

**WALDO ROAD CORRIDOR
PRELIMINARY BLIGHT FINDINGS REPORT
FOR THE EXPANSION OF THE EASTSIDE COMMUNITY REDEVELOPMENT AREA**

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Data provided by the City of Gainesville

**DRAFT
July 2, 2007**

**Waldo Road Corridor
Preliminary Blight Findings Report**

Table of Contents

1.0	Introduction	1
1.1	Study Area Defined	2
1.2	Planning Process	4
2.0	Study Area Overview	5
2.1	Demographics	5
2.2	Existing Physical Conditions	6
	Residential	7
	Non-Residential	8
	Roadways	9
	Streetscapes, Sidewalks, Curb and Gutter	9
	Bicycle Facilities and Trails	10
	Transit	10
	RTS Amenities	11
	Future Land Use and Zoning	11
3.0	Criteria for Determining Blight	13
	Legislation	13
3.1	Study Area Blight Factors	15
4.0	Conclusion	22
	Appendix	23

Waldo Road Corridor Preliminary Blight Findings Report

1.0 Introduction

This Preliminary Blight Findings Study for the Waldo Road Corridor indicates that the expansion of the Eastside Community Redevelopment Area (CRA) will be a powerful tool to support significant economic development and enhanced quality of life for the citizens of East Gainesville.

The eastside of Gainesville has been the topic of numerous planning initiatives over the years due to sustainability challenges and a lack of redevelopment investment and economic growth. In the early 1990's, the East Gainesville Task Force became an active entity and advocate for redevelopment and investment in the area. Through its efforts, the Eastside CRA was developed and adopted in October 2001 by the City of Gainesville.

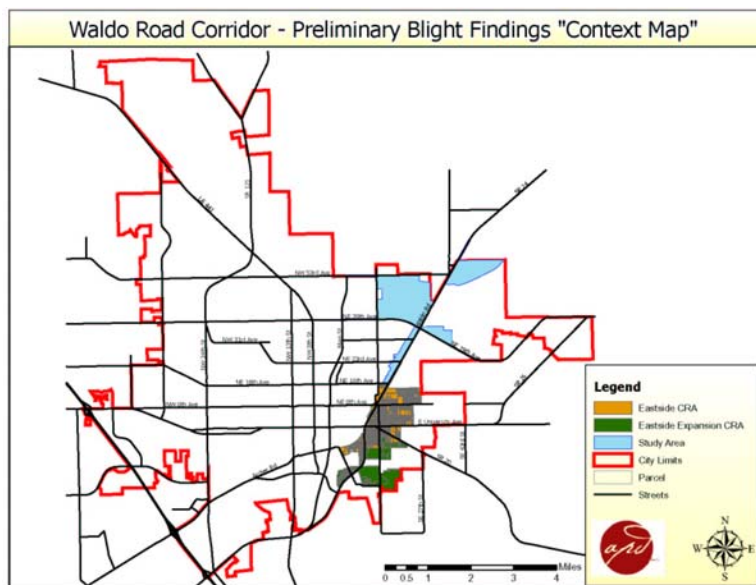
Nonetheless, the anticipated resurgence of residential development, economic generators and public investment on the eastside continued to lag behind the City of Gainesville and surround communities. As a result, in September 2006, the City Commission

expanded the Eastside CRA to capture the area to the south and further address the infrastructure needs, abundance of undeveloped land, deteriorated housing and inefficient land patterns.

With development interest moving toward the northeast part of East Gainesville, recent formation of the Waldo Road Corridor Study Group, recent repositioning of the Alachua County Fairgrounds, awareness of vacancy in the Airport Industrial Park, and increased public investment on the eastside, Asset Property Disposition (APD) has conducted a preliminary study of blight for the area north of the Eastside CRA generally along Waldo Road to the City Limits. This preliminary study assesses the blight considerations as defined in the Florida Statutes "Community Redevelopment Act" to determine the feasibility of including this area into the Eastside CRA. It is important to note that the City of Gainesville will review this preliminary study and may require additional blight and redevelopment planning, as well as conduct formal public hearings before the Waldo Road Corridor study area is incorporated into the existing Eastside CRA.

Waldo Road Corridor Preliminary Blight Findings Report

FIGURE 1.1 Context Map



1.1 Study Area Defined

The study area (figure 1.2), is focused on specific areas most likely to support redevelopment opportunities and infrastructure improvements generally along Waldo Road from 16th Avenue to the City Limits and the immediate area surrounding and supporting this corridor. The desirable characteristics for inclusion in the Eastside CRA are as follows:

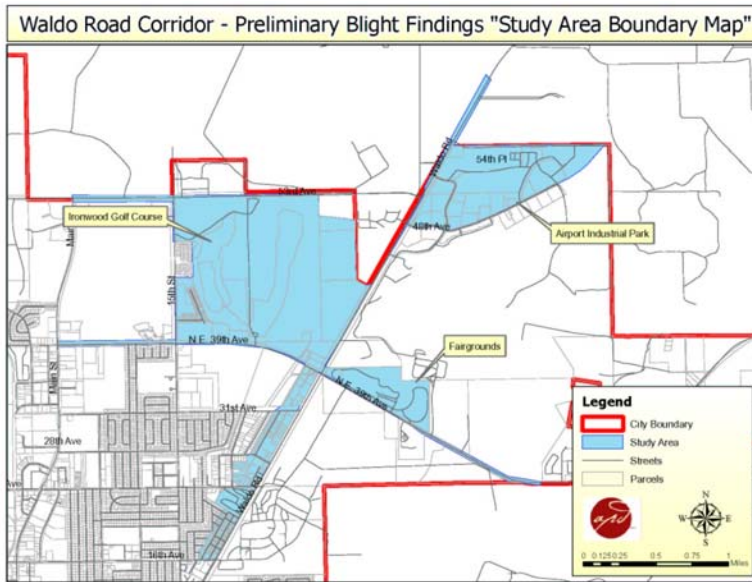
- Proximity to recreational facilities, trails or greenway systems;

- Undeveloped or vacant land;
- Publicly-owned land;
- Older and underserved residential communities/ neighborhoods;
- Corridors lacking pedestrian facilities and infrastructure;
- Corridors most likely to be suitable for future development;
- Underutilized commercial and industrial properties.

Encompassing approximately 1,268 acres, the study area contains properties along the western side of Waldo Road (600 ft deep) from 16th Avenue north to 39th Avenue. Properties bounded by 39th Avenue to the south, 15th Street to the west, 53rd Avenue to the north and Waldo Road to the east are also included. The northeastern edge of the study area captures the airport industrial park while the southeastern section is comprised of the Alachua County Fairgrounds along 39th Avenue.

Waldo Road Corridor Preliminary Blight Findings Report

FIGURE 1.2 Study Area Map



In order to better assess the need for infrastructure, pedestrian safety considerations and vehicular movements, the study area also includes an assessment of the right-of-way on the following active corridors:

- 53rd Avenue (bounded by Main Street on the west and Waldo Road on the east);
- 39th Avenue (bounded by Main Street on the west and the City Limits on the east);
- Waldo Road (bounded by 16th Avenue on the south and the City Limits on the north).

1.2 Planning Process

APD commenced preparation of this preliminary blight findings study in the spring of 2007. After a detailed review of the entire area, the study area boundary was defined by ADP and ADP collected data with the assistance of City of Gainesville Departments. This preliminary blight findings report will be presented before the City of Gainesville CRA Commission on July 16th as information that will be reviewed by City staff. It is expected that the City staff will report back to the City of Gainesville CRA Commission as to sufficiency of this preliminary blight findings report and whether or not the City should pursue the legislative process of including the area in this study into the existing Eastside CRA. If pursued, this process will include a Blight Findings Report; Redevelopment Plan; Public Hearings and final Approval by the City of Gainesville Commission.

Waldo Road Corridor Preliminary Blight Findings Report

2.0 Study Area Overview

This section contains a profile of the demographic and physical characteristics of the Waldo Road Corridor. The summary of the demographics and the existing physical conditions paints a descriptive picture of the current utilization of properties within the study area and is required to determine whether certain blighting influences or conditions exist.

Like the City of Gainesville, the Waldo Road Corridor study area has diverse characteristics ranging from industrial corridors to residential communities to public and institutional facilities all of which are in various states of stability or decline. It should be noted however that the western side of the Waldo Road that is in the study area reflects a higher concentration of incompatible land uses than you would typically like to see on a major gateway corridor into the City. The study area has a total population of 1,039 residents which is approximately 1% of the total city of Gainesville population (119,889). According to the Bureau of Economic and Business Research (BEBR), as of 2005 the City of Gainesville's population is described as young

with 29% of the population between 18 and 24 reflected by the influence of the University of Florida student population. Despite this large influence by the University of Florida, 27% of the study area population is college age. In fact, the largest age group in the study area is the population that is 19 years of age or younger at 39%, while the population between the ages of 30 and 54 is at 18%.

The unemployment rate for 16 years of age or older in the study area is 11% which is almost twice as high as the City of Gainesville as a whole at 6%.⁵ Because the study area population is so much smaller than the City of Gainesville as a whole, the impact of unemployment in the study area is more evident. Unemployment in the study area equates to a ratio of approximately 1 out every 10 persons vs. the City of Gainesville as a whole having a ratio of approximately 1 out of every 17 persons.

Additionally, there is a distinct disparity in median incomes between the study area population (\$26,495) and that of the City of Gainesville (\$44,263). Most likely this disparity is reflected in the under employment of

Waldo Road Corridor Preliminary Blight Findings Report

study area residents and the lack of higher paying jobs that are located outside the study area.

As expected, the city-wide owner-occupancy (48%) rate is lower than the renter-occupancy (52%) but this does not hold true in the study area. Of the 453 total housing units in the study area (1% of the total units in the City), the percentage of owner-occupied units is 70% with 30% of the units renter-occupied. Although there may be a high percentage of home ownership in the study area, many of these properties are aged and in need of major improvements.

2.2 Existing Physical Conditions

The data used for the existing physical conditions analysis was primarily compiled from a number of sources including site visits, windshield surveys, the City of Gainesville Comprehensive Plan and City departments including Public Works, Community Development, Buildings, Code Enforcement and the Regional Transit System (RTS).

This section of the report documents the study area's existing land uses including visual character/condition of buildings and sites, infrastructure, transportation systems, existing land use and zoning.

FIGURE 2.1 Existing Land Use Map

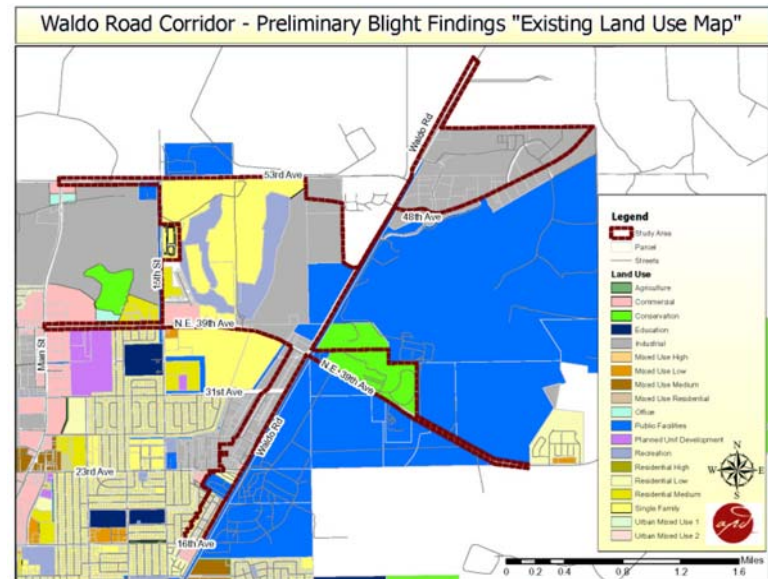


TABLE 2.1 Existing Land Use

Land Use Classification	% of Study Area	Acreage
Single Family	24%	310.04
Residential Medium	1%	10.4
Residential Low	2%	28.76
Recreation	11%	145.38
Public Facilities	7%	85.92
Mixed Use Low	1%	5.08
Industrial	44%	560.27
Conservation	8%	101.46
Commercial	2%	21.41
TOTAL	100%	1268.7

Waldo Road Corridor Preliminary Blight Findings Report

Residential

The Waldo Road Corridor study area has a total land area of 1,268 acres. Per the field survey and utilizing the Geographic Information System data derived from the City of Gainesville, the assessment of the study area conclude that the residential land uses account for 26% of the land area in the study area and are in the form of single family and multi-family dwellings. Located in the southern portion of the study area along Waldo Road is Carol Estates, an aging and deteriorating housing stock with scattered duplexes, some trailer homes and several vacant lots. A new single-family development, NorthPointe at Ironwood, is under construction off 15th Street east of the Ironwood Golf Course. To the south of the NorthPointe at Ironwood development are two multi-family residential developments that are aging and showing signs of neglect.



Non-Residential

Industrial properties and public facilities including the Airport Industrial Park, and diversity of office, supply, manufacturing and warehousing facilities along Waldo Road comprise 51% of the study area. These uses are in various degrees of density and condition, but have excellent access and visibility. Public facilities that are included in or immediately adjacent to the study area are the Gainesville Airport, Gainesville Regional Utility's water treatment facility, Taccachale, several correctional facilities and University of Florida campus buildings. Like the industrial, public facilities are an important employment center and provide needed community services.



Waldo Road Corridor Preliminary Blight Findings Report

Parks

Neighborhood parks and recreational facilities in the study area are limited to only the Ironwood Gold Course, a full-service recreational facility owned and operated by the City of Gainesville. Smokey Bear Park and Citizen Park are in close proximity to the study area.

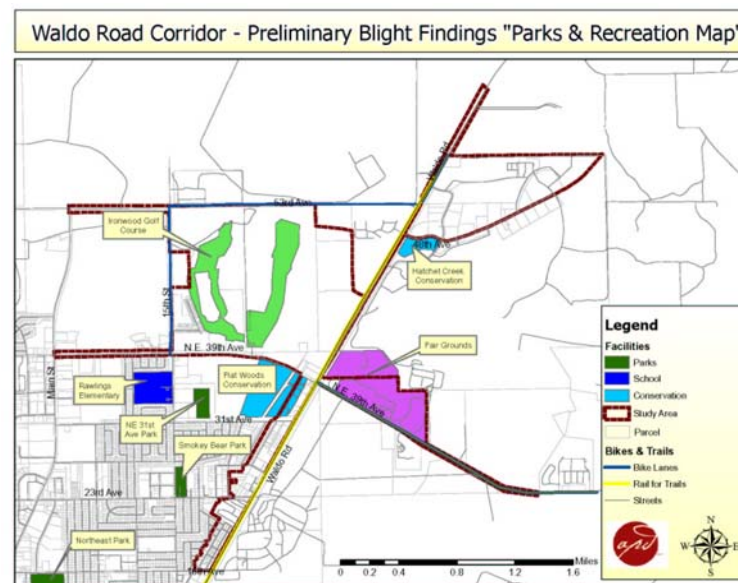


In addition, approximately 105 acres of wooded land inside the study area is the Alachua County Fairgrounds. Located on 39th Avenue, it is currently the home of the annual Alachua County Fair, but plans are underway to attempt to determine a higher and better use for this strategic property.



FIGURE 2.2 Parks and Recreation Map

Despite the lack of programmed recreational facilities, several acres have been designated as conservation areas near Waldo Road to take advantage of their connection to the areas stream and creek systems. These systems are a natural resource and amenity crossing through many of the City's neighborhoods. The conservation areas serve as buffers along the stream and creek beds to protect from development and serve as stormwater management facilities.



Waldo Road Corridor Preliminary Blight Findings Report

Roadways

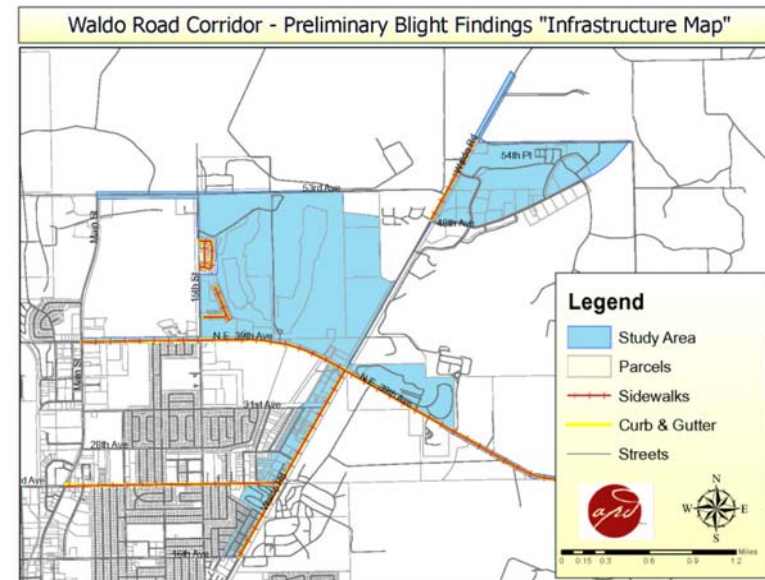
The existing transportation system in the Waldo Road Corridor study area includes a network of state, city and private roadways serving residential, business and regional transportation needs. The dominate roadway is Waldo Road (SR-24), a principal arterial which bisects the study area from north to south, which also includes an active trail system. In addition, this four-lane roadway with a planting median is a major arterial serving a large portion of regional pass-through traffic. The other state road located in the study area is 39th Avenue. Also at four-lanes including a bike lane, this roadway supports regional traffic traveling east to west.

The northern boundary of the study area includes 53rd Avenue which is a two-lane arterial running east to west and terminates at Waldo Road. 15th Street is the western boundary of the study area. With its two-lanes running north to south, 15th Street is the only roadway in the study area that directly ties into the grid-like formation of the roadway system on the eastside. The streets internal to the residential communities are narrow with limited right-of-way and are semi-paved.

Streetscaping, Sidewalks, Curbs and Gutters

As illustrated in the Infrastructure Map, figure 2.3, the provision of pedestrian facilities or sidewalks and curbs and gutters in the study area is minimal or non-existent. Due to the aforementioned right-of-way limitations, the majority of the neighborhood streets do not include streetscapes or sidewalks. While sidewalks are present along segments of the dominate roadways, they are discontinuous, narrow in width and the location is usually within three feet of travel lanes contributing to an unsafe pedestrian environment.

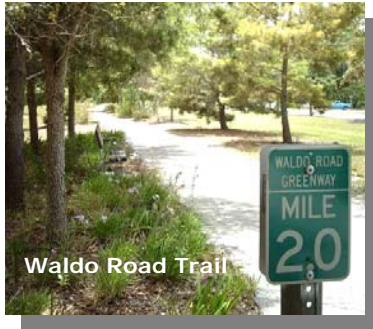
FIGURE 2.3 Infrastructure Map



Waldo Road Corridor Preliminary Blight Findings Report

In general the roadways in the study area are in fair condition, but lack streetscapes, sidewalks, curbs and gutters. The lack of these important features contributes to the blighting conditions that currently exist in the study area.

Bicycle Facilities and Trails



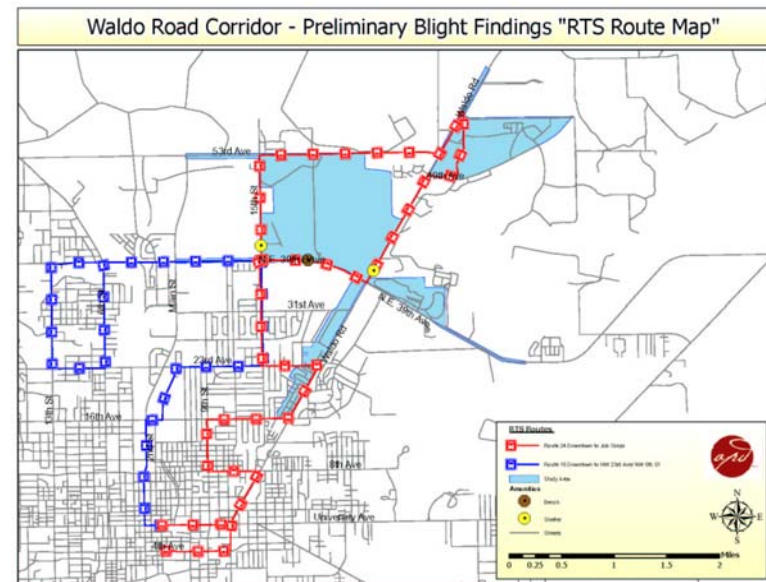
As mentioned in the previous section, bicycle facilities are prevalent in the study area connecting to a larger system in the City of Gainesville (figure 2.2). Bike lanes run the

entire length of 39th Avenue contained within the study area. The Waldo Road Trail is located on the eastern side of the roadway starting at NW 13th Street and extending north to terminate at the City Limits at 54th Avenue. This multi-use trail is buffered by extensive right-of-way with minimal streetscape amenities.

Transit

The City's Regional Transit System (RTS) operates two bus routes within the study area, routes 15 and 24 (figure 2.4). Route 24 (Downtown to the Job Corps) operates along the major corridors in the study area: 53rd Avenue, 15th Street, 39th Avenue and portions of Waldo Road. The facilities or points of interest most served along this route include the Ironwood Golf Course, Alachua County Fairgrounds, Family Services and the Nordstrom Distribution Center. In addition, the route serves the Gainesville Regional Airport Industrial Park, but does not offer direct service to the Airport nor

FIGURE 2.4 RTS Route Map



Waldo Road Corridor Preliminary Blight Findings Report

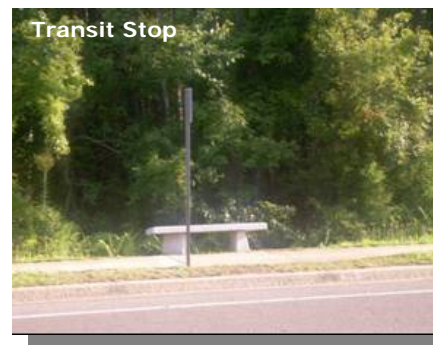
does it serve Waldo Road between 39th Avenue and 23rd Avenue.

Route 15 (Downtown to NW 23rd Avenue / NW 6th Street) serves a small segment of the study area specifically along 15th Street between 39th Avenue and 23rd Avenue. With a 60 minute headway (service provided every 60 minutes) between the hours of 6:00am and 8:00pm, annual average weekday ridership is approximately 950 passengers on Route 15 and 380 passengers on Route 24. Headway improvements on Route 15 are anticipated to increase service in the fall to every 30 minutes all day until approximately 6:00 PM and RTS has also proposed headway improvements for Route 24 to run every 30 minutes. These improvements will ultimately close the mid-day frequency gap currently experienced on these routes.

RTS amenities

The transit amenities provided at the stops along Routes 15 and 24 are limited to 7 wooded and concrete benches in various conditions and 2 metal shelters. Despite having a large ridership, pedestrian safety is compromised due to limited amenities that are designed

to protect pedestrians from environmental elements and vehicular movements while commuting.



Future Land Use and Zoning

The goals of the Future Land Use designations per the 2002 Future Land Use Element of the Gainesville Comprehensive Plan are as follows:

- Goal 1: Improve the quality of life and achieve a superior, sustainable, development pattern in the City by creating and maintaining choices in housing, offices, retail, and workplaces, and ensuring that a percentage of land uses are mixed, and within walking distance of important destinations;

Waldo Road Corridor Preliminary Blight Findings Report

•Goal 2: Redevelop areas within the City, as needed, in a manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl;

•Goal 3: Achieve the highest long-term quality of life for all Gainesville residents consistent with sound social, economic and environmental principles through land development practices that minimize detrimental impacts to the land, natural resources and urban infrastructure;

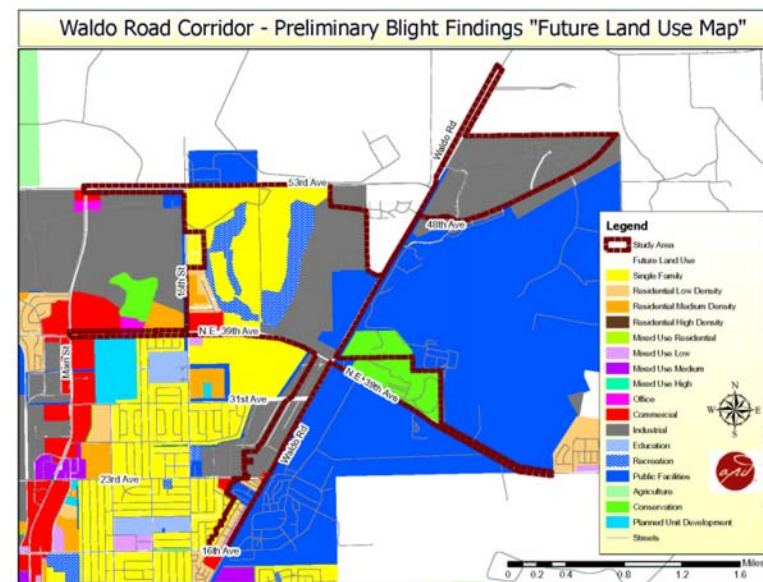
•Goal 4: The Land Use Element shall foster the unique character of the City by directing growth and redevelopment in a manner that uses neighborhood centers to provide goods and services to City residents; protects neighborhoods; distributes growth and economic activity throughout the City in keeping with the direction of this element; preserves quality open space and preserves the tree canopy of the City. The Land Use Element shall promote statewide goals for compact development and efficient use of infrastructure;

•Goal 5: To enhance the City's commitment to improve and maintain the vitality of its neighborhoods. The

neighborhood represents the primary building block of the City, and the health and vitality of existing and new neighborhoods is essential to building a viable, sustainable community.

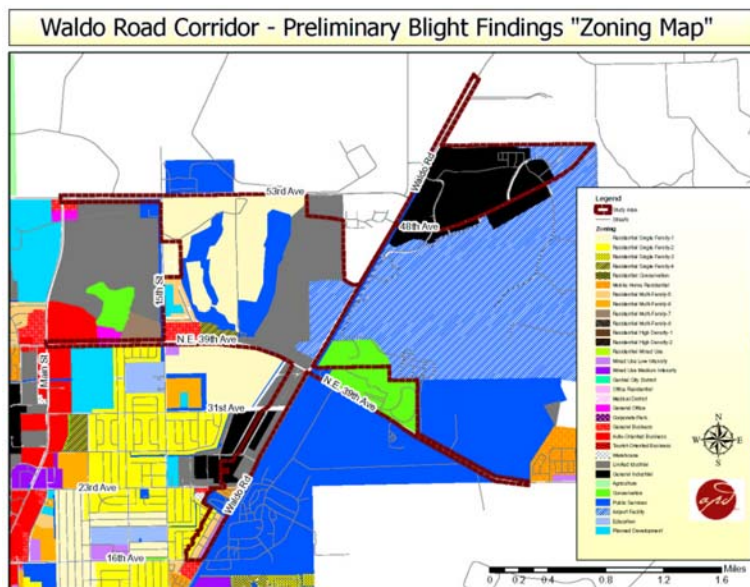
These goals are the basis for the Future Land Use Map designations, and narrate the intent behind the City's vision of future development and the form it should assume. The land-use and zoning codes reinforce this vision for development and improvements by controlling the placement of uses and infrastructure accessibility as illustrated by the following maps.

FIGURE 2.5 Future Land Use Map



Waldo Road Corridor Preliminary Blight Findings Report

FIGURE 2.6 Zoning Map



3.0 Criteria for Determining Blight

The objective of this analysis for the Waldo Road Corridor is to document the factors which contribute to a finding of blight. Using the data collected by APD during a series of site visits, windshield surveys and through data from various City departments, the blighted conditions results are described in the following section.

Legislation

Chapter 163 Part III 163.340 of the Florida Statutes establishes two pathways to determine if the Study Area is a blighted area, sufficient to warrant the full battery of redevelopment powers conveyed by such a designation. The first scenario involves the layering of two tests. The first test is broadly conditional and the second test is criteria specific. Both tests must conclude that the described conditions exist affirmatively. The second scenario involves a specific agreement among parties subject to a prospective trust fund agreement. Where such agreement exists, then the jurisdiction seeking to designate a redevelopment area needs to pass a less rigorous test. As in the first scenario, this test relates to specific criteria and it must conclude affirmatively.

Scenario One

The first test of scenario one requires that a study area identified as a blighted area contain a "substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property".

Waldo Road Corridor Preliminary Blight Findings Report

The second test of Scenario One is that the area must be one in "which two or more of the following factors are present".

APD has found that the data collected supports at least four (4) of these factors: as noted in bold below. Furthermore, ADP believes that several other factors currently exist in the study area, but does not have sufficient data to quantify this information. These factors include (b, and i.) It is important to note that it is not necessary to take the further step of quantifying these additional factors since numerous factors already have been identified and quantified in detail in section 3.1.

(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;

(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions; [This should be added as anecdotal above.]

(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;

(d) Unsanitary or unsafe conditions;

(e) Deterioration of site or other improvements;

(f) Inadequate and outdated building density patterns;

(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;

(h) Tax or special assessment delinquency exceeding the fair value of the land;

(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality; [Can this be supported?]

(j) Incidence of crime in the area higher than in the remainder of the county or municipality; [Can we add this in bold?]

(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;

(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;

Waldo Road Corridor Preliminary Blight Findings Report

(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity. See Section 163.340(8) of the Florida Statutes.

Scenario Two

Chapter 163.340 (8) of the Florida Statutes also states that a blighted area may be "any area in which at least one of the factors identified in paragraphs (a) through (n) above are present and all taxing authorities subject to 163.387 (2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted".

3.1 Study Area Blight Factors

The aforementioned Scenario One was used to determine blight in the study area. The planning team performed an analysis of the study area using both tests in Scenario One and found blighted areas conforming to the Florida State statutes. The first test of Scenario One

determines the presence of substantially deteriorated or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, is leading to economic distress or endangers life or property.

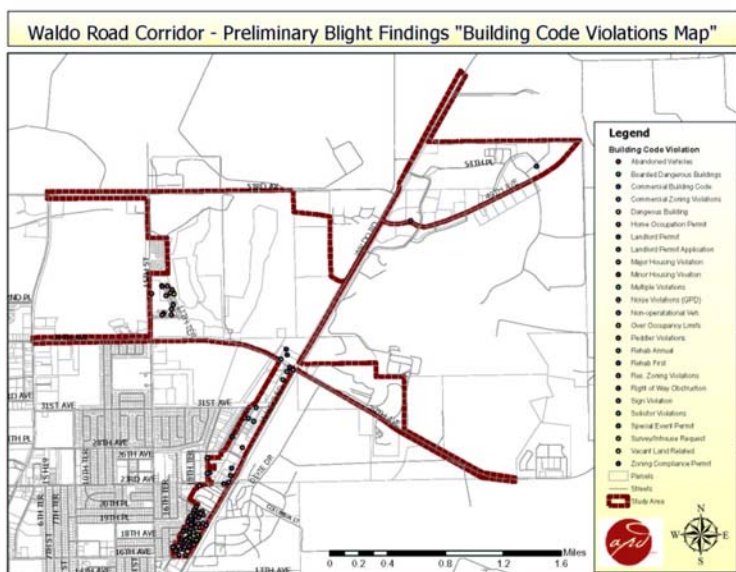
The lack on physical investment duly noted by an over abundance of code violations are representative of deterioration.

Per the City of Gainesville Code Enforcement Department, the Waldo Road Corridor study area had 248 code violation complaints issued between 1999 and 2007. In 2006 alone, 40 complaints were issued with half issued for major housing violations. Over the last nine years, major housing violations were the most prevalent followed by landlord permit application complaints equating to 32% and 7% respectfully of the total complaints issued in the study area. Commercial complaints issued followed in ranking (6%) for Commercial Building Code and Commercial Zoning Violations. As further illustrated by the Code Violation Map (figure 3.1) these occurrences were concentrated along Waldo Road once again emphasizing the lack of

Waldo Road Corridor Preliminary Blight Findings Report

maintenance and investment to structures in the study area.

FIGURE 3.1 Code Violations Map



Of the complaints listed on the Code Enforcement Violations chart (Table 3.1), the majority of the properties with dangerous building violations have been identified by the Code Enforcement Department for demolition. This physical deterioration addressed above coupled with functional deterioration such as insufficient drainage infrastructure, lack of pedestrian facilities,

inconsistent vehicular access and connections are prevalent throughout the study area and contribute to its overall deterioration.

TABLE 3.1 Study Area Code Violations

**WALDO ROAD CORRIDOR
Code Enforcement Violations
Cases Opened: 1999-2007**

Complaint Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	TOTAL
Abandoned Vehicles	2	1				2	1	4		10
Boarded Dangerous Buildings		1								1
Commercial Building Code				2		1	1	1		5
Commercial Zoning Violations		4	1		3	1	1	2		12
Dangeous Building	11	2		1						14
Home Occupation Permit				1	3	3	3	1	1	12
Landlord Permit			1	1	1	2		2		7
Landlord Permit Application			1	5	2	2	3	2	3	18
Major Housing Violation	7	10	6	2	5	17	8	19	5	79
Multiple Violations					8					8
Noise Violations (GPD)		3		1	1		5		1	11
Non-operational Veh.	2	1				2	1	4		10
Over Occupancy Limits					1					1
Peddler Violations							1			1
Rehab Annual	2						1			3
Rehab First					3					3
Res. Zoning Violations				2		2		4		8
Sign Violation			4		1		1	1		7
Solicitor Violations				1						1
Special Event Permit							1			1
Survey/Inhouse Request		2					2			4
Vacant Land Related	2	3	5			4				14
Zoning Compliance Permit			1	5		2	1			9
TOTAL	26	27	19	21	28	38	30	40	10	248

Source: City of Gainesville Code Enforcement Department

Of the fourteen criteria listed in Chapter 163.340 (8) of the Florida Statutes, the blight findings analysis indicates four (4) conditions exist in the study area

Waldo Road Corridor Preliminary Blight Findings Report

hampering its immediate and long-term social, economic and physical development:

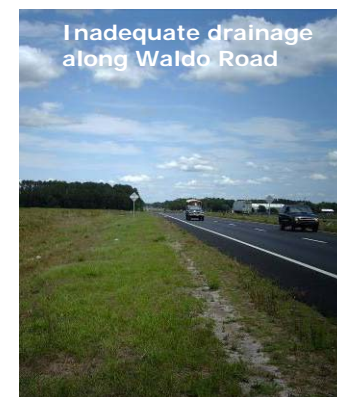
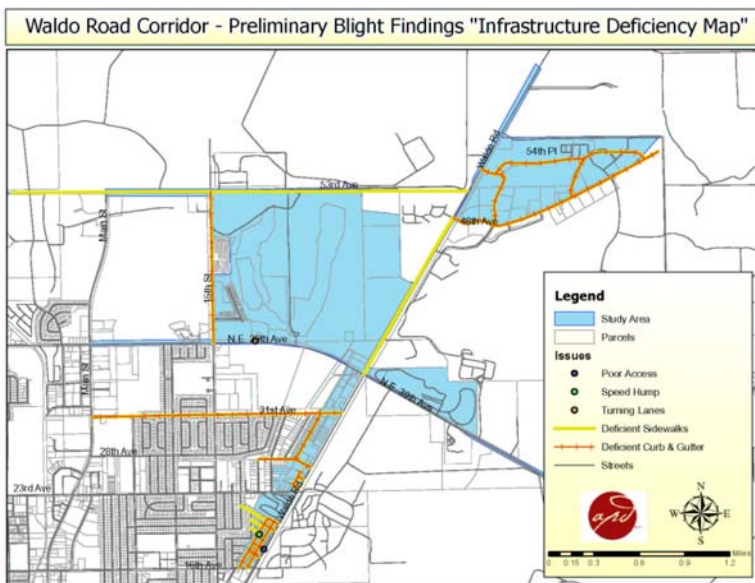
(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;

Infrastructure Deficiencies

The street network is plagued with inadequate drainage and infrastructure deficiencies. The lack of curbs and gutters necessary for drainage is prevalent and contribute to the deterioration and functionality of the

public infrastructure and contribute to problems associated with standing water and periodic flooding within the study area. The streets with insufficient drainage and deficiencies are illustrated on figure 3.2.

FIGURE 3.2 Infrastructure Deficiency Map



Waldo Road Corridor Preliminary Blight Findings Report

Inadequate Pedestrian Facilities

Pedestrian facilities within the study area are incomplete, inadequate or non-existent. Missing sidewalks are internal to the residential blocks and along the corridors of the of the Waldo Road Corridor study area. This lack of consistent and reliable pedestrian facilities fails to provide adequate connections to surrounding residential neighborhoods, public facilities, commercial and employment generators located in the area. Although there are formal trails and bike paths along the perimeter arterials that offer alternative modes of transportation, the lack of continuous sidewalk connection compromises the safety of pedestrians to utilize these facilities.

In addition to the incomplete pedestrian facilities, there are also limited pedestrian amenities including lighting, benches and buffering from



vehicular movements. Streetscape improvements and the installation of such amenities increase the functionality of and safety of the overall pedestrian infrastructure. The incomplete pedestrian facilities are identified on the figure 3.2.

(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;

Under-utilization of property

The industrial uses along Waldo Road contain an abundance of parking creating a more than adequate parking environment, but contributing to the lack of usefulness of the site. These aging properties are positioned on the rear of the site with parking located in front along Waldo Road. These parking facilities also lack efficient landscaping to assist with runoff due to the abundant amount of asphalt or concrete. Ultimately this underutilization of land contributes to the lack of usefulness of the facilities and overall economic viability and sustainability of Waldo Road.

Waldo Road Corridor Preliminary Blight Findings Report



Large surface parking



Large surface parking

Also contributing to the blight and deterioration in the area are the vacant and overgrown lots. These lots, although scattered throughout the single family neighborhood of Carol Estates and along Waldo Road, illustrate lack of investment and underutilization. As shown on the following images, the haphazard location of these vacant lots contributes to the perception of crime, loitering, and nuisance behavior which make future development within the corridor difficult. Vacant lots and unsanitary conditions contribute to an unstable environment ultimately leading to the decline in the market value of the newly constructed housing and commercial development within the study area. This condition results in a high hurdle for private developers

to attempt to overcome in committing to future development in the study area.



Overgrown vacant lot



Overgrown vacant lot

In addition, Alachua County Fairgrounds is one of the largest underutilized properties in the study area. The 105 acres of wooded land is currently undergoing a planning initiative to develop a strategy for future development.

Waldo Road Corridor Preliminary Blight Findings Report

(e) Deterioration of site or other improvements;
Several homes in Carol Estates are unoccupied, severely deteriorated with unkempt yards which contribute to the deterioration of the study area. In addition, the 248 of code violations described in the earlier section negatively impact long-term sustainability and marketability and leads to the impression of abandonment, physical deterioration and lack of investment which can ultimately present a challenge to redevelopment along the Waldo Road corridor.



Waldo Road Corridor Preliminary Blight Findings Report

(f) Inadequate and outdated building density patterns;

The Waldo Road Corridor study area is characterized by a lack of planning and disjointed uses which have inhibited growth in the study area. With this disparity in character comes an outdated



building density pattern evident by adjacent low and medium density structures and the lack of inter-parcel connectivity, shared driveways and parking facilities. Inconsistent build patterns in the study area show a disconnect

between land uses and a lack of uniformity which are key elements in urban design.



These density pattern factors contribute to an overall impression of degradation, deterioration, and economic distress while compromising future investment in the area.

Additional Blight Factors

(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;

The development activity in east Gainesville and specifically the Waldo Road Corridor has lagged behind the City of Gainesville and surrounding communities. New and stabilized development activity equate to an increased tax base, therefore it can be assumed that this a lack of development activity and contributing blight factors described in this report has affected the assessed value of real property in the study area over the years.

(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;

Waldo Road Corridor Preliminary Blight Findings Report

Vacancy rates can often be attributed to the following factors: deteriorated housing and commercial stock, inefficient infrastructure and accessibility, limited development activity, reduced employment rate, and low median income, to name a few. These factors are prevalent in the study area and it can be assumed that they too contribute to the overall decline in residential and commercial vacancy rates for the area.

4.0 Conclusion

This Preliminary Blight Findings Report describes the physical, economic and regulatory conditions within the Waldo Road Corridor study area. The methodology utilized to accomplish this task included a review of City of Gainesville GIS data; field studies and windshield surveys; a review of City provided statistics; a review of the City's Comprehensive Plan and other studies prepared by the City. The information summarized in this report is comprehensive and more than adequate by the standards of Scenario One, explained in Section 3, to acknowledge blight within the study area. Furthermore, this study results are comparable to the

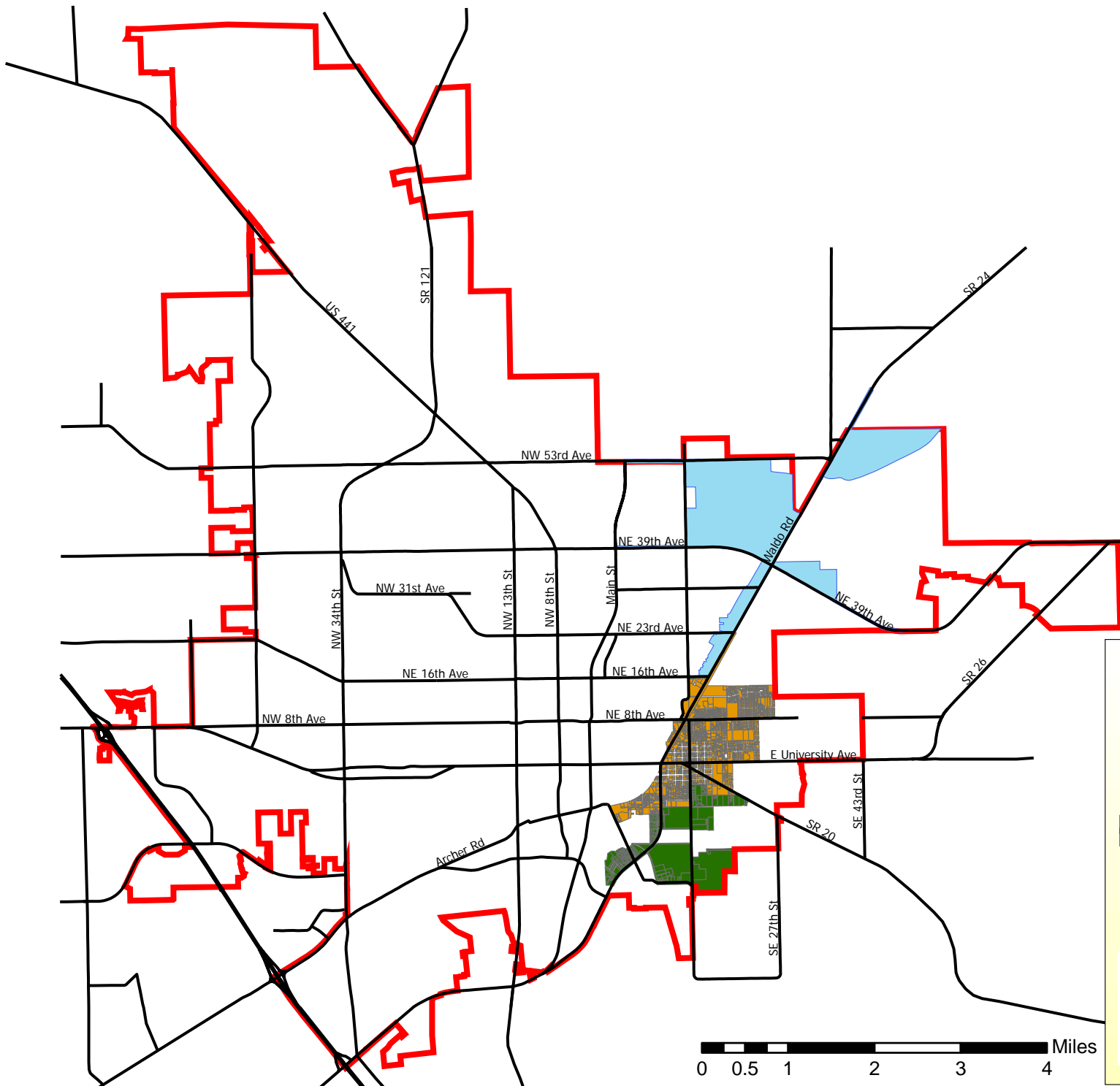
findings from other studies in which the City of Gainesville has determined an area to be blighted in the past. The blight factors identified in this study together with other data provided by the City of Gainesville offer substantial evidence towards findings of blight in the study area of this report. Based on these findings, it is recommended that the City of Gainesville determine the Waldo Road Corridor study area to be blighted.

**Waldo Road Corridor
Preliminary Blight Findings Report**

Appendix

Waldo Road Corridor - Preliminary Blight Findings "Context Map"

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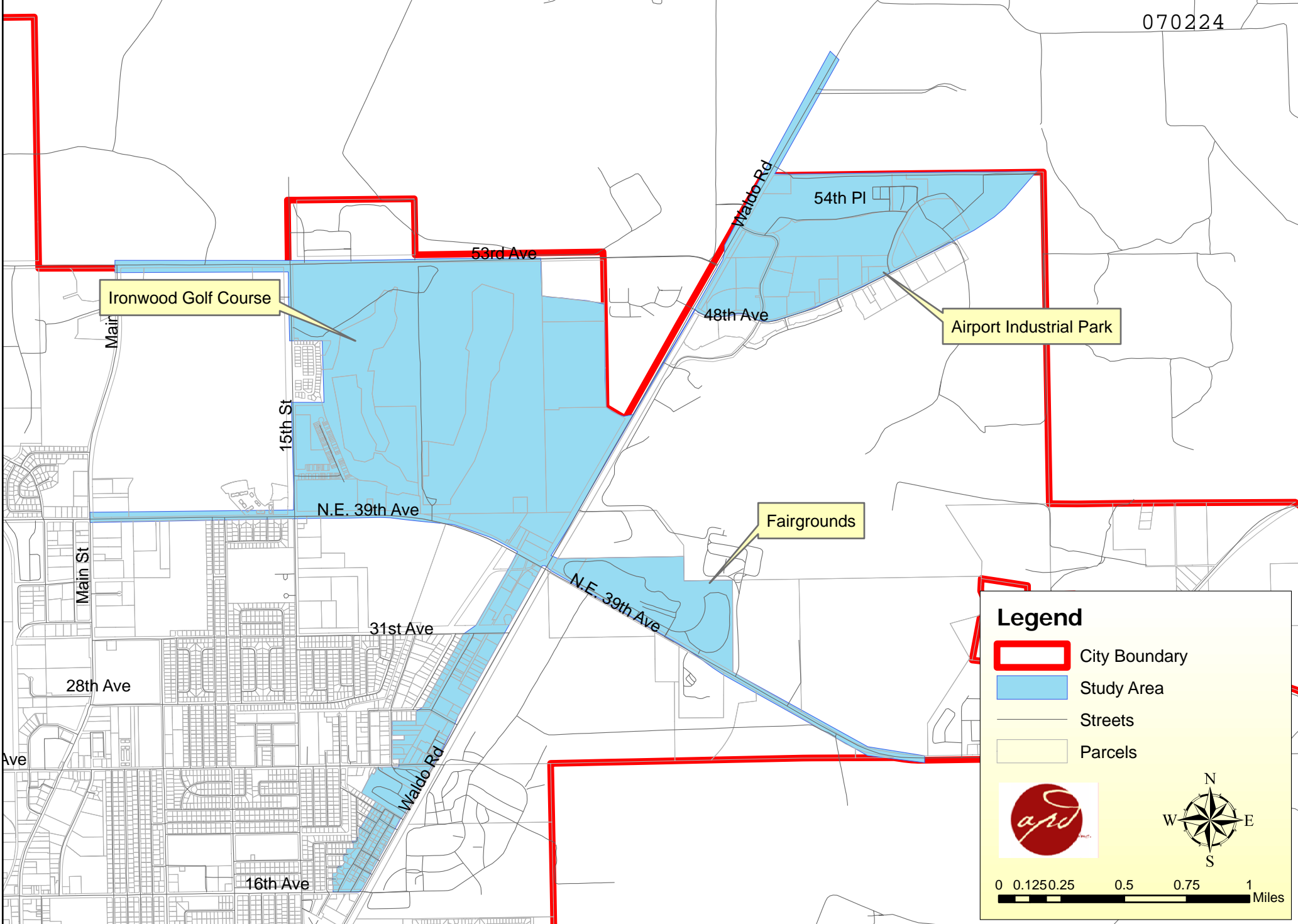
Legend

- Eastside CRA
- Eastside Expansion CRA
- Study Area
- City Limits
- Parcel
- Streets


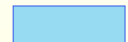
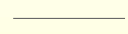





Waldo Road Corridor - Preliminary Blight Findings "Study Area Boundary Map"

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Legend

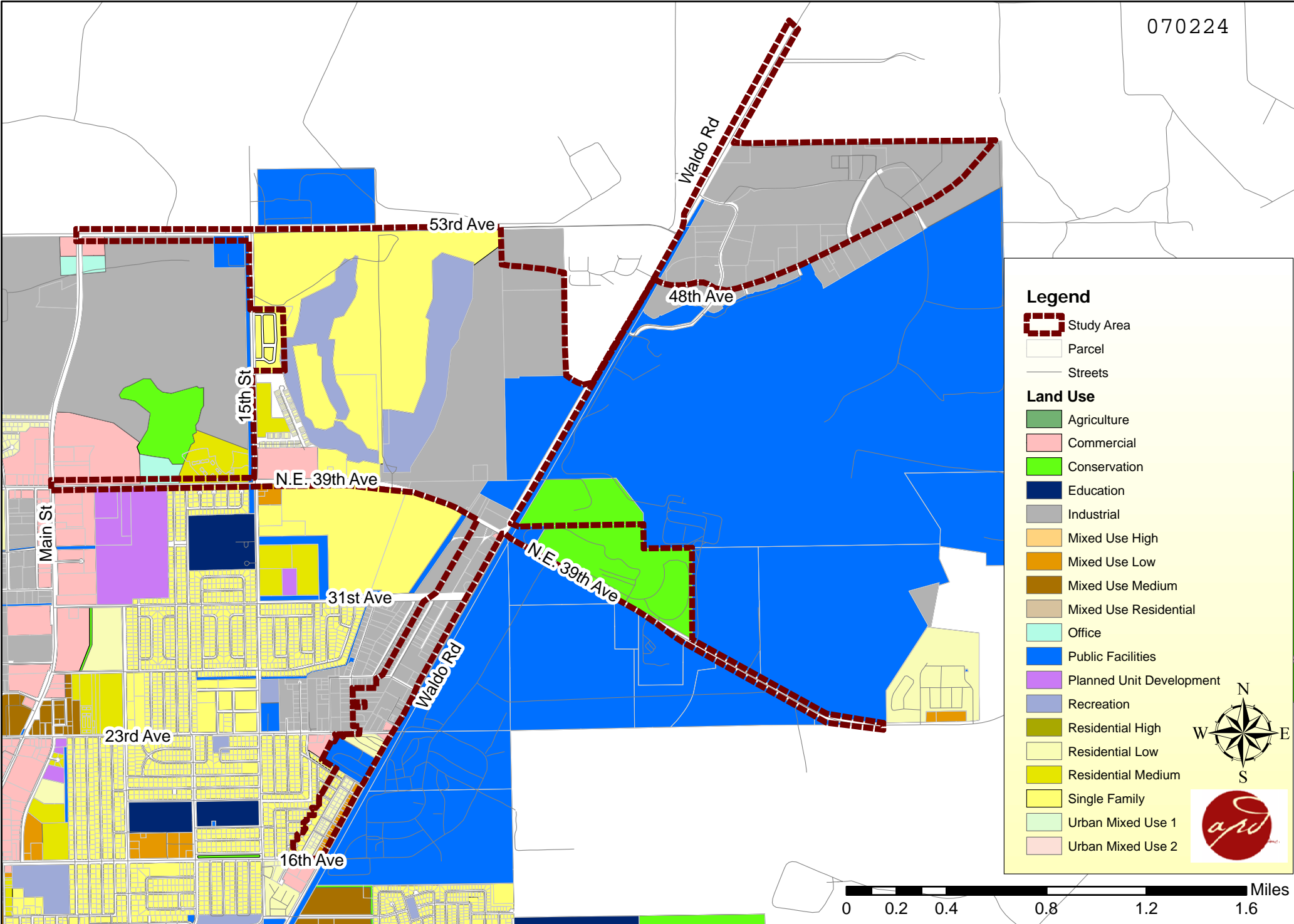
-  City Boundary
-  Study Area
-  Streets
-  Parcels



0 0.125 0.25 0.5 0.75 1 Miles

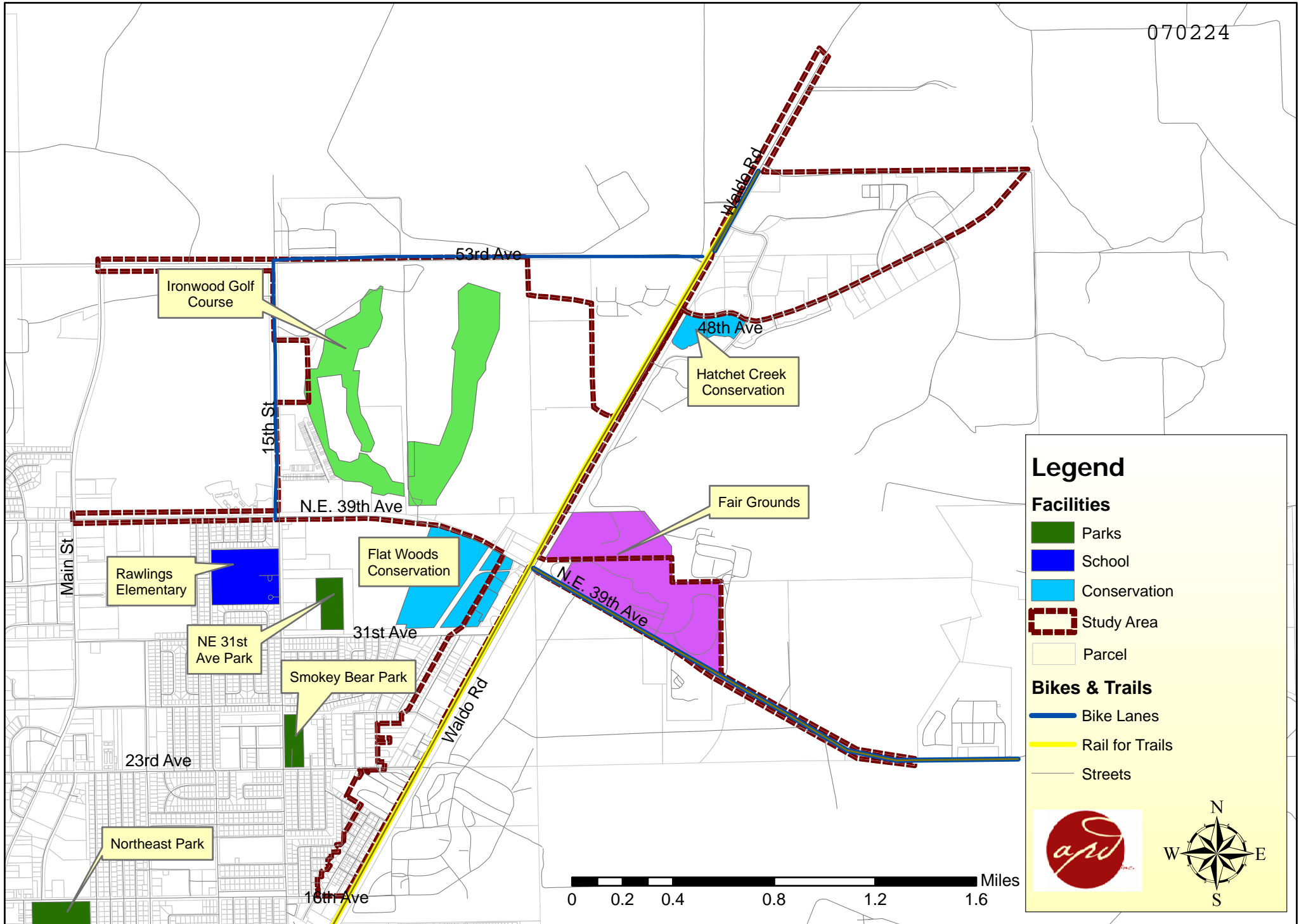
Waldo Road Corridor - Preliminary Blight Findings "Existing Land Use Map"

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Waldo Road Corridor - Preliminary Blight Findings "Parks & Recreation Map"

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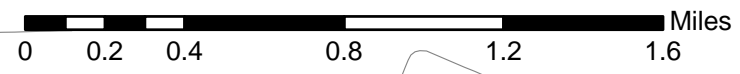
Legend

Facilities

- Parks
- School
- Conservation
- Study Area
- Parcel

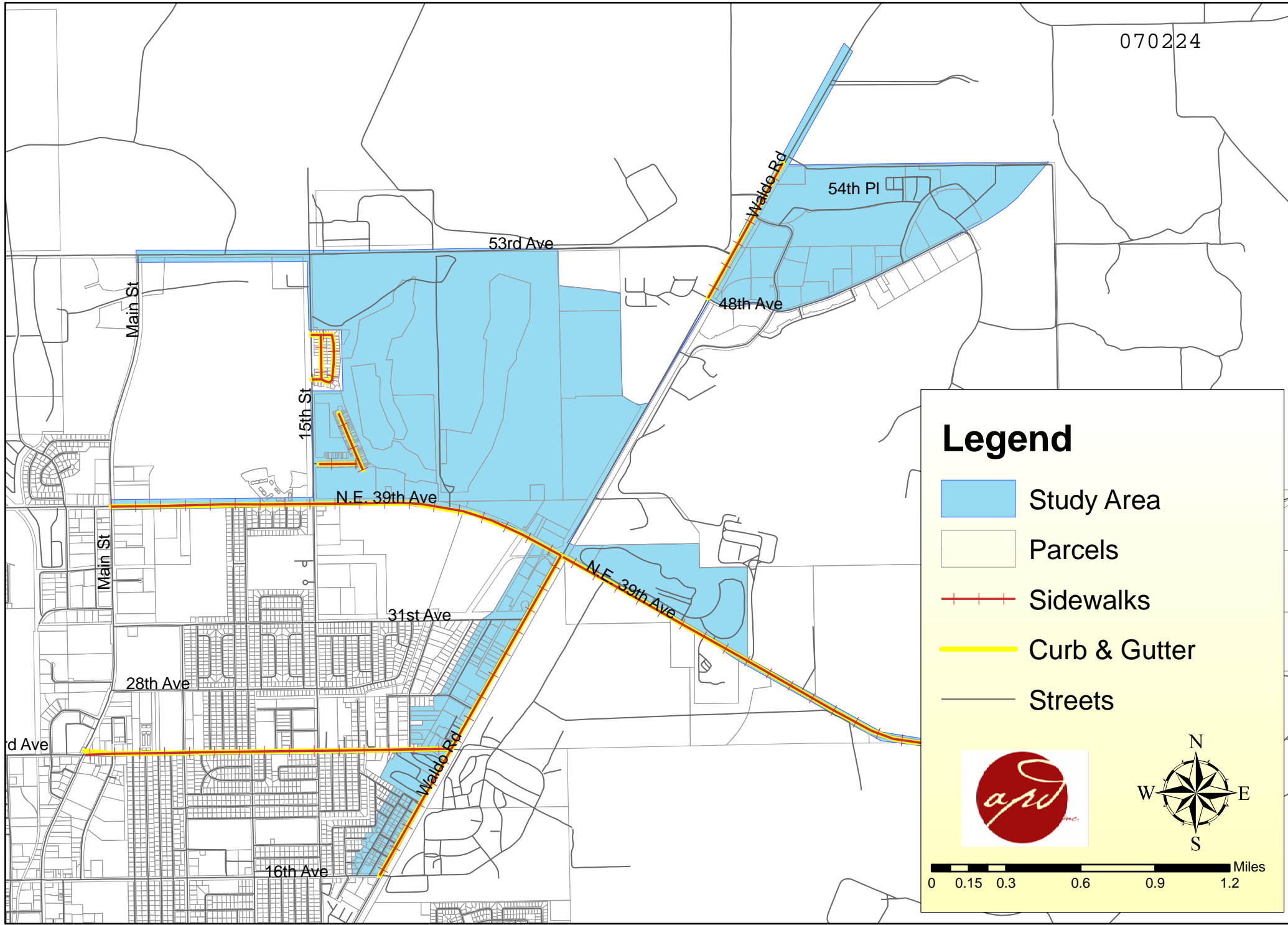
Bikes & Trails

- Bike Lanes
- Rail for Trails
- Streets



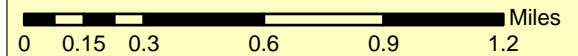
Waldo Road Corridor - Preliminary Blight Findings "Infrastructure Map"

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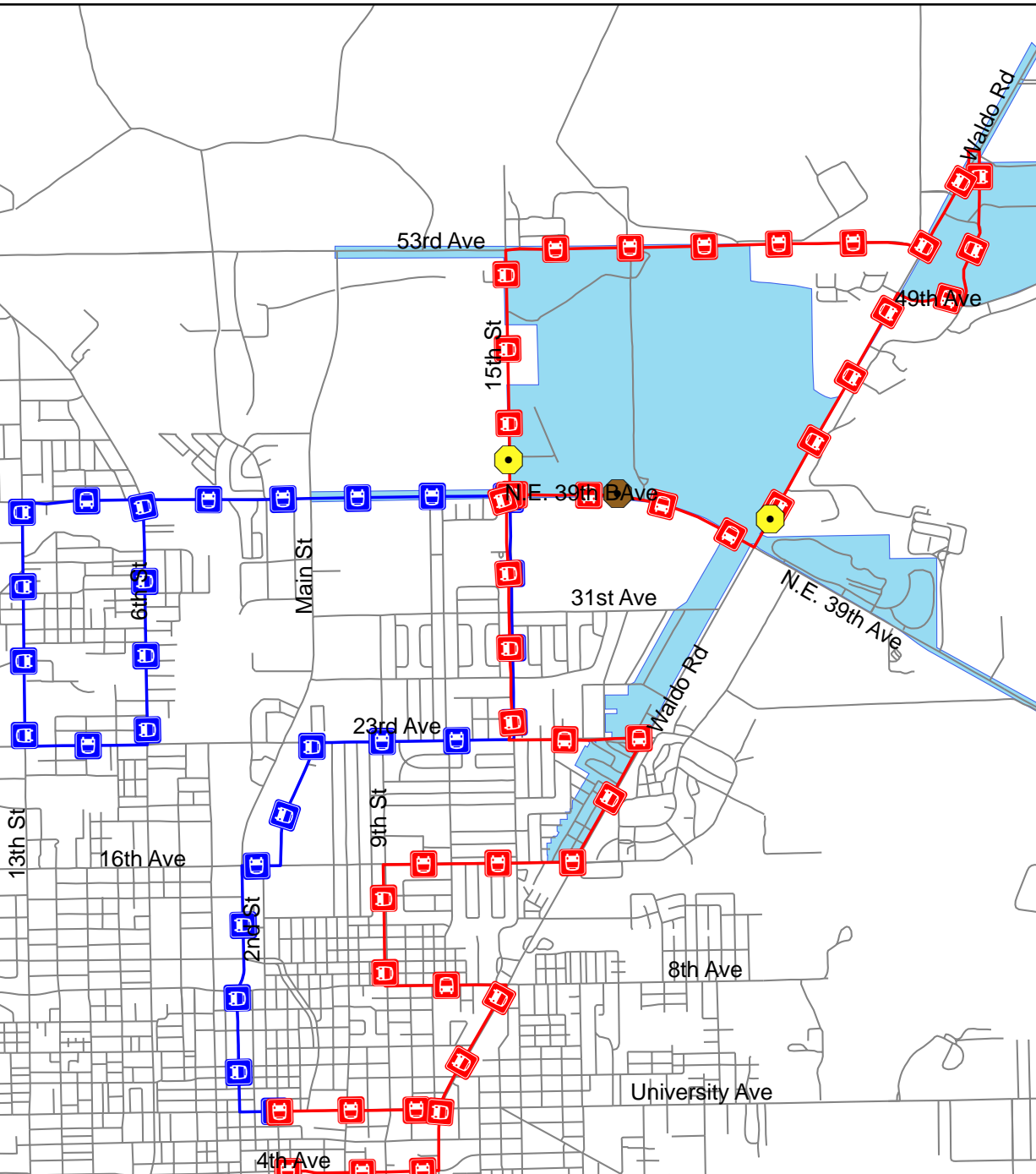
Legend

-  Study Area
-  Parcels
-  Sidewalks
-  Curb & Gutter
-  Streets



Waldo Road Corridor - Preliminary Blight Findings "RTS Route Map"

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RTS Routes

- Route 24 Downtown to Job Corps
- Route 15 Downtown to NW 23rd Ave/ NW 6th St
- Study Area

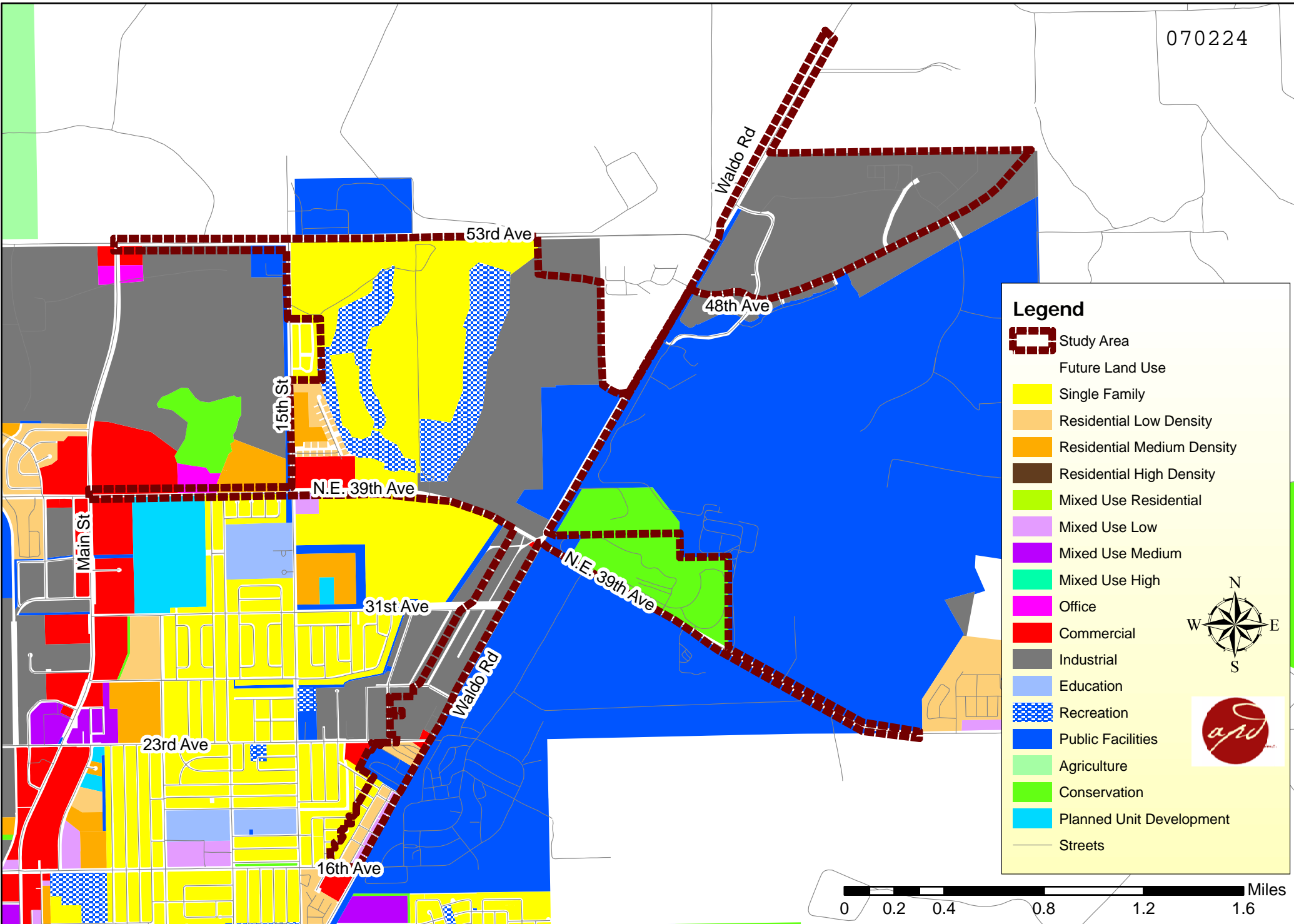
Amenities

- Bench
- Shelter
- Streets

0 0.25 0.5 1 1.5 2 Miles

Waldo Road Corridor - Preliminary Blight Findings "Future Land Use Map"

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Legend

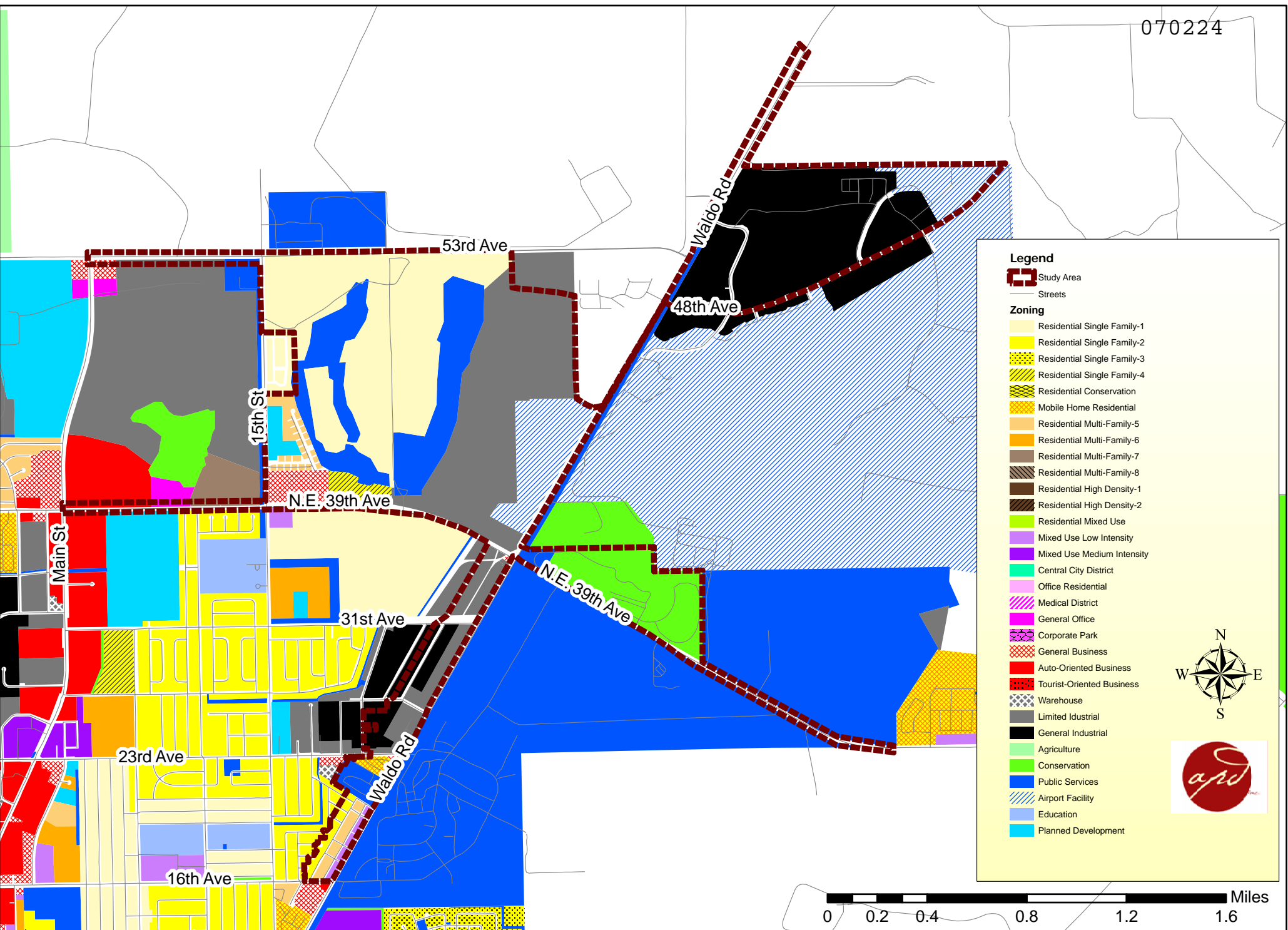
- Study Area
- Future Land Use
- Single Family
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Mixed Use Residential
- Mixed Use Low
- Mixed Use Medium
- Mixed Use High
- Office
- Commercial
- Industrial
- Education
- Recreation
- Public Facilities
- Agriculture
- Conservation
- Planned Unit Development
- Streets



0 0.2 0.4 0.8 1.2 1.6 Miles

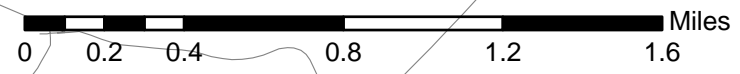
Waldo Road Corridor - Preliminary Blight Findings "Zoning Map"

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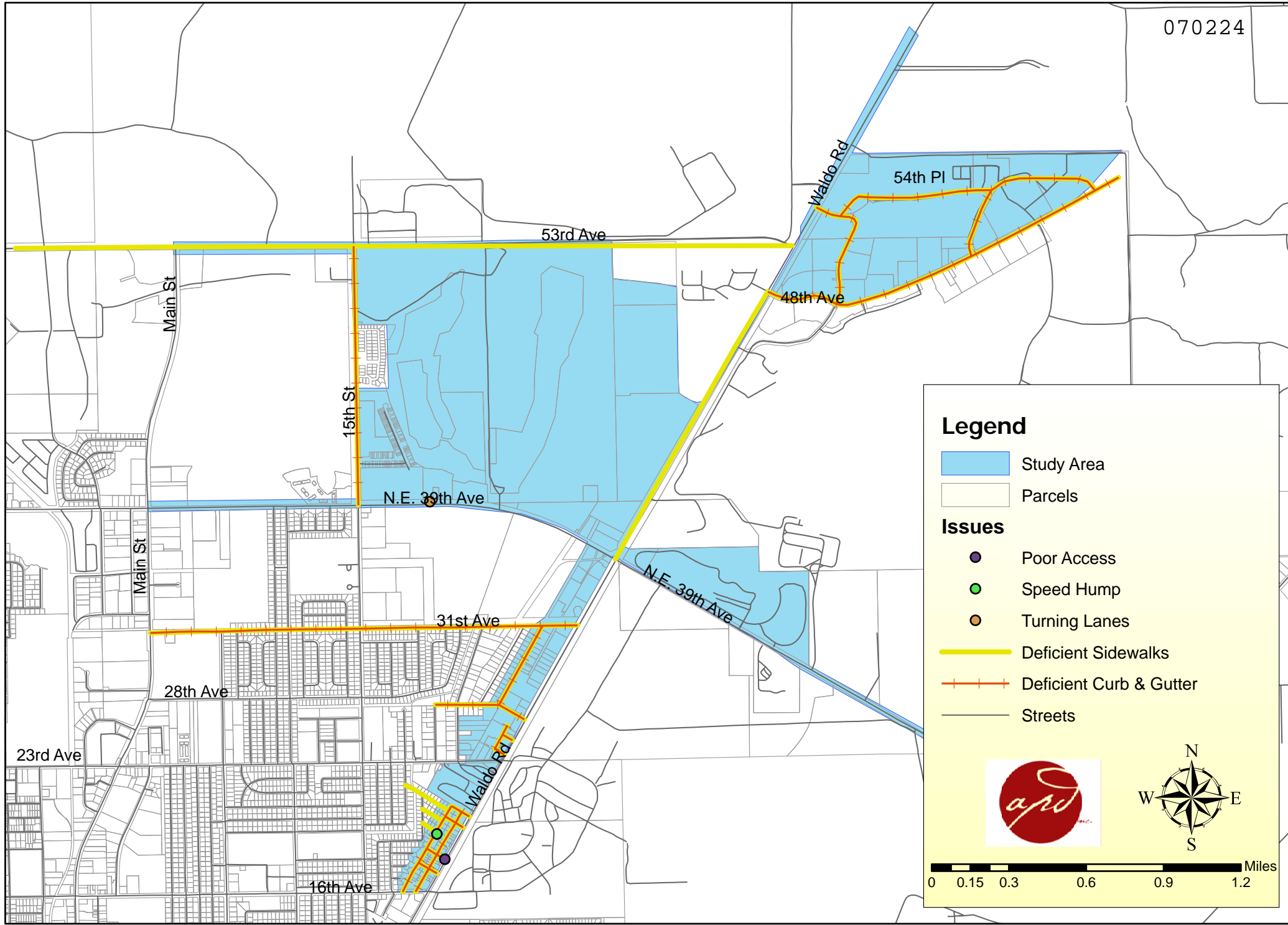
Legend

- Study Area
- Streets
- Zoning**
- Residential Single Family-1
- Residential Single Family-2
- Residential Single Family-3
- Residential Single Family-4
- Residential Conservation
- Mobile Home Residential
- Residential Multi-Family-5
- Residential Multi-Family-6
- Residential Multi-Family-7
- Residential Multi-Family-8
- Residential High Density-1
- Residential High Density-2
- Residential Mixed Use
- Mixed Use Low Intensity
- Mixed Use Medium Intensity
- Central City District
- Office Residential
- Medical District
- General Office
- Corporate Park
- General Business
- Auto-Oriented Business
- Tourist-Oriented Business
- Warehouse
- Limited Industrial
- General Industrial
- Agriculture
- Conservation
- Public Services
- Airport Facility
- Education
- Planned Development







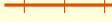
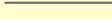


Waldo Road Corridor - Preliminary Blight Findings "Infrastructure Deficiency Map"

070224



Legend

-  Study Area
-  Parcels
- Issues**
-  Poor Access
-  Speed Hump
-  Turning Lanes
-  Deficient Sidewalks
-  Deficient Curb & Gutter
-  Streets

