerial maps, previous research, and local area knowledge.

Map 2 shows the revised recommended CRA boundary, including the areas that were removed from the previous CRA boundary that was reviewed by the County Commission on September 27, 2011. The recommended boundary includes the Eastside Activity Center as its core and extends west from the Activity Center toward the City of Gainesville. The CRA boundary includes a combination of existing residential development, two public schools, a County park, a County fire station, several churches, one apartment complex, a C&D landfill, a borrow pit, a cemetery, and several undeveloped properties. The map also shows the proposed City of Gainesville voluntary annexation which has been identified in the City's Urban Services Report. The recommended CRA boundary will be finalized to include the results of the annexation petition, as necessary.

The boundary of the potential CRA has been modified to remove approximately 152 acres along the eastern edge of the boundary, as shown on Map 2, making the total area within the potential CRA approximately 1,490 acres (or 1,300 acres of parcel area – i.e., area within tax parcels which excludes rights of way). The areas that were removed from the boundary were mostly large residential or undeveloped parcels which are designated as Low Density or Estate Residential on the Future Land Use Map. SE 51st Street is the point where the urban/suburban area begins to transition to more of a rural land use pattern to the east, therefore the SE 51st Street right of way was used as a logical eastern boundary for the CRA. The revised CRA boundary contains approximately 526 acres of undeveloped area (about 40% of the total CRA parcel area), while approximately 774 acres (about 60% of the total CRA parcel area) are developed (see information on developed and undeveloped areas in Map 5).

The existing land use information provided in the previous materials was based on land use codes which are used for property tax assessment purposes. These land use codes provide a general approximation of existing land uses, but are not necessarily fully representative of uses in a way that is relevant for consideration of whether a property is appropriate for inclusion within an area as part of a Community Redevelopment Plan based on factors such as the future use of the property according to the Comprehensive Plan, characteristics of the property including size and relationship of properties to surrounding and adjacent properties and infrastructure, ownership patterns, and logical boundaries for an overall plan to address the factors that are identified in the Florida Statutes as a basis for a "finding of blight".

In looking closely at "undeveloped" properties as shown on the accompanying maps, some are assessed by the Property Appraiser at a rate for agriculture or silviculture because timber may be occasionally harvested on the property, but given the property's ownership, size, location, and designation according to the Comprehensive Plan, are more appropriately described as *unbuilt properties* being held for development. Examples of this include the 45-acre parcel

owned by Spogain Investments and the 10 acre parcel owned by Ramblewood Properties, both of which are within the Eastside Activity Center and are designated on the Future Land Use Map as Mixed Use, Medium-Density Residential and Mixed Use, respectively (see Map 5A). These properties were shown as having an existing land use of "Agriculture" in the previous materials, but have been more appropriately designated 'Undeveloped' because of their location in the Activity Center and their Future Land Use Map designations.

There were also areas which were previously identified as having an existing land use of 'Miscellaneous', some of which were verified and placed into other categories as appropriate. Examples of this are the three parcels owned by Demetree and Lake Forest Glen Associates (24, 17, and 19 acres) located northwest of the Eastside Activity Center which are in the City's potential annexation area and are designated Medium Density Residential on the Future Land Use Map. These properties have been designated as 'Undeveloped' in the updated information.

The Eastside Activity Center, as designated in the Alachua County Comprehensive Plan, is at the core of the proposed CRA and comprises about 304 acres. It is located north of Hawthorne Road on both sides of SE 43rd Street. The Activity Center contains existing land uses such as Eastwood Meadows (residential), Eastgate Apartments, Eastside High School, and a County fire station. It is located between existing low density residential development (generally ¼ acre lots) located to the southeast and across Hawthorne Road, and other existing residential development extending north to both sides of East University Avenue.

The Eastside Activity Center Master Plan, which was updated and adopted in the County's Comprehensive Plan in 2008, provides for a mix of higher density and intensity mixed use development in the areas around Eastside High School. At community meetings on the potential CRA conducted in February and August 2011, residents identified a need for some of the types of uses provided for in the Activity Center Master Plan to serve the shopping and other needs. The Master Plan identifies a general transportation plan including an internal circulation network, and design standards for integrated mixed use development. Centralized water and sewer facilities currently run along SE 43rd street, and policies in the Master Plan encourage coordination with GRU to extend water and sewer infrastructure to serve future development within other areas of the Activity Center, including identification of potential funding sources for utility extensions (Policy 2.2.10.i(2)c., FLUE).

Many of the larger undeveloped properties within the potential CRA boundary are within the Eastside Activity Center, as shown on Maps 5a and 5b. There are several undeveloped parcels west of SE 43rd Street within the Eastside Activity Center, including those owned by Spogain Investments (45 acres), Champion Self Storage (6 acres), Kazwell (5 acres), and Ramblewood Properties (10 acres). The Eastside Activity Center Master Plan designates these properties as Mixed Use or Mixed Use Residential on the Future Land Use Map. Although these properties are currently undeveloped, most of them are owned by development/business interests, and County staff has received inquiries about their development potential in the last few years. These properties have also been identified as part of the potential voluntary annexation by the City of Gainesville in the City's Urban Services Report.

East of SE 43rd Street and within the Eastside Activity Center, there are also several larger undeveloped properties (Map 5B). The undeveloped properties east of SE 43rd Street include

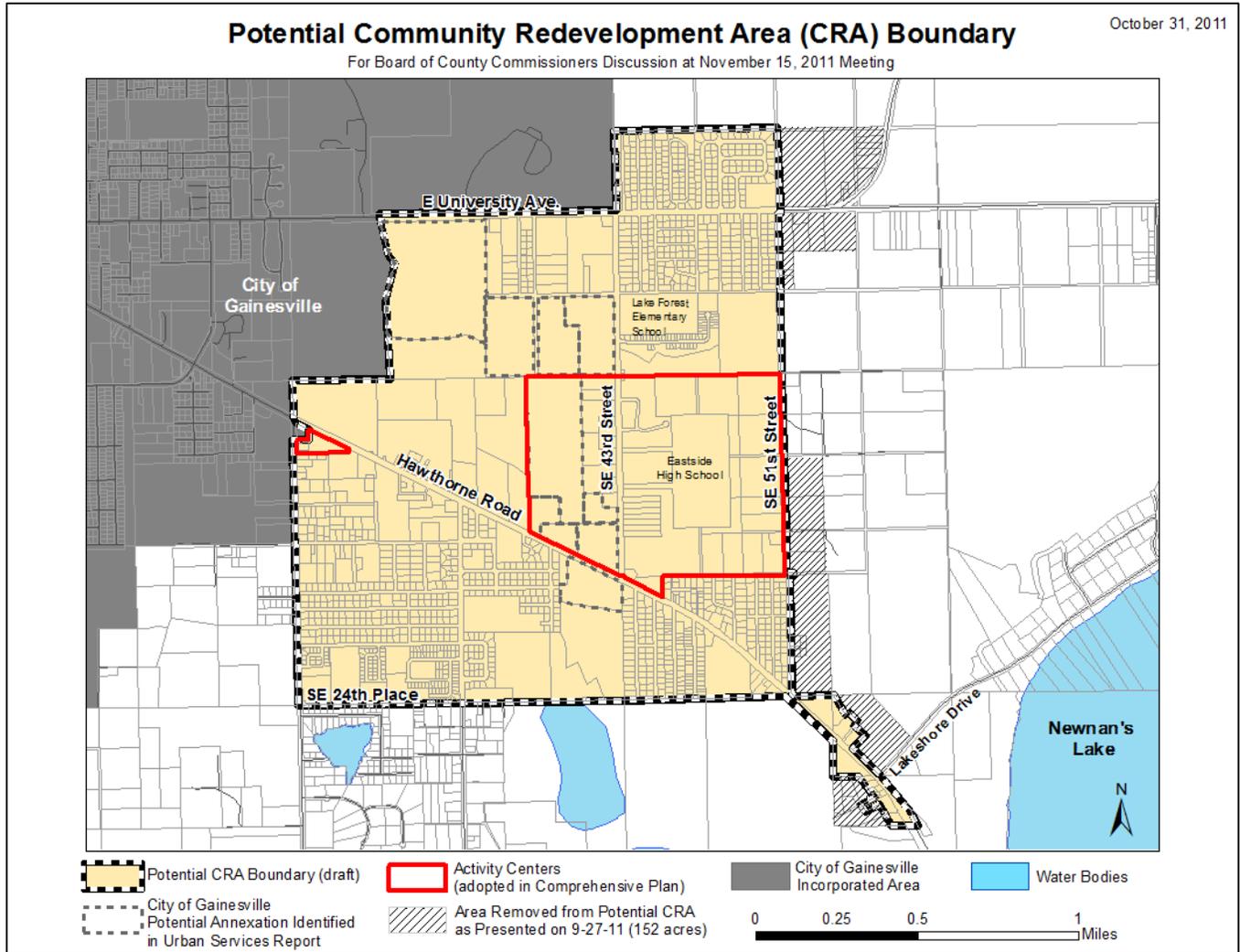
20 acres north of Eastside High School owned by Alford which is an existing residence and farm, and is designated Mixed Use-Low Density Residential on the Future Land Use Map. There are also three 10-acre parcels east and north of Eastside High School (owners Quintana, Quintana, and First Presbyterian Church of Gainesville), which are designated Mixed Use Employment on the Future Land Use Map. To the southwest of Eastside High School there is a 25 acre undeveloped property owned by Gainesville Development Company and Stringfellow Properties, which is designated Mixed Use and Mixed Use Medium and Medium-High Density Residential on the Future Land Use Map.

It is for the reasons identified above that Plan East Gainesville and the County Comprehensive Plan specifically identify the Eastside Activity Center as a foundation for a CRA, and the reason that undeveloped, unbuilt properties within the Activity Center should be included within any area to be considered for a Community Redevelopment Plan in this area. Given these considerations, staff recommends that the boundary of the CRA include all of the Eastside Activity Center.

In addition to the undeveloped areas within the Activity Center, there are also a few larger undeveloped parcels included within the potential CRA boundary which are located outside the Eastside Activity Center. These include, for example, the 30-acre property owned by Gainesville Development Company, which has been included in the CRA boundary because it is located adjacent to the City of Gainesville incorporated area and is designated Commercial on the County's Future Land Use Map. Immediately south of that property across Hawthorne Road are four undeveloped parcels totaling 8.03 acres owned by Heritage Bank of North Florida, which have been included in the CRA boundary because they are located partially within the Eastgate Activity Center and are designated Commercial and Medium Density Residential on the Future Land Use Map. The three large undeveloped parcels immediately south of the Eastside Activity Center across Hawthorne Road (Ramblewood, 13 acres; Krugman-Kadi, 29 acres; and Rewis, 12 acres) have each been included within the CRA boundary because they are designated Low Density Residential on the Future Land Use Map and are located between existing residential subdivisions as well as Chestnut County Park. Just to the east of that area is another large undeveloped property (Marcus, 14 acres) which has been included within the CRA boundary because it is located between two existing residential subdivisions and is designated Medium Density Residential on the Future Land Use Map.

While these properties outside of the Eastside Activity Center are currently undeveloped, their locations adjacent to existing development and their Future Land Use designations identified in the County Comprehensive Plan make them appropriate for inclusion in any area to be considered for a Community Redevelopment Plan for this area. It may be impractical to exclude selected undeveloped properties from the overall CRA because they provide continuity within the larger east Urban Cluster area. Also, there are some potential CRA projects such as utility line extensions, lift stations, and transportation system improvements, for example, which may benefit the larger east urban area, including parcels which are presently undeveloped.

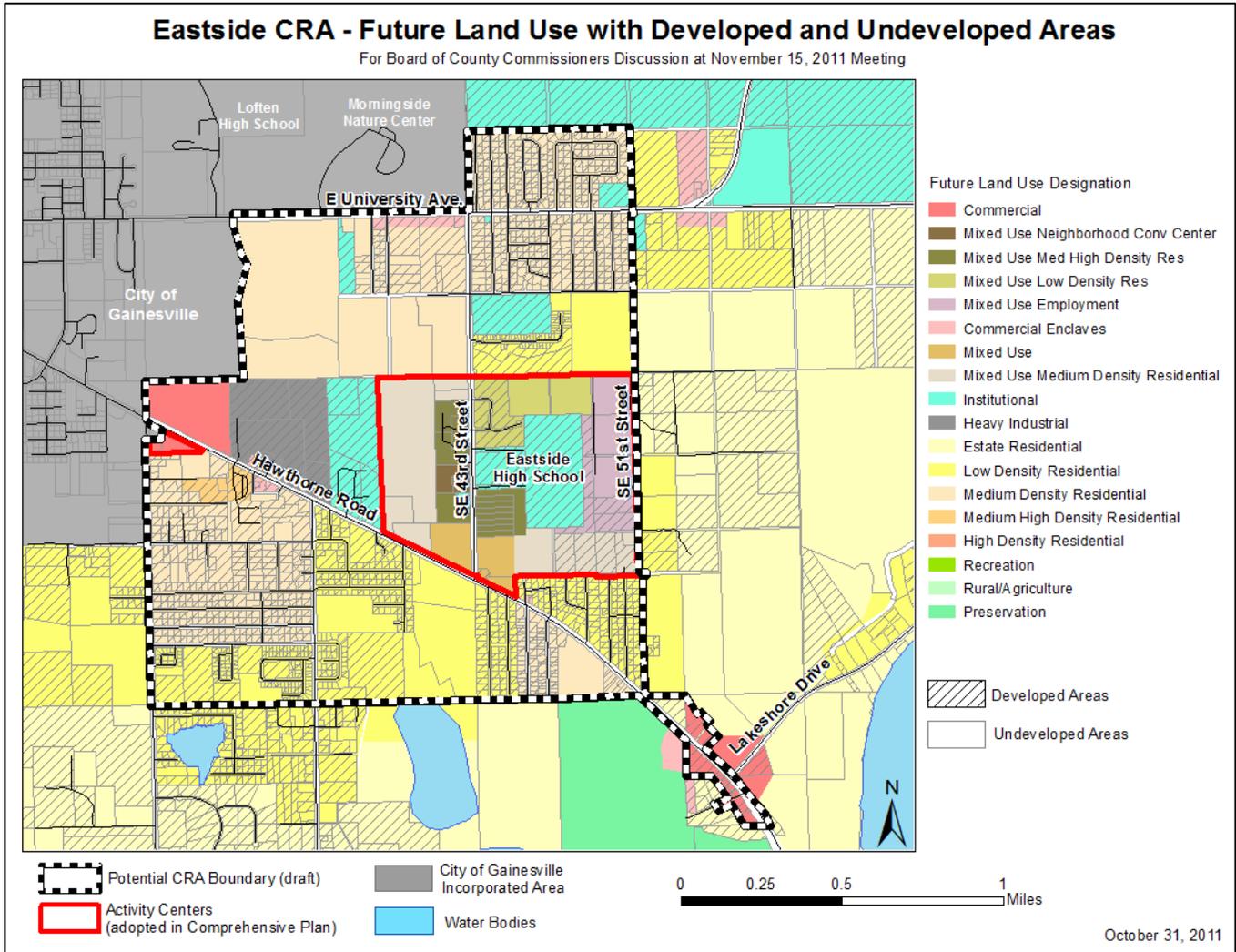
Map 2 Potential CRA Boundary Map



Land Area Summary for Potential CRA

CRA Total Area (total area inside CRA boundary)	1,490 Acres
CRA Parcel Area (area within tax parcels - excludes rights of way)	1,300 Acres
Area of Eastside Activity Center as Designated in Comprehensive Plan	304 Acres
Area Removed from Potential CRA as Presented at 9-27-11 BoCC Meeting	152 acres
City of Gainesville Annexation Area within potential County CRA Boundary	216 acres
Developed Area in CRA	774 Acres (60% of Parcel Area)
Undeveloped Area in CRA (includes Agricultural land uses)	526 Acres (40% of Parcel Area)

Map 3 - Future Land Use with Developed and Undeveloped Areas



October 31, 2011

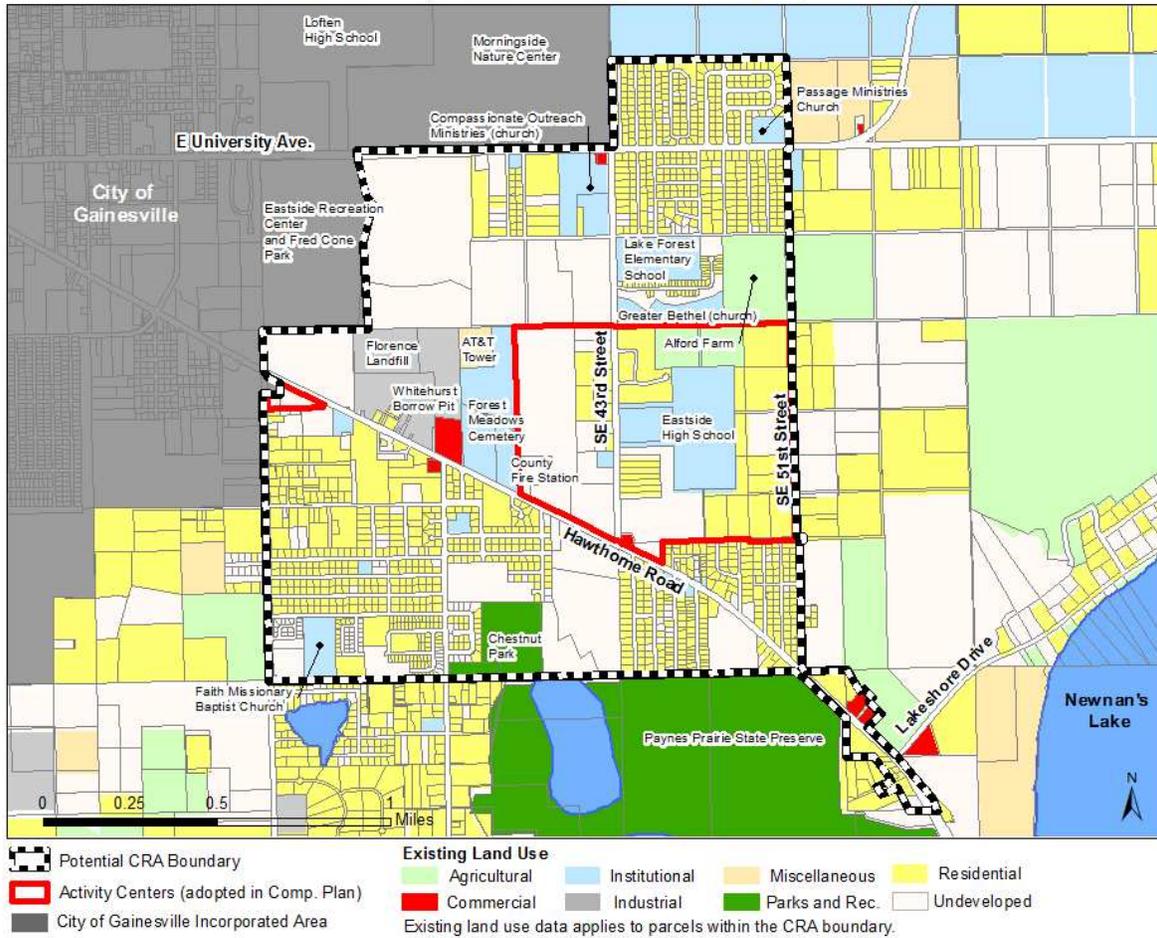
Future Land Use Category	Acres	Percent of CRA
Commercial	53	4%
Commercial Enclaves	10	< 1%
Heavy Industrial	61	4%
Institutional	129	9%
Estate Residential	4	<1%
Low Density Residential	339	25%
Medium Density Residential	529	38%
Mixed Use	22	2%
Mixed Use, Employment	50	4%
Mixed Use, Neighborhood Convenience	6	< 1%
Mixed Use Residential, Low Density	38	3%
Mixed Use Residential, Medium Density	93	7%
Mixed Use Residential, Med-High Density	33	2%
Residential, Med-High Density	10	< 1%

Map 4 Existing Land Use within CRA

October 31, 2011

CRA - Existing Land Use

For Board of County Commissioners Discussion at November 15, 2011 Meeting



Existing Land Use Data for Potential CRA Area

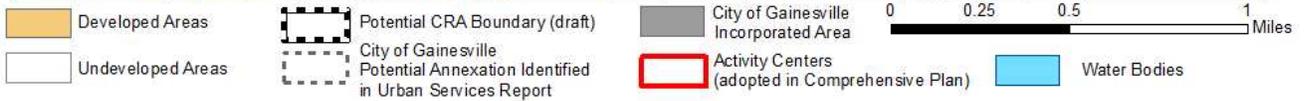
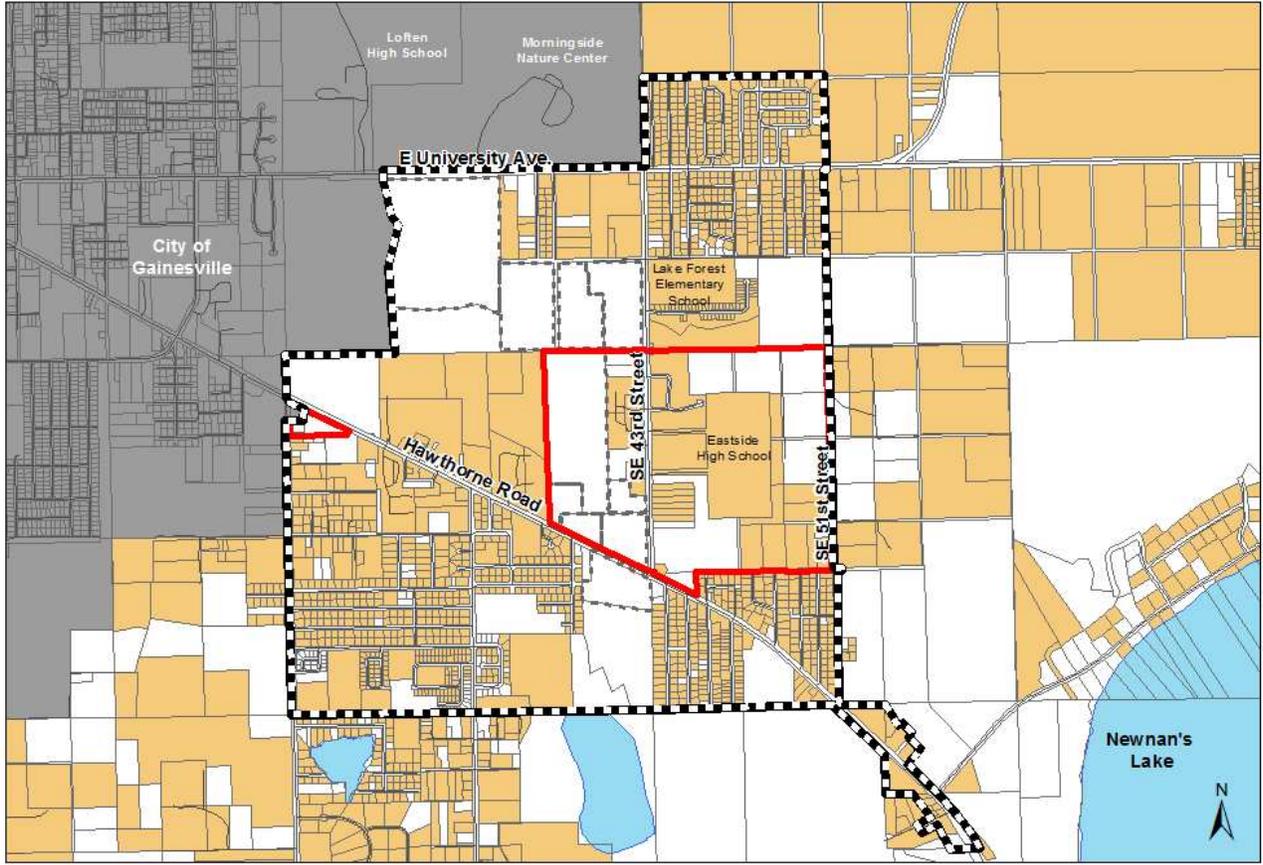
Existing Land Use Category	Acres	Percent of Total CRA Area
Agriculture	48	4%
Commercial	10	1%
Industrial	54	4%
Institutional	165	13%
Miscellaneous	8	<1%
Parks and Recreation	26	2%
Residential	463	36%
Undeveloped	526	40%
Total	1300	100%

Map 5 Developed and Undeveloped Area within CRA

CRA Developed and Undeveloped Area

October 31, 2011

For Board of County Commissioners Discussion at November 15, 2011 Meeting

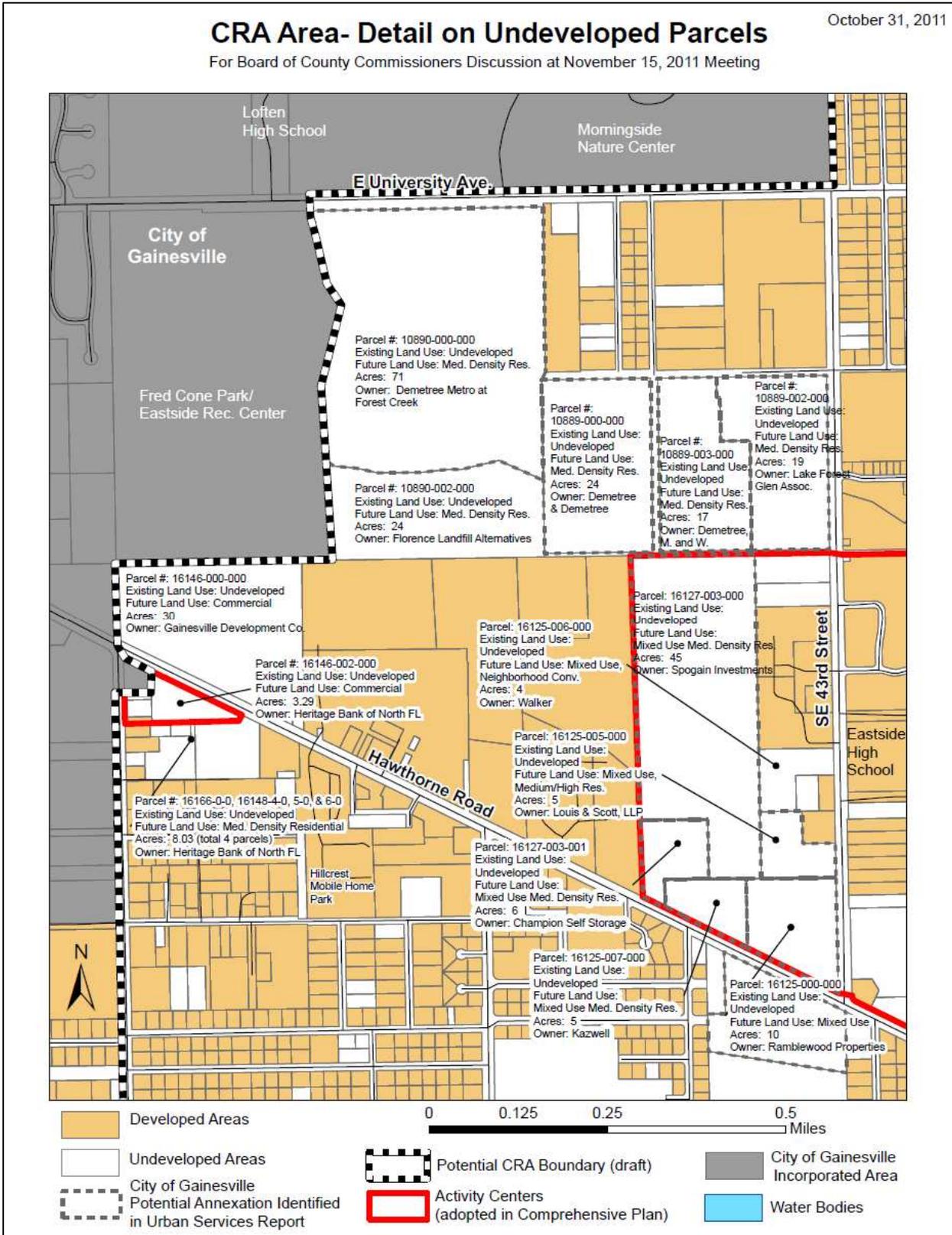


Map 5A Detail on Undeveloped Parcels - West and North Areas

CRA Area- Detail on Undeveloped Parcels

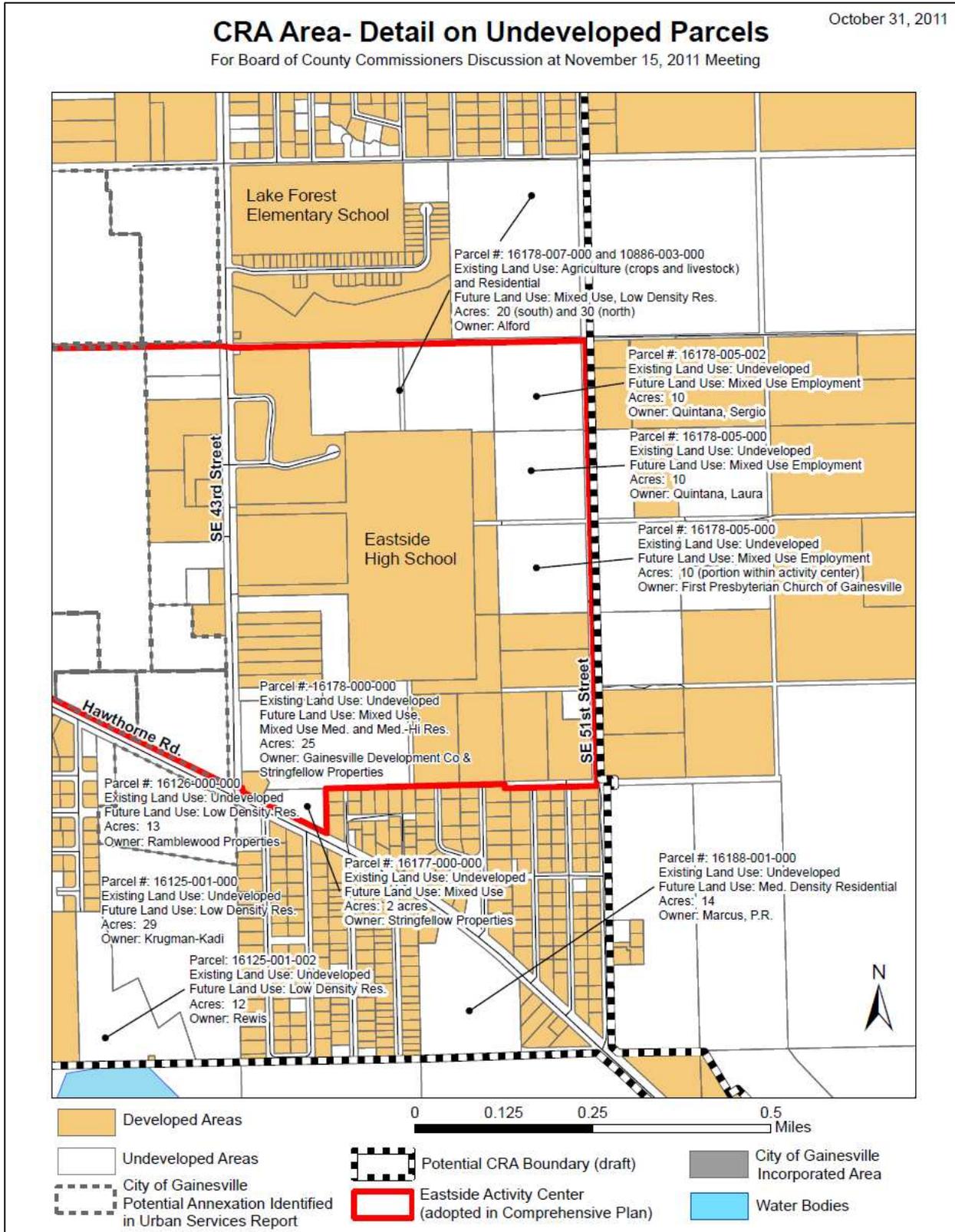
October 31, 2011

For Board of County Commissioners Discussion at November 15, 2011 Meeting



CRA Area- Detail on Undeveloped Parcels

For Board of County Commissioners Discussion at November 15, 2011 Meeting



iv. Restrictions on the use of CRA funds

In the motion to request additional information, the Board requested staff to provide draft language for the Board to consider which would prohibit the use of CRA funds for direct subsidies to individual business owners.

One set of tools that make CRA districts attractive is the ability to offer financial incentives to incentivize or attract development and redevelopment. Examples of these financial incentives include: Tax credits, tax abatements and tax increment rebates; Loans, interest or rent subsidies; Local, State, Federal Grants or Loans; Micro loans to small businesses; Public assembly of land/land donation/reduced land cost; Shared cost of upgraded/new utilities; Environmental remediation costs; Relocation costs/training costs; Per Job Bounty; Cash Payments for Developer's Costs; Reduction of impact fees; Commercial interior space build-out; Signage upgrades; Façade improvement grants and loans; and Affordable housing loans and grants to developers. These types of financial incentives can be inducements to businesses to locate or expand within the redevelopment area, by effectively subsidizing or otherwise reducing the initial capital costs for a qualifying business to start or expand within a CRA. Some of the financial incentive programs such as revolving loans, façade improvement grants, and cost-sharing for utility and/or infrastructure improvement can be structured to include repayment of CRA funds over time or be performance-based activities. Other financial incentives such as tax credits, tax abatements and tax increment rebates are designed as inducements to stimulate redevelopment in the immediate term, with a rebate of the subsequent increased tax increment over time and function as a direct subsidy.

Staff has reviewed the Florida Statutes governing Community Redevelopment, and in particular the following sections as they relate to limiting or restricting the use of CRA funds:

- Sec. 163.358, F.S. - Exercise of powers in carrying out community redevelopment and related activities
- Sec. 163.360, F.S. – Community redevelopment plans
- Sec. 163.362, F.S. – Contents of community redevelopment plans
- Sec. 163.370, F.S. – Powers; counties and municipalities; community redevelopment agencies

The above sections of the Florida Statutes provide for the ability of local governments to engage in community redevelopment, and assign certain limitations and requirements on local governing bodies that choose to do so. Community Redevelopment Agencies are delegated their power to engage in redevelopment by the local governing body, and only have the specific authority that is delegated. Because community redevelopment is based on a Redevelopment Plan reflecting local goals and desired outcomes, the Statutes do not address specific programs, which will vary with each local government. Therefore, in the delegating instrument (Ordinance), the Board may choose to specifically retain the authority to provide direct subsidies

to businesses, and the Community Redevelopment Agency will not have that authority. Should the Board choose to proceed in this manner, staff has drafted the following language for inclusion on the Ordinance delegating powers to the Community Redevelopment Agency:

Title 8, Community Development,
Chapter 81, Alachua County Community Redevelopment Agency
Sec. 81.6. Delegation of Powers.

...

(2) Following approval of the Redevelopment Plan by the Alachua County Board of County Commissioners, the powers delegated to the agency include, but are not limited to:

(a) All powers as provided in Part III, Chapter 163, *Florida Statutes*, except what is retained by the Board of County Commissioners by *Florida Statutes* and Section 81.7 of the Code, which may be necessary to undertake and carry out community redevelopment and related activities within the community redevelopment area except the power to provide tax credits, tax abatements and tax rebates as direct subsidies to businesses.

An alternative to restricting the powers delegated to the Community Redevelopment Agency is to exclude undesired strategies from the Redevelopment Plan. Use of Redevelopment Trust Fund money for any projects, programs, donations, or grants that are not within the CRA area and are not clearly part of the redevelopment plan is prohibited. Therefore, if the Redevelopment Plan does not include strategies that allow the use of CRA funds for direct subsidies to individual business owners, they are prohibited. The Redevelopment Plan is recommended by the CRA Board to the Board of County Commissioners, which approved the Redevelopment Plan. Therefore, the Board of County Commissioners retains at all times the ability to exclude certain strategies or projects.

v. Revenue and expense estimates

In response to the County Commission's request to provide information on how much revenue is expected to be generated by the potential CRA tax increment funding, staff has prepared estimates of the increment in tax revenue for the CRA area for a 20-year period. The revenue estimates include all taxing authorities eligible for inclusion within the County CRA redevelopment trust fund according to Florida Statutes. Should the County Commission decide after adopting a CRA redevelopment plan to establish such a fund and associated tax increment, Florida Statutes provides that the tax increment amount can be set anywhere between 95 percent and 50 percent of the total available tax increment. For the calculations provided in this report, 95 percent of the tax increment amount has been used to estimate potential revenue streams for the Community Redevelopment Trust Fund.

Based on these parameters, the total amount of Eligible Tax Increment Funding over the 20-Year Period is estimated to be **\$6,111,084**. It should be noted that this estimate is based on a 1% annual growth in taxable property value for the CRA area, plus an estimated amount of growth in taxable property value associated with new development which is expected to occur in the

Eastside Activity Center over the 20-year CRA period. If the amount of new development in the CRA area, and its associated growth in taxable property value, is less than projected, then the total amount of eligible tax increment funding could be less than the estimate indicates. Conversely, if the amount of new development and its associated growth in taxable property value is more than projected, then the total amount of eligible tax increment funding could be more than is estimated here.

The calculation of the amount of potential County CRA tax increment revenues includes any County taxing units which are eligible for inclusion per Florida Statutes. The eligible County taxing units include the County General Fund, Unincorporated MSTU, Law Enforcement MSTU, and Fire Services MSTU. Other countywide taxing units, including the Library District, Water Management Districts, and School Board, *were not* included in the calculation of tax increment revenues because they are not eligible for inclusion as part of the County CRA tax increment funding per Florida Statutes.

The base year taxable value for the CRA sample area was determined based on Property Appraiser tax roll data for 2011. A 1% annual increase in taxable value for the CRA area was projected through 2030 as an estimate of background growth for the CRA area. In addition, an estimate of the projected taxable value increase associated with expected new development within the Eastside Activity Center was included in the calculation of annual growth in taxable property value.

There is more detailed information on the CRA revenue estimates in Attachment 2 of this report, including year-by-year CRA revenue protections and a more detailed explanation of the methodology.

The cost of establishing and maintaining a Redevelopment Trust Fund is nominal, however, if the Board of County Commissioners does not choose to implement Tax Increment Financing a Redevelopment Trust Fund is not required.

Florida Statutes mandate that a Community Redevelopment Agency must be directed by a CRA "Board" created by the local government and consisting of five to seven members. The Board can be comprised of local governing body officials and/or other individuals appointed by the local governing body. Although one local government may establish multiple CRA districts, there generally may be only one CRA Board. The cost to establish an Advisory Board to the Community Redevelopment Agency is expected to be nominal. Alachua County currently has over 30 existing Advisory Boards in place, which consist of volunteer members and meet periodically and report at least annually to the Board of County Commissioners. Advisory Boards are assigned a County Staff liaison and are coordinated through the County Manager's Office. In the initial years of the CRA, staff liaison duties would be expected to be performed by the County staff member(s) that are implementing CRA program activities, whether on a full or part-time basis.

Staffing requirements will vary depending on the amount of time allocated to working with the community to develop and subsequently implement the Redevelopment Plan. Because the CRA is not initially expected to generate a significant tax increment to fund redevelopment, initial CRA program activities could be accomplished on a part-time basis with less than one FTE. The

Board of County Commissioners could choose to allocate General Fund resources to the CRA for implementing Redevelopment Plan projects or activities, and determine whether or not to provide for additional FTEs to carry out the Redevelopment Plan. As an example, the City of Gainesville CRA has 10 FTE staff that work exclusively on CRA activities, while the City of Tallahassee has 3.5 FTEs and an Executive Director that also is the Director of Economic Development for the City.

V. Staff Recommendation – Board of County Commissioners provide direction to staff regarding:

- 1. Proceeding with the proposed boundary for the Community Redevelopment Area as depicted in Map 2 or an alternative boundary determined by the Board;**
- 2. Placing restrictions on the use of CRA funds by placing restrictive language in the Ordinance delegating powers to the Community Redevelopment Agency or to address restrictions on the use of CRA funds in the CRA Redevelopment Plan;**
- 3. Proceeding with preparation of a revised Finding of Necessity Report for the Eastside Community Redevelopment Area and related resolutions and ordinances to be provided to the Board for authorization to advertise required public hearings to create the Alachua County Community Redevelopment Agency.**

Attachment 1 - Conceptual Redevelopment Plan Outline

Based on Input provided in Community Meetings

OBJECTIVE 1: ECONOMIC DEVELOPMENT

Initiatives:

- Small scale local businesses
- Restaurant featuring local foods
- Farmer's Market (multiple market)
- Cottage industry
- Community kitchens & satellites

Potential Projects:

- Bike shop, Coffee shop, Eco-tourism along Hawthorne Rail Trail
- Small scale commercial development along SE 4th Avenue
- Light Industrial/Manufacturing within Activity Center
- In Eastside Activity Center boundary:
 - Food co-op
 - Restaurant and fast food establishments
 - Pharmacy

OBJECTIVE 2: INFRASTRUCTURE

Initiatives:

- Water system improvements
- Access to GRU sanitary sewer in existing neighborhoods
- Improve/Increase GRU Infrastructure (Water/Sewer/Electric)
- Better and more frequent transit loop/ lake loop
- Micro landings for bus stops

Potential Projects:

- Trash Trap in Creek near Loftan High School
- Transportation Mobility
 - Repair existing sidewalks on Hawthorne Rd.
 - Sidewalks in Chestnut Park
 - Bike Path along Lake Shore Drive
 - Rail trail connection to Morningside Nature Center
 - Sidewalk & bike lane on Kincaid Loop (connects Boulware Springs and Chestnut Park)

- Better roads within Activity Center area
- Transportation infrastructure
 - Speed humps in Hawthorne Rd. and Chestnut Park

OBJECTIVE 3: COMMUNITY IDENTITY

Initiatives:

- Develop Historic/Cultural/Natural amenities (lakeside tourism)
- Senior center building

Potential Projects:

- Neighborhood Identification signage
- Chestnut/Butler Park additions (Activity/Youth Center; Community Gardens)
- Community facilities (Public Library at Cone Park)

OBJECTIVE 4: COMMUNITY DESIGN

Initiatives:

- Building façade improvement programs
- Street lighting (Dark Skies)

Potential Projects:

- Beautification programs for key entry points, corridors and prominent locations
- Repair/maintain street lights on Hawthorne Rd. and Chestnut Park

OBJECTIVE 5: HOUSING

Initiatives:

- Affordable housing

Potential Projects:

- Redevelopment of Hillcrest Mobile Home park

OBJECTIVE 6: SUSTAINABILITY

Initiatives:

- Natural areas (both public and private)

Potential Projects:

- Bat house near Newnan's Lake
- Conservation Corridor behind Chestnut Park/Butler Nature Preserve
- Linear Park along East University Avenue near lake
- More trees and plants on Hawthorne Rd.

**Attachment 1 - Conceptual Redevelopment Plan Outline
Based on Input provided in Community Meetings**

Examples of improvements and approximate average unit costs

NAME OF IMPROVEMENT	DESCRIPTION	COSTS
Infrastructure and Utilities		
Stormwater	Pipes, ponds, and structure	Project
Innovative Stormwater techniques	Master parks, linear basins, rain gardens, modular wetlands, etc.	\$60,000 per acre
Water/Wastewater	Pipes and structures	\$20/linear ft
Utilities	Electric communications, other utilities	\$20/linear ft
Parks	Active and passive parks/recreational facilities	\$140,000/acre
Road and Transportation		
Streetscaping	Upgraded brick sidewalks, underground utilities, decorative lighting fixtures, etc	\$600/linear ft
Bike lanes	4' lane at edge of driving lane	\$5/linear ft
Sidewalks	Concrete sidewalks of various widths	\$30/linear ft
Off-road bike paths and Rail Trails	Basic 6-ft path, cost does not include street furniture	\$10/linear ft
Street trees	Street trees – various species	\$350/tree
Landscaping	Misc. landscaping and plantings as needed	\$600 per 100 sq. ft
Decorative lighting fixtures	Upgrade to high-quality lighting fixtures for both aesthetic and functional purposes	\$5500/fixture
Street furniture	Benches, trash bins, bicycle racks, transit shelters, other street furnishings as needed	Fixture specific; \$200 – \$6000 per fixture; up to \$20,000 per transit shelter
Signage	Introductory, directional, identification, location, and wayfinding and other signage as needed	\$2200 - \$4400 per sign
Land Assembly & Development		
Land Acquisition	Property acquisition for redevelopment purposes	Up to approx. \$750,000 per acre
Real Estate Development	Partnerships with the public and/or private sectors, or the CRA acting as developer	Project specific

Source: Eastside Community Redevelopment Plan, Gainesville CRA (July, 2010)

**Attachment 2 - Illustration of Projected Revenue for Potential CRA Area
(1% Growth Rate Plus Eastside Activity Center New Development)**

Year	Potential CRA Area Taxable Value	Total County Tax Revenue for Potential CRA Area*	CRA Eligible Amount: County General Fund **	CRA Eligible Amount: Unincorporated MSTU**	CRA Eligible Amount: Law Enforcement MSTU**	CRA Eligible Amount: Fire Services MSTU**
2011	\$48,044,820	\$577,407	\$0	\$0	\$0	\$0
2012	\$48,525,268	\$583,182	\$3,923	\$188	\$763	\$611
2013	\$49,010,521	\$589,013	\$7,886	\$378	\$1,533	\$1,229
2014	\$49,500,626	\$594,903	\$11,888	\$570	\$2,311	\$1,852
2015	\$60,320,632	\$724,939	\$100,242	\$4,809	\$19,487	\$15,617
2016	\$60,820,589	\$730,948	\$104,325	\$5,005	\$20,281	\$16,253
2017	\$61,325,545	\$737,017	\$108,448	\$5,203	\$21,082	\$16,895
2018	\$61,835,550	\$743,146	\$112,613	\$5,403	\$21,892	\$17,544
2019	\$62,350,656	\$749,336	\$116,819	\$5,605	\$22,710	\$18,199
2020	\$79,595,912	\$956,592	\$257,641	\$12,361	\$50,086	\$40,138
2021	\$80,121,371	\$962,907	\$261,931	\$12,567	\$50,920	\$40,806
2022	\$80,652,085	\$969,285	\$266,265	\$12,775	\$51,762	\$41,481
2023	\$81,188,106	\$975,727	\$270,642	\$12,985	\$52,613	\$42,163
2024	\$81,729,487	\$982,233	\$275,063	\$13,197	\$53,473	\$42,852
2025	\$95,001,282	\$1,141,735	\$383,438	\$18,397	\$74,541	\$59,735
2026	\$95,553,544	\$1,148,372	\$387,948	\$18,613	\$75,418	\$60,438
2027	\$96,111,330	\$1,155,076	\$392,502	\$18,831	\$76,303	\$61,148
2028	\$96,674,693	\$1,161,846	\$397,103	\$19,052	\$77,197	\$61,864
2029	\$97,243,690	\$1,168,684	\$401,749	\$19,275	\$78,101	\$62,588
2030	\$110,543,377	\$1,328,521	\$510,352	\$24,486	\$99,213	\$79,507
Totals			\$4,370,777	\$209,701	\$849,687	\$680,919
Total Amount of Eligible Tax Increment Funding Over 20-Year Period: \$6,111,084						

* Total County Tax Revenue is calculated based on the taxable value of property within the potential CRA area multiplied by the total of the millage rates for County General Fund, Unincorporated MSTU, Law Enforcement MSTU, and Fire MSTU. This column illustrates the total amount of County property tax revenue generated from property in the CRA area (not the CRA-eligible tax increment). The CRA-eligible tax increment revenues are shown in the other four columns to the right.

**The CRA eligible tax increment amounts for each of the four eligible County taxing units are based on the maximum allowable allocation of 95% of the share of the millage to the Redevelopment Trust Fund, per Florida Statutes.

Methodology for CRA Revenue Estimates

The methodology for estimating the eligible CRA area tax increment revenue is as follows. A base year taxable value for the CRA sample area was determined based on Property Appraiser tax roll data for 2011. The methodology then projects an estimated 1% annual growth in the taxable value for the CRA area through the Year 2030. The 1% annual increase is considered to be the projected background growth for the CRA area. In addition to the 1% background growth, the amount of new development expected to occur in the Eastside Activity Center over the 20 year CRA period was estimated, and the associated taxable property value of this new development was calculated.

**Attachment 2 - Illustration of Projected Revenue for Potential CRA Area
(1% Growth Rate Plus Eastside Activity Center New Development)**

The amount of new development projected for the Eastside Activity Center through 2030 is based on approximately 25% of the maximum amount of development allowable under the Eastside Activity Center Master Plan adopted in the Comprehensive Plan (for office uses, this figure was about 15% of the maximum to account for surplus of office space in the market). The new development estimates were rounded for ease of calculation. Estimates of the taxable value per unit for various land uses were determined using the values from the SW Transportation District fiscal study as a basis, and reducing those values by 50% to account for generally lower property values on the east side.

The estimates of the amount of new development in the Activity Center were then multiplied by the taxable value per unit for various land uses to arrive at a taxable value for new development in the Activity Center over the 20 year CRA period. The taxable values for new development in the Eastside Activity Center were added to the annual background growth of 1% in taxable value for the CRA area.

The following estimates of new development in the Eastside Activity Center over the 20-Year CRA period, and associated taxable property value per unit, were built into the calculations of the taxable value for the CRA area.

Type of Development	Eastside Activity Center Projected New Development Over 20 Year CRA Period	Unit Measure	Taxable Property Value Per Unit
Single Family Residential DU	150	1 dwelling	\$100,000
Condo/Attached Residential DU	150	1 dwelling	\$100,000
Apartment Residential DU	150	1 dwelling	\$40,000
Total Residential DU	450	--	--
ALF Units	100	1 room	\$40,000
Office (square feet)	75,000	1 square foot	\$100
Retail (square feet)	50,000	1 square foot	\$100

The total projected new development in the Eastside Activity Center, and its associated taxable property value, were phased through the Year 2030 in roughly equal 5-year increments, resulting in spikes in taxable value every 5 years from new development.

Once the sample area taxable values were calculated through 2030, then the CRA eligible amounts were calculated for each of the eligible County taxing units, per Florida Statutes, including the County General Fund, Unincorporated MSTU, Law Enforcement MSTU, and Fire Services MSTU. Other taxing units, including the Library District, Water Management Districts, and School Board are not included in the calculation because they are not eligible for inclusion in the CRA tax increment per Florida Statutes.

The following formula was used to calculate the CRA eligible amounts:

$$\text{((Taxable Value – Base Year Taxable Value [48,044,820]) / 1,000) X Millage X 95\%}$$

**Attachment 2 - Illustration of Projected Revenue for Potential CRA Area
(1% Growth Rate Plus Eastside Activity Center New Development)**

The FY 2012 millage rates are held constant for each year for this illustration. These rates are as follows:

Alachua County General Fund Millage:	8.5956
Unincorporated MSTU Millage:	0.4124
Law Enforcement MSTU Millage:	1.6710
Fire Services MSTU Millage:	1.3391
Total Millage for CRA Eligible County Taxing Units (total of four millage rates above):	12.0181

East Gainesville Community Profile

INTRODUCTION

The Plan East Gainesville Community Profile provides a snapshot of the East Gainesville study area. It highlights existing conditions of the East Gainesville community that influence the development of the planning study. The profile includes maps, narratives, photos and graphics to describe neighborhood demographics, land uses, public services, transportation facilities, jobs, and other issues affecting the community. This document serves as a summary of findings from community discussion forums and data review to provide a basis for developing and evaluating alternatives, and selecting a plan for implementation of specific projects, programs and policies.

PLAN EAST GAINESVILLE

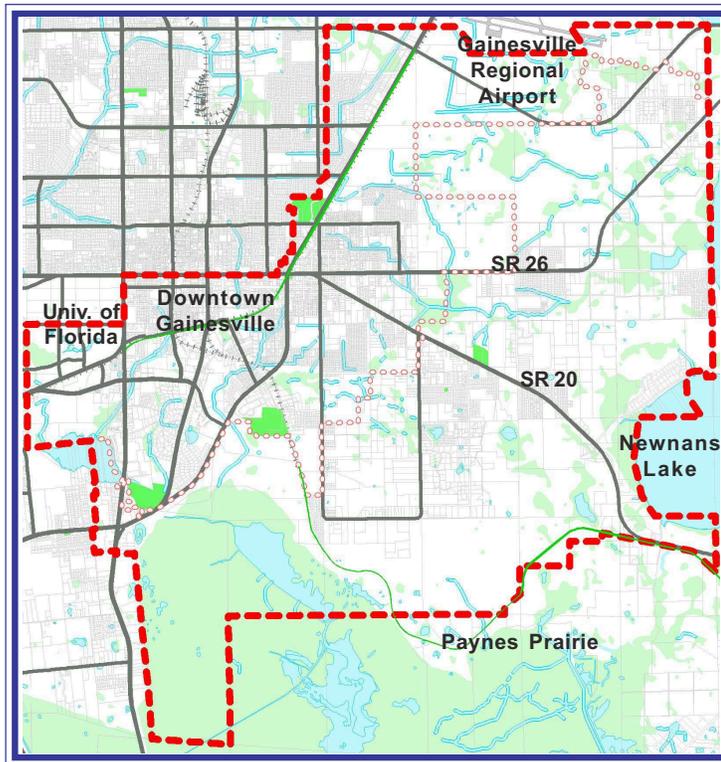
Plan East Gainesville is a coordinated community planning study, jointly funded by Alachua County, the City of Gainesville, the Florida Department of Transportation (FDOT), Gainesville Regional Utilities (GRU) and the Gainesville Urbanized Area Metropolitan Transportation Planning Organization (MTPO). The MTPO is made up of the five City of Gainesville Commissioners and the five Alachua County Commissioners. Its role is to coordinate projects, set priorities and establish policy guidance for the transportation program in the Gainesville Metropolitan Area (GMA).

Plan East Gainesville builds on the adopted MTPO 2020 Livable Community Reinvestment Plan, the long range transportation plan for the GMA. Based upon the Plan East Gainesville study, the MTPO will prepare an action plan for preservation of community character, quality development and revitalization of East Gainesville, built on the following components:

- 1) Land Conservation Plan
- 2) Special Area Plan
- 3) Transportation Plan

The project has entailed a 3-day charrette, meetings, interviews and group discussions with East Gainesville residents, youth, bankers and lenders, environmental groups, property owners, employers and other interested parties. This community input is used to establish a strategic vision for the community on how to plan for quality growth and development in East Gainesville.

PLAN EAST GAINESVILLE STUDY AREA



The Plan East Gainesville Study Area includes about 21,000 acres of land in both the City of Gainesville and unincorporated Alachua County. It is nearly one-third size of the entire Gainesville Urbanized Area.

A COMMITMENT FOR THE FUTURE

True sustainable revitalization of East Gainesville will take a concerted effort of the entire community, not just eastside residents, a few departments within the government, and beneficent nonprofit organizations. It will take consistent application of a set of complementary strategies that range from allocating grant funds to assembling land through eminent domain.

It will take a change in institutional relationships, with a commitment to follow through on projects, programs and policies. The vision that guides the plan should not be lost among future discussions about the details of implementation.

The policy guidance from the Plan East Gainesville project will need to be consistently translated into applications for grants, assignment of priority funding and strengthened interagency coordination over the short and long term. Its implementation requires a conscious decision by Alachua County and the City of Gainesville to elevate East Gainesville for priority investment and allocate discretionary resources to preserve land, attract jobs and link land use with transportation. A joint planning framework is needed to ensure that complementary strategies relating to schools, jobs, environmental stewardship and transportation have shared expectations among agency participants and the community.

State and federal transportation investments must not only avoid chronic impacts to lower income, minority and disadvantaged communities, but by law they must also demonstrate equitable benefit. Over the last 30-40 years, major investments in the community’s transportation system have traditionally benefited university students and commuters from the growing western suburbs of Gainesville. Planned projects continue that trend, including the narrowing of lanes on University Avenue west of Waldo Road, the dedicated lane for rapid bus transit on Archer Road, and the building of the SW 62nd Boulevard/SW 24th Avenue extension. The one recent major transportation project in East Gainesville – the widening of SR 20 as part of the Florida Intrastate Highway System – is directly in conflict with several stated community redevelopment objectives.

Given the MTPO’s adopted Livable Community Reinvestment Plan and its leadership in this unique planning process, it is reasonable to expect substantial benefits from federal and state demonstration grants and discretionary funding for transit-friendly and walkable redevelopment. The reauthorization of the federal transportation law, referred to as TEA-3, is

Plan East Gainesville Mission Statement

As a result of a significant public participation program, develop a joint City of Gainesville and Alachua County special area plan, land conservation plan and transportation plan to revitalize the eastern Gainesville Urbanized Area, after considering the environmental, economic, neighborhood and transportation impacts of proposed development.

likely to offer funding for “smart growth” initiatives that promote community livability, sustainability and transportation mobility. Federal funds to support livable community initiatives for East Gainesville can be used for urban redevelopment and transit expansion. As the plan is completed, projects should be developed with such potential grant sources of funding in mind.

PROJECT CONTEXT

In recent years, East Gainesville has predominantly served as a location for large institutional uses and government buildings. However, its transportation system and residential population base can support additional development if negative perceptions about income and crime can be overcome. Through the Plan East Gainesville process, the community will help identify suitable locations for encouraging diverse types of development, including walkable, mixed-use projects, employment centers and higher end housing options. The process could include redevelopment or new development, but it must be balanced with preservation of the environment, local neighborhoods and existing local businesses.

The Plan East Gainesville study area encompasses about 21,000 acres of low-density residential neighborhoods, uncongested commercial corridors, and vital natural resources. Also included in the study area boundaries, but physically, socially and economically

separate from East Gainesville are the downtown and Shands/VA hospital employment centers. These areas will be considered in the study as they relate to East Gainesville, primarily through transportation systems and access to employment.

Bounded on the north by the Gainesville Regional Airport, the Plan East Gainesville study area reaches east to Newnan's Lake, south to Paynes Prairie and west to downtown. At NW 13th Street and University Avenue, the area wraps around the Shands/VA hospitals, extending south to the intersection of SW 13th Street and Williston Road.

Once a productive agricultural and residential area, East Gainesville has experienced declining population and limited economic investment since the 1960s, when I-75 was developed to the west of Gainesville. Today the community battles perceptions of high crime levels, poor schools, considerable poverty and unsightly litter.



Unlike West Gainesville, which has experienced substantial economic growth, East Gainesville has retained much of its natural character and low-density development pattern. Recent public and private investment has resulted in projects such as a new sheriff's office, a technology incubator, an affordable residential development, and a \$400,000 community park. Neighborhood associations, nonprofit corporations and public leaders have initiated area cleanups, community policing and economic promotion. As Gainesville grows, the natural resources, convenient location and lack of congestion on the east side are likely to attract renewed interest from developers and others from the sprawling west side.

As an area of ecological significance, East Gainesville must balance environmental and neighborhood

preservation with economic growth and redevelopment. Its proximity to downtown, the University of Florida, the airport, and Paynes Prairie creates tremendous opportunities with sizeable risks. Investment in quality development can capitalize on East Gainesville's location, transportation corridors, and low land prices to stimulate the local economy while protecting the area's natural lands and neighborhoods.

Issues and Opportunities:

- Attract investment in housing and jobs
- Preserve natural resources
- Protect and improve existing neighborhoods and businesses
- Improve multimodal accessibility

WHO LIVES IN EAST GAINESVILLE?

Both East Gainesville and Alachua County are growing in population, as reported in population counts from the 2000 Census and growth projections from the Bureau of Economic and Business Research (BEBR) at the University of Florida. Alachua County's population, of 217,955 is projected to reach 280,139 by 2020, an addition of 62,184 residents over 20 years. East Gainesville comprises about 16 percent of the total county population, close to 34,000 people, and is projected to grow to about 52,000 people by 2020. About 20 percent of the City of Gainesville's population lives in East Gainesville within the city limits.



East Gainesville is a diverse community with about equal proportions of white and black residents.

According to the 1990 Census, about 65 percent of East Gainesville households earned incomes lower than the median household income for the

City of Gainesville, which was \$21,077 in 1989 dollars. The median income for Alachua County at that time was \$22,084. The 2000 Census reports median income for Alachua County as \$31,426, and for Gainesville as \$28,164. Assuming similar income patterns to 1990, it

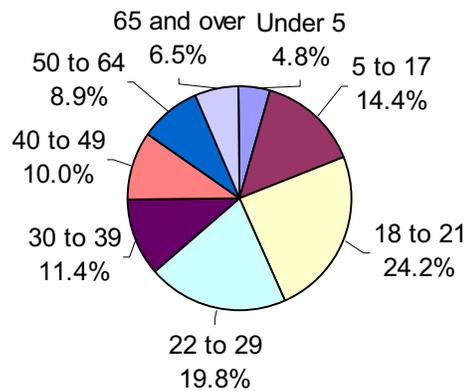
Plan East Gainesville

can be inferred that the majority of East Gainesville residents earned less than \$28,164 in 2000. At this income level, most of the population may be eligible for homeownership and neighborhood revitalization programs such as Florida’s State Housing Initiatives Program (SHIP), and various federal homeowner assistance programs.

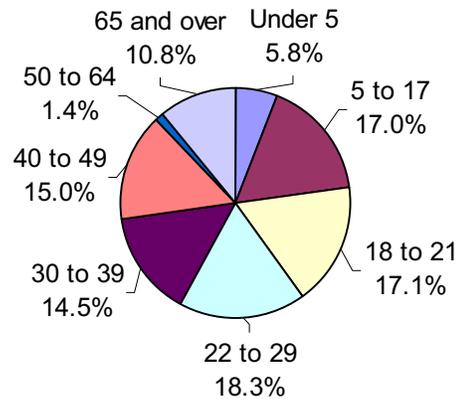
East Gainesville also contains a higher proportion of single parent households than Alachua County. Most (55%) of the children in East Gainesville live in homes with single mothers, compared to Alachua County, in which most (65%) of the children live with a married couple. Single-parent households account for 14 percent of East Gainesville households and only nine percent of Alachua County households. Married couples or families account for 39 percent of Alachua County households, but only 22 percent of East Gainesville households. Single individuals account for roughly one third of all households in both East Gainesville and Alachua County.

According to the 2000 Census, the racial profile of the study area differs from the County’s racial distribution.

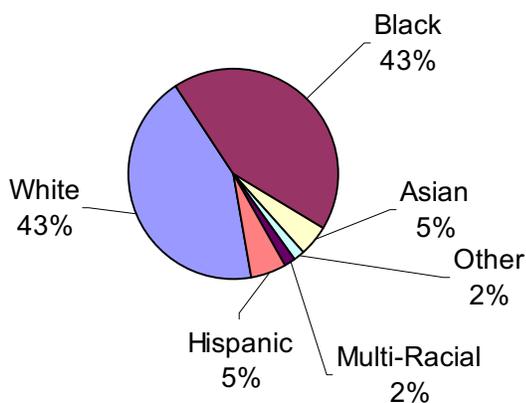
East Gainesville Population (Age)



Alachua County Population (Age)



East Gainesville Population (Ethnic Summary)



There are 15,362 black people in East Gainesville, making up 43 percent of the area. Forty-four percent of the population is white. The black population of the County includes 42,062 people, about 19 percent black persons countywide, with 70 percent white.

The age distribution in East Gainesville today indicates that the largest group is aged 18-29 years, comprising about 44 percent of the area’s population. Very young people and the elderly make up the smallest age groups at about 12 percent of the same population. Age distribution is similar to the County in that the largest age group (31%) is between 18 and 29 years old, while only 15 percent of the County population is very young or elderly.

The data indicate that as workers enter their peak earning years (30-64), they may leave East Gainesville to purchase better housing or seek higher paying jobs.

Population Summary:

- Equal mix of black and white
- Large group of young adults
- Lower incomes than the area median
- More single-parent households

Issues and Opportunities:

- Attract more diverse housing mix
- Educate and retain young adult population
- Encourage successful families

Residential Development Patterns

Mature residential neighborhoods anchor East Gainesville. The majority of housing stock in East Gainesville is more than 30 years old, with a median



East Gainesville has several well established single-family neighborhoods located within an easy commute distance of jobs.

year built of 1966. Density of development may reach a maximum of only eight dwelling units per buildable acre. More than 25 percent of the land area in East Gainesville is designated for this low density, single-family use.

Abandoned, dilapidated or boarded-up properties make up about 10 percent of the neighborhoods east of



Waldo Road. Targeted housing rehabilitation, infill development and code enforcement can help to improve these properties.

The new Cedar Grove II development at Waldo Road and NW 12th Avenue exemplifies a successful affordable housing program, with an emphasis on attractive community design.

In 2000, 35 percent of East Gainesville households owned their homes, while 65 percent rented. This rate of homeownership is significantly lower than in Alachua County, where 55 percent owned and only 45 percent rented their homes. However, several housing assistance programs administered by the City of Gainesville and Alachua County are available to East Gainesville residents, including a down-payment assistance program for city employees.

East Gainesville’s rural areas provide opportunities for strategically located, higher income housing that targets single family homeowners with financial means and purchasing power. Such housing may be clustered around a village center, minimizing negative effects on the natural or rural environment. In East Gainesville, the population seeking higher end housing priced at \$200,000 or more may be a potential market for village-type locations with attractive natural resources, scenic vistas and recreational opportunities, within easy commute to several major employment centers.

Issues and Opportunities:

- Rehab and improve existing housing stock
- Introduce higher-end single- and multi-family housing
- Reduce investment risk and environmental impacts through clustered housing

School Systems

Alachua County schools in East Gainesville operate with excess capacity but suffer from a poor reputation. Discussion of closing Prairie View Elementary School in the southeastern Kincaid Loop area caused a great deal of controversy in the 2001-2002 school year.

The State of Florida’s School Public Accountability Report (SPAR) rated Charles Duval, Lake Forest, Prairie View and Joseph Williams Elementary Schools as C, C, D, and D,



respectively. However, Lincoln Middle School received an A rating, and Eastside High received a B rating. Eastside High has been designated as a magnet school, offering an International Baccalaureate program as well as a culinary institute. Although improvement may be needed in the elementary schools, East Gainesville schools serving the upper grades deserve a positive reputation.

Alternative schools on the east side include the Lofton Center, offering specialized vocational training; the Horizon/New Pathways Center, offering specialized programs for children in grades six through 12; and the A.Q. Jones Center, a school for emotionally challenged children in grades one through 12. The Regional Detention Center, also administered within the Alachua County School District, is also located within the Plan East Gainesville study area.

Santa Fe Community College’s (SFCC) downtown campus is located at West University Avenue and West 6th Street. An important asset for East Gainesville, SFCC offers community programs, career and technical training, and continuing education, as well as flexibly scheduled undergraduate programs for Associate of Arts degrees, Associate of Science degrees or university transfer credits. Community members would like to see an increasing Santa Fe Community College presence in the core East Gainesville area. The College is considering expanding its downtown campus.

Issues and Opportunities:

- Introduce charter/magnet schools
- Improve lower grades
- Showcase Eastside High School for its innovative programs
- Showcase Lincoln Middle School for its history and grades

Employment and Economic Development

The Gainesville MTPO projects employment in East Gainesville to grow by 53 percent within the next 20 years. Similarly, job growth in the County is projected to increase 64 percent by the year 2020. Enterprise Florida reports the unemployment rate in East Gainesville at three percent. This statistic implies that the

real employment issue in East Gainesville is not a shortage of jobs, but a shortage of higher paying jobs.



The Gainesville Technology Enterprise Center (GTEC) supports higher-paying job creation and local economic development. It is home to the Plan East Gainesville Resource Center.

A variety of economic agencies have taken an interest in East Gainesville. The Alachua County/Gainesville Chamber of Commerce formed the Eastside Economic Development Committee in 1995. East Gainesville was designated as a State of Florida Enterprise Zone in 1995, and the City of Gainesville appointed the Gainesville Enterprise Zone Development Agency (GEZDA), a citizens’ advisory board, to oversee the Enterprise Zone programs. In 1997, the East Gainesville Development Task Force, a nonprofit, community-based organization for the advancement and improvement of East Gainesville, was formed, which later became East Gainesville Development Corporation. These organizations often work together for the economic development of the area, sometimes overlapping in their agendas and personnel.

The City of Gainesville’s Community Redevelopment Agency (CRA) has established revitalization areas for stimulating economic development and improving physical characteristics. Funding is obtained through tax increment financing, in which property values in the defined areas are capped at their assessed value in a particular year. Any subsequent increases in tax revenues due to rising property values in the area form a dedicated fund for revitalization of the area. The City of Gainesville’s Downtown and Eastside CRA districts include almost all of the Plan East Gainesville study area

within the city limits. Discussions lately have involved developing an Arts Incubator program as one way to stimulate local economic investment and revitalization. Alachua County has proposed a CRA district between Hawthorne Road and East University Avenue, extending from the city limits to NE 35th Street.

Economic development, bringing job opportunities and neighborhood-serving commercial uses, is a very high priority among East Gainesville residents who attended community open houses and workshops during the first phase of the Plan East Gainesville study. Residents emphasize the importance of improving the physical appearance of existing businesses, overcoming perceptions of economic risk and attracting additional residents with diverse incomes. Property owners would like to maximize the value of their commercial properties, building on the proximity to downtown and the highly accessible existing transportation network.

The Gainesville Regional Airport, the City of Gainesville Airport Industrial Park and Tacachale, a transitional home for persons with disabilities, occupy the northern industrial sector of East Gainesville. Much of this area is also undeveloped rural land. Businesses such as Nordstrom’s, Clariant Life Science Molecules, Florida Food Service, Flightline Gainesville, Heat Pipe Technology and Atkins Technical form a basis for employment and economic strength in East Gainesville. Most of these companies are located in the industrial center near the Airport, which has the potential to be a prominent East Gainesville job center. “Mom and Pop” businesses, such as Phase III Building Supply and The Eastside Eatery, among others, contribute to the economic diversity of the area. Alachua County schools, the University of Florida and the area’s regional government center also strengthen the employer base.

Educating and enhancing the local workforce presents a challenge in the community, as the median completed educational level is only 10.5 grades. Residents who have attended Plan East Gainesville workshops would like to implement creative approaches to learning geared toward the needs of potential employers. Alachua County prioritizes recruitment of businesses that are willing to participate in the Job Training

Partnership Act (JTPA), providing training for both skilled and unskilled workers. Santa Fe Community College, the Lofton Center and other high schools in the Alachua County school system provide vocational programs, but local schools face perceptions of poor performance and undesirability. Locating charter schools and magnet programs on the east side could both improve the image of East Gainesville schools while further educating the workforce.

Issues and Opportunities:

- Attract high-paying jobs
- Train and educate the local workforce

Safety and Crime Prevention

The perception of high crime rates presents a barrier to residential and commercial investment in East Gainesville. Although the community faces drug-related crime, overall incidents of crime are lower in East Gainesville neighborhoods today than they were last year. When comparing crime data for half of 2001 with January through June of 2002, crime incidents have decreased overall by about 12 percent for neighborhoods in the east area. Still, East Gainesville accounts for 41 percent of reported crime in the city but only 20 percent of the population.

Often, improved police attention in a community will increase the reported crime rate, as more crimes will be discovered and residents will be more likely to report crimes. Perceptions of crime may increase in spite of the fact that the crime rate is decreasing or may even be lower than in other areas. In the 1997 East Gainesville Task Force Action Plan, Sgt. Ash of the Gainesville Police Department discussed the perception of high crime in East Gainesville, stating that actual differences between crime rates on the east and west sides of town were marginal.

The Gainesville Police Department (GPD) has developed a Community Oriented Policing (COP) program for the citizens of Gainesville. Community oriented policing involves building a partnership in which the police, the communities they serve, and other agencies work together to address concerns such as crime, illicit drugs, and neighborhood decay.

Community policing seeks to empower communities to help make their neighborhoods better, safer and healthier places in which to live and work. The GPD has organized the City into specific geographic districts, assigning a dedicated officer to each one in order to solve neighborhood problems. Eight of these districts are within the Plan East Gainesville study area.

Along with increased police enforcement, the community can battle perceptions by noting the rule of the broken window. Visitors often associate unmaintained physical structures with an attitude of neglect that encourages crime. Facade improvement and code enforcement, then, become viable strategies for improving the community image. Additionally, providing locations for young people to gather and enforcing no-loitering laws can improve the area's image. The good news is that the problem of perception may be larger than the actual crime problem.

Issues and Opportunities:

- Improve perceptions by physical maintenance
- Build on current programs to continue the decrease in crime

ENVIRONMENT

East Gainesville enjoys many natural features, preservation lands and viable resources, including 33 sites listed on the National Register of Historic Places. Community residents speak fondly of access to wild life, beautiful green space and a clean, quiet environment. Protecting and promoting the natural environment while encouraging economic development presents a unique challenge for East Gainesville.

Paynes Prairie, a 13,735-acre wet prairie forms the south boundary of the Plan East Gainesville study area. It supports 20 percent of the vegetative species within Florida. Other natural attractions include Gum Root Swamp and Morningside Nature Center. The Gum Root Swamp, located in the northeast corner of the study area, is home to abundant birds and wildlife.

Morningside Nature Center on East University Avenue preserves 278 acres of nature trails, wetlands and pine forest, including a Timucuan village and an old Florida



Biven's Arm Nature Walk

homestead created for community education. Other parks along East University Avenue include Fred Cone Park, which is under development and will serve as a community focal point along with Young America Park.

East Gainesville boasts the largest lake in the Gainesville area, Newnan's Lake. The Plan East Gainesville Land Conservation Plan addresses preserving and celebrating this lake through improved public access and visibility as a central community feature. Newnan's Lake is currently experiencing low water levels and poor water quality.

Because East Gainesville lies within a low aquifer recharge area (4-8 inches/year), the area depends heavily on rainfall.

Pollutants drain into the lake from nearby areas via a series of creeks and canals.



Trash, debris and pollutants from stormwater runoff drain into Newnan's Lake and Paynes Prairie. These canals also form barriers between neighborhoods.

A variety of creeks flow throughout East Gainesville. Both Lake Forest Creek and Little Hatchet Creek drain into Newnan's Lake, while Sweetwater Branch Creek drains into Paynes Prairie. The 1,710-acre drainage

Plan East Gainesville

basin for Sweetwater Branch discharges mostly untreated stormwater from the downtown area into the prairie. To address this problem, a stormwater retention and treatment facility is under development near Depot Avenue. It will provide a park setting for the community while treating the runoff that threatens to pollute the prairie.

The Calf Pond Watershed surrounds Kincaid Loop, an ecologically sensitive area offering a peaceful, natural setting with diverse housing stock. Located on the southern edge of town, Kincaid Loop is home to the Blueberry Farm and Bouleware Springs Park. Lincoln Estates, the Woodbine Community and a recycling facility are also located in this area.

The Blueberry Farm is a vital part of East Gainesville’s character and represents economic value as a local business. Visited on a regular basis by student groups, the farm has been harvesting blueberries since 1999.

Bouleware Springs, a trail head for the Gainesville-Hawthorne Rail Trail, provides good access to historic, natural parts of the community. Its springs supplied water for all of Gainesville until 1913 and are now designated as a historic landmark, with facilities for group meetings and recreational activities.

Evergreen Cemetery is also located in the southern portion of East Gainesville, due west of Kincaid Loop. This cemetery is the resting place of several Gainesville founding fathers. Its directors wish to expand the cemetery and protect it from road construction and new development. The Jewish Veterans Cemetery, near the Five Points intersection where East University Avenue, Waldo Road, and Hawthorne Road intersect, adds a historic park attraction to this busy location.



Hundreds of small-quantity, hazardous waste generators including dry cleaners, paint and body shops, auto garages, and dentist offices reside on Gainesville’s east side. There are 22 known hazardous waste cleanup sites. In addition, drainage canals containing trash and pollution form barriers to community.

However, these drainage canals and power line easements can serve as part of a greenway corridor network, and brownfield cleanup funding can encourage new development in the area. In addition, the city plans to ensure 50 - 60 percent tree canopy coverage within the city limits, exceeding the American Forestry Association’s recommended average of 40 percent. The area has potential, based on continued growth, to exceed national Air Quality Standards for ozone and particulate matter.

Issues and Opportunities:

- Expand greenways utilizing existing canals and utility easements
- Preserve and connect natural parks and centers
- Protect aquifer levels and water quality

EXISTING AND FUTURE LAND USE

Urban, Suburban and Rural Framework

The Plan East Gainesville Study Area can be organized into three broad categories: Urban, Suburban and Rural. This helps define land use types and establish design criteria. Each category is intended to reflect objectives for land conservation and development, to preserve community character and set design expectations. The Urban sector includes the downtown Central Business District, extending westward to include Shands Healthcare and student housing just east of the University of Florida, and extending eastward to include the Duval and Lincoln Estates neighborhoods.

Higher-density development, smaller lot sizes, busy traffic corridors and extensive commercial and cultural activity characterize this category. Parks and greenspace provide a neighborhood civic focal point and buffer residential areas from commercial uses. Contiguous undeveloped land is uncommon. Although high-rise buildings may not be abundant in this category,

the concept is to promote neighborhoods and commercial areas that are proximate to each other and oriented to a city center. Higher end multifamily housing should be encouraged within this area in places such as Five Points and along South Main Street, to promote transit use and proximity to commercial areas. A Plan East Gainesville priority is to preserve and connect the eastern neighborhoods and corridors in the Urban sector to the vibrant downtown residential areas and commercial district.

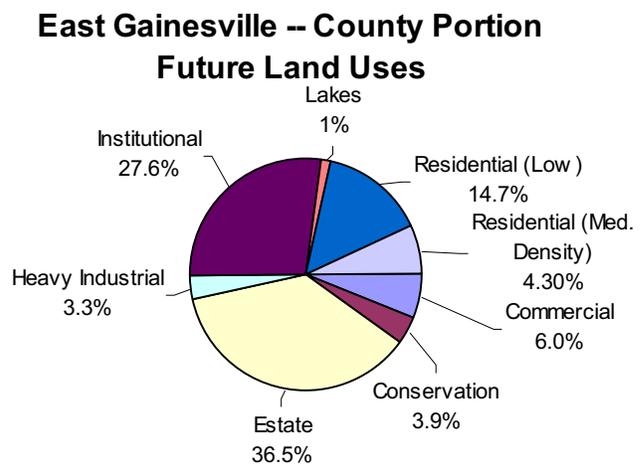
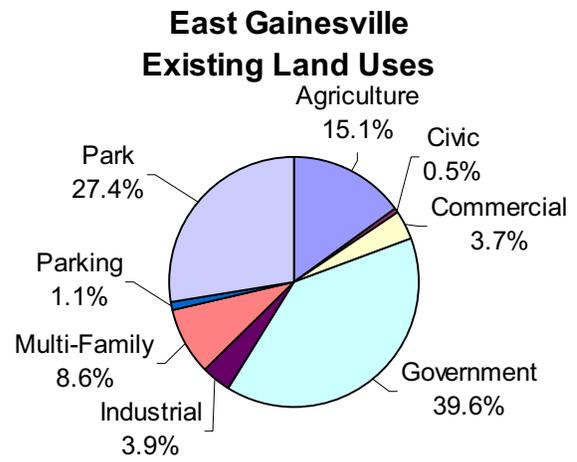
The Suburban section is lower density than the Urban area, acting as a transition to lower density with more of a highway orientation. It surrounds the Urban section, extending south down SW 13th Street, South Main Street and Williston Road, reaching east to Hawthorne Road near Eastside High School, and extending north to include Lake Forest Elementary, much of East University Avenue, Morningside Nature Center and the Lofton Center. Larger lot sizes, low-density residential neighborhoods, strip commercial centers, unhindered traffic-flow and vacant, developable parcels characterize much of this sector. The area also includes some agricultural land that may be preserved or developed in the future.

The Rural area surrounds the Suburban section, functioning to sustain the lakes, ponds and creeks, Paynes Prairie and agricultural lands at the periphery of the City. Extensive vacant, agricultural and park lands predominate. Mature, organic neighborhoods exist in the vicinity of Kincaid Loop. The rural designation preserves existing greenspace and allows very little to no growth. What new development may occur should be built as a rural cluster, or compact village, to maximize the preservation of open space. At the eastern edge of the Rural sector, certain areas are designated for independent, self-contained villages, with housing and neighborhood or specialty retail on site. Clustered, low density, higher-end housing could enjoy scenic vistas and access to Newnan’s Lake or Gum Root Swamp. Institutional uses such as Tacachale, correctional facilities and fairgrounds occupy the area to the north.

Each of these three categories can provide a useful template for ensuring the development of sustainable economic, housing and transportation opportunities in East Gainesville.

Land Use Summary

City and County future land use maps designate most (about 80%) of East Gainesville for Conservation, Public/Institutional, and Residential uses. Existing land uses are consistent with future land use plans, showing primarily conservation areas, government uses and residential neighborhoods. Twenty-five percent of East



Gainesville land is currently vacant, and new commercial development is virtually nonexistent.

Within the city limits, almost half of East Gainesville property is planned for public facilities or education. Another 28 percent is planned for residential use, including a large amount of vacant land. With 14 percent of East Gainesville designated for conservation, only 16 percent is left for economic growth through commercial, industrial and mixed-use developments.

Under County jurisdiction, about 55 percent of East Gainesville land is planned for residential use. Areas planned for future commercial and industrial uses are primarily located near the airport, comprising roughly 13 percent of future land use. Almost one third of the land is planned for institutional purposes such as schools, treatment centers, correctional facilities or other campuses.

Neighborhoods

East Gainesville residents value their rich and diverse neighborhoods and the positive relationships among neighbors. Many residents on Gainesville’s east side have lived in the community for multiple generations. Neighborhood associations benefit from very involved community members. Some of the neighborhood groups and associations within the Plan East Gainesville study area include Lincoln Estates, North Lincoln Heights, Duval/Eagle Eyes Crime Watch, Springhill, Sugarhill, Kirkwood, Woodland Park and the Porter’s Community.



East Gainesville neighborhoods boast attractive, quiet streets with ample shade and peaceful surroundings.

Lincoln Estates Neighborhood

This neighborhood benefits from a strong neighborhood identity, civic investment, a good network of well-defined streets, and local schools and parks. The McPherson Center and Lincoln-Williams Park offer opportunities for a community center, providing a neighborhood focal point. However, a high potential for cut-through traffic threatens the neighborhood’s stability,

and poor connections to the Hawthorne Road/E. University Avenue commercial area contribute to a sense of isolation.

Duval Neighborhood

This neighborhood benefits from active neighborhood associations, including Eagle Eyes Crime Watch, Open Door Ministries and the Front Porch Florida Duval Area Governor’s Revitalization Council. Designated as a State of Florida Front Porch community, it has access to annual funding for special improvement projects. Although housing stock ranges from medium to poor repair, abundant vacant land offers opportunity for improvement through infill development.

NE 8th Avenue offers opportunity for neighborhood retail uses, and 30 acres of vacant land in the center of the neighborhood is under consideration for a stormwater park. Like Lincoln Estates, the high potential for cut-through traffic threatens stability. However, access to this neighborhood from Waldo

Road, University Avenue and Hawthorne Road increases the potential for economic development. The recreational rail-trail forms the western boundary of this neighborhood, with the Loften Center offering vocational training immediately east.

Although it carries the potential for economic development, Waldo Road also forms a barrier between the Duval neighborhood and the

neighborhoods and recreational uses to the west, such as the Martin Luther King Center and Citizen’s Field. Safer pedestrian and bike access across this corridor should be considered in future plans.

Business Corridors

Waldo Road Corridor

Serving as the northern entry into East Gainesville, Waldo Road offers the potential to provide a sense of arrival into the community, and its regional access encourages economic development in the area. The northern section of Waldo Road, close to the airport

and the truck route on NE 39th Avenue, has good access for freight distribution and jobs. Its proximity to industrial and institutional land uses offers economic opportunity. In addition, Gainesville Regional Utilities is involved in the Plan East Gainesville study effort to identify and gain community input on relocating its operation facilities to Waldo Road from its current downtown location in the 500 block of SE 5th Avenue.

The Gainesville Regional Airport could serve as the anchor for industry, commerce, hotels and restaurants on the northern side of East Gainesville. As a transportation hub, it could attract industry with shipping needs as well as passenger traffic that would utilize hotels and restaurants. Building upon the airport's synergy, the Alachua County Fairgrounds might be considered as a location for economic development. However, this option brings some controversy with it, and conflicting visions for the area would need to be resolved. The Fairgrounds could remain as they are, used for special events on an occasional basis, or could be relocated to an area that offers improved crowd control and accommodates noisier events.

The Waldo Road entry needs a gateway with visual clues for drivers to slow down and notice the surroundings. There is no sense of arrival and no transition from a high-speed, rural roadway to an urban environment. High-speed traffic on this wide street acts as a barrier to pedestrians, bicyclists and others going from the Duval area to the Martin Luther King Center, Citizens Field and downtown Gainesville.

The gateway could be placed at the boundary of Tacachale and the Cedar Grove II development located at NW 12th Avenue. Tacachale, a community for Floridians of diminished capacity, represents a transition area between residential and industrial land uses. Cedar Grove represents new housing stock that is intended to

be integrated with future commercial uses facing Waldo Road.

Hawthorne Road

Hawthorne Road (SR 20) forms the eastern entry to the East Gainesville area. As with Waldo Road, it has the potential to provide a sense of arrival in the community, but needs a gateway. Again, the area needs a transition from a high speed, rural roadway to an urban environment, utilizing visual clues to slow drivers down.



Local business like Phase III Building Supply on Hawthorne Road depend on pass-by traffic and the buying power of local residents.

Although landscaping has been placed along Hawthorne Road, it lacks a sense of place. This can be created by a defined center, civic or public space with visible connections to its edge surroundings. Requiring building scale to better match street scale can create a sense of visual context, which would contribute to an improved sense of place. Currently, the corridor has poor

accessibility. However, the area around the Gainesville Technology Enterprise Center (GTEC) at the SE 24th Street intersection offers economic potential through quality development.

Hawthorne Road Activity Centers

City and County Activity Center designations seek to provide nodes of mixed-use, more intense development that maximizes the use of infrastructure in relation to the population. By designating Activity Centers, the City and County can encourage the clustering of new economic investments. The resulting traffic, infrastructure requirements and waste generation can then be addressed efficiently so that government services are used to their maximum benefit. At the same time, the economic and social benefits of many businesses and people converging in a central location can be maximized. Alachua County has designated a ½-mile by ¾-mile area north of the Hawthorne Road / SE 43rd Street intersection as the East Side Medium Activity Center, which is an employment-based activity

center. Land use plans permit institutional facilities such as educational, cultural, health care or community service. Office uses may occur in such fields as health care, law, engineering or professional services. Industrial uses such as training facilities, light manufacturing, warehousing, or auto sales and repair will also be allowed. Residential uses in the mixed development will be designed as a transition to surrounding unmixed residential uses. Certain landscaping, architectural and sign standards will be required to create a unified development appearance while buffering and integrating the Activity Center.

The East Side Medium Activity Center will be included in the County’s Transportation Improvements Program and Capital Improvements Program. To strengthen private investment in the Activity Center, the county will encourage job training linked with job creation, the creation of a business incubator and the coordination of community policing and neighborhood servicing efforts.

The County has planned a smaller activity center, the Eastgate Low Activity Center, at the intersection of Hawthorne Road and SE 27th Street. This center is smaller than the one mentioned above, but has similar goals in density and land use. This center could provide a location for clustered government facilities, building on the existing Sheriff’s Office.

The City of Gainesville has designated the Central City Town Center in the downtown area to integrate the University of Florida, Shands at Alachua General



Hospital and the Central City District into a single, vibrant core.

TRANSPORTATION

Plan East Gainesville is commissioned to produce a Transportation Plan as one of its final work products. The plan will build upon the adopted MTPO 2020 Livable Community Reinvestment Plan, which set a strategic vision for the region. That vision is to “make strategic investments that support livable community centers and neighborhoods by:



Plenty of excess roadway capacity dominates the physical landscape of East Gainesville’s commercial corridors.

1. Reinvesting in the traditional core areas of Gainesville and the towns of Alachua County to develop walkable downtown centers;
2. Connecting a limited number of highly developed mixed-use centers, and
3. Providing a high level of premium transit service in a linear Archer Road corridor.”

The Plan East Gainesville Transportation Plan will be a system plan that considers how best to support redevelopment. It will examine how to integrate and facilitate movement of auto traffic, pedestrian traffic, bicycle use and transit activities within the study area, while also connecting East Gainesville to the broader, outlying community.

East Gainesville Roads

The primary East Gainesville arteries, Hawthorne Road, Waldo Road, University Avenue, Main Street and Williston Road, are operating at less than 75 percent capacity, with plenty of room to accommodate traffic increases from commercial and residential growth. Exceptions lie at the southwestern boundaries of the study area, along SW 13th Street at the University of Florida and along Archer Road at Shands. Most of the roads are currently operating at 35 to 75 percent of their designated levels of service. A review of traffic count data on East Gainesville arterial roads for the last 10 years reveals only very slight increases in traffic volumes. This lack of traffic congestion offers an advantage to East Gainesville as it provides easy access to the city and outlying areas.



The MTPO 2020 Livable Community Reinvestment Plan proposes transforming the character of University Avenue from NW 34th Street to Waldo Road from a five-lane, high-speed corridor to a three-lane roadway with one lane of traffic each way and a center turn lane. This concept allows for on-street parking and wider sidewalks, making the corridor area more of a pedestrian-friendly destination. By stopping at Waldo Road, this livability initiative would further separate East Gainesville from more prosperous areas of the city. Thus, consideration should be given to extending this treatment east of Waldo Road into the Five Points commercial area.

A potential side effect of the lane reductions on University Avenue is an increase in traffic on residential streets. Providing acceptable travel alternatives, whether in the form of improved connections for a network of local streets, or a new alternative transportation corridor, may be necessary to balance adequate east-west mobility and community livability.

Transportation Concurrency Exception Area (TCEA)

The City of Gainesville has adopted a Transportation Concurrency Exception Area (TCEA) as a strategy to encourage economic vitality and promote urban redevelopment, infill development, and a wider range of viable travel choices. All land uses and development located within the TCEA, except for Developments of Regional Impact (DRI), are excepted from transportation concurrency for roadway level of service standards. However, the TCEA does not relieve requirements for development to mitigate its impact through multimodal transportation strategies, such as walking, bicycling and transit use, and urban design features.

The TCEA is divided into two zones, Zone A and Zone B. Zone A covers the area around the University of Florida, downtown and much of the Plan East Gainesville study area. Zone B covers much of the more recently developed area of the city located north and west of the University. Zone A requirements are intended to encourage economic investment in the eastern portion of the city by reducing the transportation infrastructure costs borne by developers. Development would still be required to ensure safe, convenient and comfortable pedestrian access to and from their sites, but significant transportation investments would depend on public agency funding sources to the maximum extent feasible. The requirements for Zone B have a similar objective, but are more stringent in terms of developer requirements based on the amount of automobile trips generated.

Alachua County is taking a similar approach to concurrency management, with proposed Comprehensive Plan policies that allow concurrency exceptions for projects promoting public transportation.

Florida Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) runs through the heart of East Gainesville, connecting from I-75 along Williston Road (SR 331) and running northward to University Avenue (SR 26). It continues east along University Avenue, then southeast along

Hawthorne Road (SR 20), where it enters Putnam County. Plans for revitalizing the Five Points intersection, where University Avenue, Waldo Road and Hawthorne Road intersect, will need to take into consideration the impact of the FIHS.



Hawthorne Road (SR 20) is designed to serve the mission of the Florida Intrastate Highway System by moving automobile traffic efficiently between urban areas.

Designated by the Florida Legislature in 1990, the FIHS is a statewide highway system designed with a capacity standard for higher traffic volumes than other state roads. The system’s design speed is also higher, meant to move traffic faster than other roads. Consequently, comfortable pedestrian crossings and good transit accessibility will be difficult to create. The state will not allow a reduction of traffic capacity on the FIHS, thus limiting development and driveway access along the affected corridor.

Not only are plans for the Five Points intersection affected by the FIHS, but other major intersections such as Hawthorne Road / 27th Street and Hawthorne Road / 43rd Street. The state recently widened Hawthorne Road (SR20), and it remains a hostile environment for non-automobile travel due to the scale of buildings, access and the characteristics of the street.

Three alternatives for the FIHS alignment through East Gainesville are under consideration through the Plan East Gainesville study. The first alternative is to leave the FIHS as it is currently routed. This option would

allow for low density, marginal improvement to enhance or beautify the Five Points area, but would not allow for significant amounts of mixed-use or pedestrian-friendly development. Taller buildings that are closer to the street with more of a street enclosure would not be compatible with the goals of the FIHS. It is possible that East University, NE 3rd Avenue, NE 4th Avenue or NE 8th Avenue could be developed as pedestrian-friendly environments rather than the Five Points intersection. However, intersection modifications might be needed to maintain traffic flow on the FIHS in the future.

The second option under investigation is to continue the FIHS directly northwest to connect with Waldo Road, rather than utilizing East University Avenue as a connecting link. This option would require some condemnation of private property in the southwest corner of the Duval neighborhood. It would allow East University Avenue to be redeveloped with fewer FIHS constraints, providing a seamless connection between East and West University Avenue without the barrier of the high-traffic FIHS artery. East University Avenue could then become a very walkable, attractive area. The Lincoln Estates neighborhood would enjoy improved access into the area, but the Duval neighborhood would still need to negotiate the FIHS.

The third option is to connect the FIHS through the southern portion of East Gainesville to Williston Road, and perhaps SW 16th Avenue, leaving the Five Points area completely untouched by the system. The corridor’s interaction with greenway systems and activity centers would need to be determined, but it could work well with a possible rerouting of State Road 24 away from Archer Road and the Shands and VA hospitals to SE 16th Avenue. This option would eliminate the FIHS from consideration in redevelopment plans, while creating a new, limited-access road that may be able to satisfy FDOT objectives.

Southeastern Connector Road

Periodic attempts have been made over the last 20 years to extend SE 16th Avenue from its current terminus at Williston Road (SR 331) and connect it with Hawthorne Road (SR 20). A stub out exists at Williston



Drainage canals or powerline easements like this one near the County Health Department could also serve as greenway corridors for transportation.

Road where the extension could possibly occur. Currently, SR 20 directs traffic through downtown Gainesville via University Avenue (SR 26). The project has been advanced in the past as a way to reduce the amount of regional traffic traveling on University Avenue by offering a bypass route with better access to I-75 and medical, employment and commercial activities on the southwestern side of Gainesville.

A southeast connector would provide a route that connects SR 331 with SR 20 via an alignment that has yet to be determined. The project has historically met strong opposition from a variety of groups, notably because of potential environmental impacts to Sweetwater Branch and impacts to neighborhoods, agricultural lands, Evergreen Cemetery and churches. Therefore, prior to any decision on the proposed route, a full range of traffic management strategies on existing roads, as well as alternative and parallel routes to the north, must be thoroughly analyzed and considered. It should not be a given that the project would entail the extension of SE 16th Avenue.

The MTPO 2020 Needs Plan envisioned a connector road of a relatively moderate speed “limited access, policy-constrained scenic parkway” that would remain as a two lane divided roadway with landscaping and a parallel multi-use path adjacent to it. The route would be sensitive to community impacts in its location and design, but could provide sufficient mobility and mitigate

potential congestion and neighborhood cut-through traffic. The analysis of options and recommended solutions is a key part of the Plan East Gainesville study.

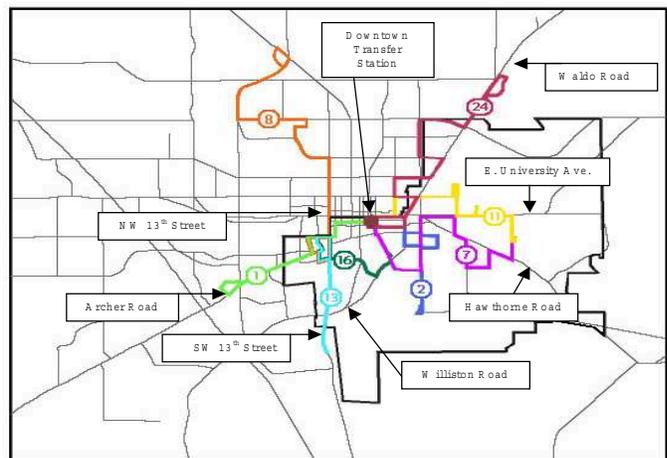
Public Transportation

Eight Regional Transit System (RTS) bus routes serve the Plan East Gainesville study area, but only four extend east of the Downtown Transfer Station. These four routes – 24, 11, 7 and 2 — run every hour and require an East Gainesville rider to transfer buses downtown in order to access citywide activity centers. Bus schedules are purposely staggered in order to allow convenient connections. Final bus runs in the evenings range between 6 pm and 7 pm, depending on the route.



In contrast, the four routes that serve Shands and the University of Florida – 16, 13, 1 and 8 – have 10-, 15- 20- and 30-minute headways, respectively. During the summer, their final bus runs are generally around 7:30 PM. However, from fall to spring the Later Gator service runs until 3 AM.

East Gainesville Bus Routes



Five additional routes – 43, 15, 10, 6 and 5 – originate at the Downtown Transfer Station and proceed west or north, out of the Plan East Gainesville study area.

Concerns have been expressed about RTS operating two separate systems, as there is noticeably better service and frequency enjoyed by the University of Florida and in the southwest portion of the metropolitan area where a large student population resides. Students pay for bus service on a semester basis through the University of Florida fee system, and this dependable funding source allows the RTS to focus routes in areas of high demand, where on-campus parking constraints make bus service more viable.

Ridership in the East Gainesville area, along with its associated funding through grants and bus fares, is less consistent because of lower development densities and dispersed land uses. However, the need is arguably greater than any other part of the community because of demographic factors like age, income and disability. Longer headways on Gainesville’s east side contribute to lower ridership. Potential riders whose working hours extend into the evening are unable to take advantage of the system because of the unavailability of evening service. Low ridership may cause a route to be served even less frequently or eliminated.

In the long-range plan for the MTPO, a busway with a dedicated lane is planned for transit vehicles along Archer Road from I-75 to the employment center at Shands and the VA Medical Center. A long-range objective should be to continue this system past SW 13th Street into East Gainesville, providing a level of transit connectivity to the west. Also in the long term, express bus service is planned to link Gainesville with outlying areas such as Waldo, Palatka, Starke and Hawthorne via park-and-ride lots in these communities. Funding for this service has not been identified.

Bicyclists and Pedestrians

Currently, many of the streets in East Gainesville present a hostile environment to pedestrian and bicycle traffic. High speeds, wide crossing points, poor visibility and lack of access characterize the primary roadways.



Development of greenway corridors in East Gainesville can serve a transportation purpose, as well as define boundaries of neighborhoods and provide a buffer between land use patterns.

The current multi-use trail system in East Gainesville includes the Gainesville-Hawthorne Rail Trail, extending south to Paynes Prairie and funded to extend northward from Boulevare Springs to Depot Avenue, and up West 6th Street to downtown. The Depot Avenue Rail Trail extends east along Depot Avenue, then northward along Waldo Road. Although the system skirts around the most populated portion of East Gainesville, the Plan East Gainesville Land Conservation Plan will recommend significant expansions to include this area. As it expands, the Rail Trail system can provide an environmentally friendly alternative to automobile travel, providing safe connections throughout the city. This trail network is the foundation for what could become an interconnected system of greenways that connects East Gainesville employment and activity centers while



Bicyclist with groceries on SE 24th Street.

providing access to recreational areas, parks and other natural resources. The greenways would serve as buffers between areas of more urban, high-density land uses and suburban and rural, low-density uses, while providing safe access for bicyclists and pedestrians away from wide, busy roads.

Another important consideration for East Gainesville is urban design for pedestrian accessibility. Existing land uses and development patterns are segregated and lacking in adequate features to support a healthy pedestrian environment. Both new development and redevelopment must create a safe, comfortable and accessible pedestrian context through building scale and orientation, improved physical connections, and increased visibility through buffers and design features.

SUMMARY - ISSUES AND OPTIONS

Plan East Gainesville is a partnership between multiple public agencies, private organizations and nonprofit community groups. It is coordinated by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area.

The challenges facing East Gainesville and desired solutions are not new. Formal and informal community planning efforts have taken place periodically since the mid-1970s to revitalize the area; the latest being the work of the East Gainesville Development Task Force. What is new about the Plan East Gainesville project is a coordinated study process involving community residents, stakeholders, City and County government and the Florida Department of Transportation to define specific actions and responsibilities for implementing the plan. Unlike previous efforts, this plan will integrate land conservation, development and transportation priorities into an overall vision, set of projects and policies to guide preservation and redevelopment of the area. The following issues and options guide its development.

Land Conservation

East Gainesville is distinguished with a rich context of natural resources. Its proximity to outstanding environmental resources like Paynes Prairie, Gum Root Swamp and Newnan’s Lake, and the area’s tree canopy, are strong assets deserving protection and enhancement. Unfortunately, few who do not live in East Gainesville are aware of these amenities because they are largely hidden from view. The major land conservation issues facing East Gainesville include:

- Habitat elimination within prime forested uplands and wetland habitats containing threatened and endangered species
- Pollution from stormwater runoff -- a system of creeks draining into Paynes Prairie and Newnan’s Lake discharging stormwater runoff and other pollutants from development
- Limited public access points to enjoy and showcase the area’s natural amenities
- Disruption of wildlife corridors from new development and transportation arteries.

Options for consideration include creating a network of greenway corridors linking parks, recreation and scenic vistas as East Gainesville’s “Emerald Necklace,” which would also serve as a buffer between urban, suburban and rural development. Existing drainage canals and power line easements could support the greenway system. The Alachua County Forever program has identified several parcels in the study area for potential acquisition, and clustering new development into village or town centers would preserve more open space for ecological habitat and aquifer recharge, which would also help reduce noise and light pollution.

Land Use and Demographics

Development patterns and socioeconomic characteristics make a profound statement about the character of a place. These features come into play in both a physical sense and through perception; both of which affect civic pride and the level of private investment. In East Gainesville, the strength of the community lies within its close-knit neighborhoods, churches and public institutions. Its proximity to thriving commercial and employment centers like downtown Gainesville and the University of Florida positions East Gainesville well for future economic investment.

However, years of declining private investment have left a legacy of underutilized parcels, vacant or unsightly buildings, and limited commercial uses that presents an image of neglect and crime. The northern industrial area of East Gainesville, while serving as a job base and support for the local economy, is an example of how land use patterns can hinder the marketability of an area both physically, in terms of aesthetics, and through

negative perceptions associated with these uses. The proliferation of correctional facilities in this area can impact opportunities for future development. The existing industrial development pattern in the northeast area includes the Santa Fe Correctional Center and Alachua County Correctional Facility. These types of industrial uses can affect future development options because they limit the range of compatible land uses that can be developed nearby. For example, neighborhoods and other residential scale types of development may not be appropriate near industrial areas, or may need appropriate transitions, such as buffers and landscaping, to lessen impacts. Also, this area may be perceived as one that is not ripe for economic investment because of the negative aesthetics associated with these uses. In this case, co-locating other government-related services, commercial and office uses may be a more appropriate strategy to encourage new quality development.

A fundamental issue that must be decided is the level and type of economic investment relative to land conservation objectives. Major land use and socioeconomic issues include:

- A relative lack of high-end single family housing
- The absence of a well-defined center, with accessible civic or public spaces
- The perception of crime and failing public schools that limits the area's potential
- Separated and automobile oriented land uses
- A lack of viable local commercial land uses like movie theaters, restaurants and retail stores, requiring residents to travel to downtown or beyond to satisfy many of their shopping and social needs
- Commercial buildings that do not fit the scale of the wide arterial streets, contributing to a high-speed, pedestrian unfriendly environment
- The proliferation of correctional facilities in the northeast area
- Undefined activity centers that lack specific policy guidance to ensure a well-integrated urban form.

The Alachua County Board of County Commissioners has adopted a development moratorium pending completion of the plan. Land use and design options include creating a stronger link between downtown and

the Five Points commercial area east of Waldo Road; encouraging the development of compact, walkable mixed-use centers with easy access to public transportation; creating civic gateways at major entry points; encouraging higher paying jobs; and restricting commercial uses outside of designated areas. Increasing the diversity of housing for various income levels is also a viable strategy for economic development.

Infrastructure

In order to promote quality development in East Gainesville, the area must be served by adequate infrastructure. Some properties in East Gainesville lack services, such as central water and sewer systems, which can hinder economic development opportunities. Deficiencies in water and sewer service, particularly, can lead to economically distressed areas because new, quality development needs access to these systems. Both the City and County long range plans require that new developments with densities greater than two units an acre (*Alachua County Comprehensive Plan*) and new or expanded subdivisions, industrial uses, and other non-residential uses at densities greater than one unit per acre (*City of Gainesville Comprehensive Plan*) have access to centralized potable water and wastewater systems to support the proposed development. The PEG area is served by GRU, and currently utility services are present or are readily available to serve the area. Any gaps in service are addressed by GRU's water and wastewater extension policy that provides for service to future development.

The Plan East Gainesville area is generally well served with potable water in the northwest and southwest areas of East Gainesville. There are gaps in service adjacent to and within the Kincaid Loop area, along the Newnan's lakeshore area, along the eastern side of Waldo Road and generally to properties in the northeast area and south of NE 39th area.

Sanitary sewer gaps in service occur along some properties adjacent to Waldo Road, in the Kincaid Loop area, Newnan's Lake area, and on properties in the Northeast, south of NE 39th Avenue. Also, sewer infrastructure within much of the County's Community Redevelopment Agency (CRA) is limited with the

following exceptions. Sewer lines extend along University Avenue inside the city limits and along Hawthorne Road east to the point where Lakeshore Drive intersects with Hawthorne Road. Sewer lines also serve Eastside High School and Lake Forest Elementary school.

Fiber optic cable is not available in many areas of East Gainesville, including much of the area adjacent to and surrounding Waldo Road, Kincaid’s Loop, and Newnan’s Lake. The northeast area and much of the northwest and southwest also have gaps in fiber optic facilities, with facilities provided along portions of NE 39th Avenue, Archer Road/Depot Avenue and 13th Street south of Archer Road. The gaps in the fiber optic cable network can hinder development opportunities, as this infrastructure would be needed to enhance developments such as a high technology employment or a convention center. It should be noted that extensions are available through GRU to serve development in these areas.

Stormwater facilities are provided throughout East Gainesville and there generally have not been problems with flooding in the area. The area is well served by stream systems to accommodate stormwater run-off that is discharged to Newnan’s Lake. Drainage issues do exist in the Calf Pond Watershed area and additional stormwater facilities are needed to accommodate stormwater attenuation in this area.

Transportation

East Gainesville enjoys excellent regional automobile accessibility through several state roadways. Uncongested roads such as Waldo, Hawthorne, Williston and NE 39th Avenue provide excellent access for industrial, institutional and commercial land uses. A growing network of multi-use trails provides increasing recreational and transportation options for the community. Public transportation service connects East Gainesville with the region’s major commercial and employment centers. Despite these positives, the area’s transportation system needs improvement to support the community’s objectives. Issues include:

- Wide and fast state highways that form barriers for walking and bicycling
- The Florida Intrastate Highway System (FIHS) that slices through the center of East Gainesville and separates it from the traditional downtown area
- Higher standards for the FIHS that constrain the potential for redevelopment along Hawthorne Road, despite relatively low traffic volume
- Poor neighborhood access to commercial centers
- Proposed new road corridors that may improve accessibility and economic development, but threaten to fragment neighborhoods, disrupt sensitive environmental features and redirect private investment away from existing local businesses.

Many transportation options are under consideration. These include the enhancement of existing roads and intersections to improve connectivity between neighborhoods and commercial areas. If substantial redevelopment is desired, FIHS constraints must be addressed, perhaps by diverting or realigning the system so it maintains the FDOT design standards for limited access and efficient traffic movement. Regional and local transit service linking East Gainesville and outlying communities with employment centers in the downtown and western areas needs to be considered. Such transit service would tie in with the redevelopment of mixed-use centers to create logical gathering points and increase transit accessibility and ridership.

Two distinct voices articulate a vision for the future of East Gainesville. One advocates economic growth, opportunity for higher paying jobs, expanded housing options and a greater array of shopping, dining and entertainment choices for local residents. The other calls for preservation of a peaceful, low-density environment that protects the area’s abundant natural resources, with low impact, small-scale quality redevelopment.

Those competing viewpoints are plainly at odds without a clear, specific and enduring framework for conservation, economic development and improved mobility. Achieving a balanced framework is the central purpose of the Plan East Gainesville project. Such a strategy requires redirection of existing market forces to the eastside, and creation of new markets for quality redevelopment that maximizes land conservation

opportunities, and supports higher income housing, walking and use of public transportation.

Funding Sources

Several potential funding sources are available for planning initiatives in East Gainesville. Major program areas for planning initiatives include transportation systems, such as regional transit, roadways, and bikeways, as well as utilities, land conservation, and community development.

Some available funding programs for transportation systems include various local, state and federal funds. Funding options for regional transit projects include the Florida Department of Transportation (FDOT) grants, gas taxes, funding from the University of Florida as well as other federal, state, and local funds. Roadway projects can be funded through local gas taxes, developer impact fees, FDOT grants and other federal dollars. However, it should be noted that neither Alachua County nor the City of Gainesville currently has an impact fee program. Sidewalk/bicycle funding include such sources as federal funding through the Surface Transportation Program, Transportation Enhancement Funding, Community Development Block Grants and Highway Safety Grant Program; state programs, such as the State Safety Grant Program, Recreational Trails Program, Greenways and Trails Acquisition Program, and Florida Communities Trust; and local dollars are available through low interest loans, an infrastructure surtax, as well as private and non-profit grants.

In addition, funding to help create transit-oriented development centers in East Gainesville is likely to be available through the 2003 reauthorization of the federal Transportation Equity Act for the 21st Century, or TEA-21 (the next transportation spending law is referred to as TEA-3). The new law will likely include additional funding for certain transportation projects (such as transit investments, intermodal centers, safe routes to schools, greenways, etc.) as well as demonstration grants and program funding that the FDOT, MTPO and, in some cases, local government, can seek.

Funds for stormwater drainage are available through sources such as user fees, Community Development Block Grants, and the State Revolving Fund. Gainesville Regional Utilities pays for extensions of electricity services from its capital budget, unless undergrounding is required. In which case, the beneficiary shares the cost. Water and waste water extensions are paid for by the beneficiary. GRU has also requested some federal appropriations for water and waste water for an unincorporated area.

Conservation funding opportunities include the Florida Department of Environmental Protection (FDEP) CARL Program-the Conservation and Recreation Lands purchasing program, the Water Management District's Save Our Rivers program, sales tax, and private conservation groups. The Florida Communities Trust Florida Forever Program provides grants to eligible applicants for the acquisition of land for community-based parks, open spaces and greenways that further the outdoor recreation and natural resource protection needs identified in local government comprehensive plans. Emphasis in this program is placed on low income and minority communities.

Other funding sources for community development projects include special revenue funds available to the City of Gainesville such as Community Development Block Grant funds, Community Redevelopment Agency funds and Gainesville Enterprise Zone Development Agency funds. The PEG study will specifically identify funding sources available for proposed projects in the study area.



