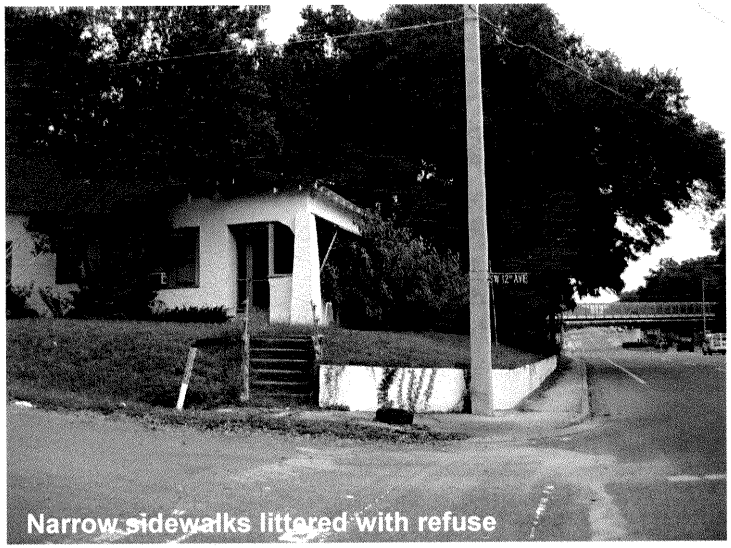
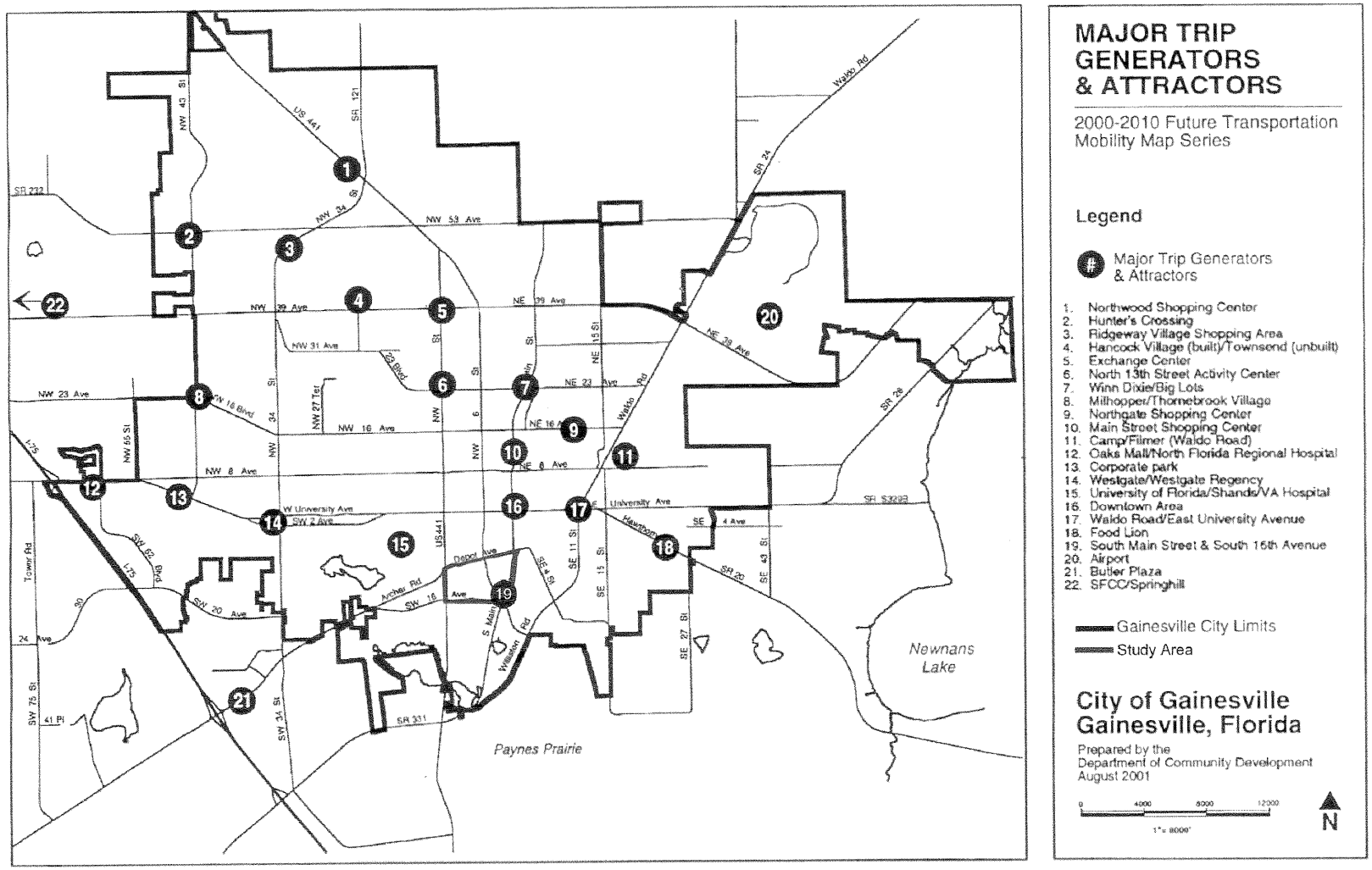


2.3 Transportation Network and Access

The following analysis of the transportation network and access conditions found in the Study Area is based on data found in the City of Gainesville's Comprehensive Plan, site visits, and conversations with City staff. The City of Gainesville has a diverse transportation system and network again influenced in large part by the University of Florida and the adjacent hospitals. The addition of thousands of young residents, many of whom do not possess automobiles, has diversified Gainesville's transportation network. Alternative forms of transportation including walking, bicycling, and public transit are much higher in Gainesville when compared to other urban centers in Florida. The Comprehensive Plan lists a number of major trip generators and attractors important when considering the transportation network of the Study Area; they include the University of Florida, the Alachua General Hospital (AGH.), the Shands Hospital, and the Veterans Hospital. Indicative of their impact on the Study Area, the University of Florida and the Shands Hospital are the top employers in the City of Gainesville, employing approximately 14,000 and 9,600 respectively. Figure 6 on the following page identifies the major trip generators within the City of Gainesville.

Figure 6: Major Trip Generators and Attractors



Source: City of Gainesville Comprehensive Plan

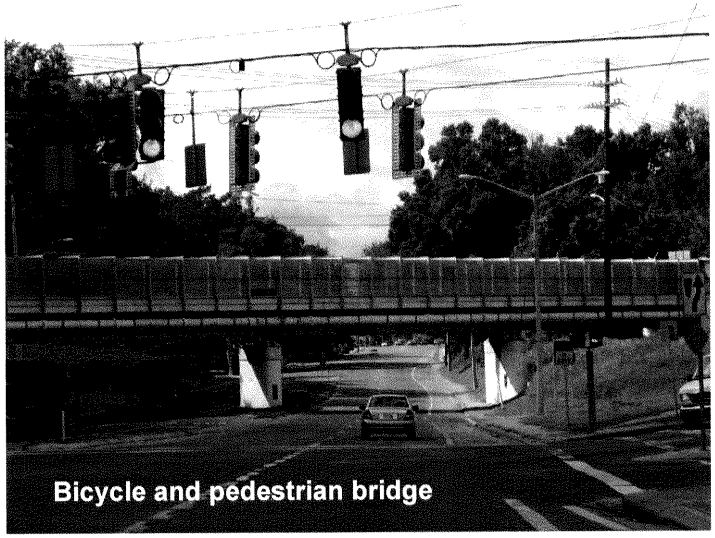
The City of Gainesville prides itself on the provision of efficient access and circulation routes within the City and seeks to improve its multimodal transportation network. According to the Comprehensive Plan the frequency of pedestrian trips, bicycle usage, and public transit are concentrated around the university campus and the surrounding area. In many parts of the Study Area however, infrastructure does not support these alternative methods of transportation. Sidewalks are frequently absent and when present they are frequently too narrow or lack the basic maintenance and upkeep needed for a desirable pedestrian environment.

The University of Florida has influenced transit ridership and the overall transportation system with reduced fares for students and by limiting the growth of parking facilities on its campus. The limited growth in parking combined with a steadily increasing student enrollment has increased transit ridership on routes servicing the University. Due to its proximity to the university campus, the Study Area is almost completely bounded by heavily used transit routes. Transit routes follow SW 16th Avenue, S. Main Street, SW 13th Street, and SW Depot Avenue

Automobile use is heavy in and around the Study Area. All of the major roadways within the Study Area are classified as arterials and collectors. SW 13th Street, SW 16th Avenue and S. Main Street are major arterials and S.W. Depot Avenue and SW 6th Street are classified as collectors. One of the heaviest trafficked roadways both in the Study Area and the in the City of Gainesville is 13th Street; a major north/south thoroughfare. According to conversations with the City's transportation engineer, the portion of SW 13th Street within the Study Area is Level of Service (LOS) F during peak use, the busiest and most congested traffic classification. The City has chosen to create a Transportation Concurrency Exception Area for a majority of the City, including the Study Area, to increase development and building density within the city, while deemphasizing the LOS for roadways. A move away from increasing automobile capacity in the face of heavy congestion signals a desire for an increase of not only building density and development activity, but also a diversity of transportation types and modes. In effect, the City of Gainesville seeks to increase the volume of non-automobile based transportation.

Finding

The University of Florida and Shands Hospital constitute the two largest single employers for the City of Gainesville and act as major trip generators/attractors. The resultant traffic from these activity centers places an unusually high burden on the transportation network found in the Study Area, drawing a heavy stream of traffic both day and night. Traffic bound for the UF/Shands area use the major arterial and collector roadways found throughout the Study Area. Besides serving the UF/Shands activity center many of the roadways traveling through the Study Area serve as major thoroughfares in the City of Gainesville and the surrounding region. SW 13th Street for example serves as an


Bicycle and pedestrian bridge

important north/south route through the City of Gainesville as well as a major state corridor. SW Depot Avenue and SW 16th Avenue, in addition to serving the University and hospitals, provide important east/west access through the Study Area. Consequently, roadways found in the Study Area provide service to not only those residents within the Study Area, but also commuters from the surrounding area. The amount of traffic drawn from outside the Study Area combined with local traffic creates excessive congestion on many of the roadways in the Study Area, especially SW 13th Street.

A bicycle study completed by the City of Gainesville found that almost 50 percent of all bicycle crashes involved college aged individuals and 35% of all bicycle crashes within city limits occurred on 13th Street or University Avenue. The City of Gainesville cites the number of pedestrians and the rate of bicycle usage to be higher around the University of Florida campus. Given the predominant college aged population of the study area coupled with the large volume of motorists on heavily congested and poorly equipped roadways, an unsafe and hostile environment exists for many residents of the Study Area who choose to walk or bike.

Currently, several places in the Study Area lack sidewalks or when sidewalks are present they are primarily utilitarian and are broken up by numerous curb cuts, essentially an afterthought in an automobile oriented environment. A pedestrian-friendly place can lead to a positive economic situation allowing key businesses to have enhanced linkages. Instead of driving from one place to another and visiting only one or two places, one can walk and visit numerous eating, entertainment and retail facilities as well as places of employment. Proper access management and sidewalk maintenance are all important components of a desirable business environment. Without these facilities, accidents involving pedestrians will most likely continue. Pedestrian improvements and access management are likely to be major issues for the continued investment, redevelopment and positive perception of the Study Area.

Transportation deficiencies in the area include congested roadways, a high number of pedestrian and bicycle crashes, as well as a high number of crashes overall in the general area. This leads to an overall hostile transportation environment a negative perception of the area, and a high rate of accidents.

2.4 Parking

Several factors have created a less than satisfactory parking environment in and around the Study Area. The major trip generators/attractors including the University of Florida and the hospitals exert a tremendous demand for parking. The University has adopted a policy of limiting the growth of parking facilities resulting in increased demands as enrollment and facilities continue to expand. While the parking shortage does have the intended consequence of encouraging alternative modes of transport it also forces those unwilling to abandon their cars to search for parking in the area surrounding the University. The Study Area as a result, has become overrun with people looking for parking. Site visits have revealed many instances of illegal parking on lawns and yards not properly designed for parking. In some cases cars were observed to be illegally parked on sidewalks blocking pedestrian and bicycle traffic. In response to parking violations, the City of Gainesville has implemented special zoning regulations designed to curb parking problems around the University. Property immediately surrounding the University is classified as part of the "University Context Area". These regulations determine the amount, placement, and quality of parking facilities on single family and two-family units. Based on conversations with the City's Planning Staff, the Study Area has historically had problems with parking and code violations. Gainesville Police Department data indicate that during the 2001 to 2003 time period, the Study Area accounted for a disproportionately high percentage of parking problems, when compared to the City as a whole.

Finding

Parking deficiencies in the Study Area contribute to illegal parking in the Study Area, in many cases on lawns and yards. The proximity to the University of Florida combined with inadequate parking facilities has caused a parking shortage and a disproportionate amount of illegal parking in the Study Area. Excessive automobiles and illegal parking serves to create not only an unsightly and unattractive environment, but also hastens the deterioration of current infrastructure and creates an unsafe environment. Illegal parking also limits the mobility and access of emergency vehicles. Inadequate parking conditions contribute to the blighting factors found in the Study Area.

2.5 Stormwater

The City of Gainesville is primarily located in the Oklawaha River Basin, a major watershed. Stormwater runoff is collected by creeks and discharged directly into the Floridian aquifer through the Alachua and Haile Sinks. The City of Gainesville is primarily under the jurisdiction of the Street Johns River Water Management District (SJRWMD). The SJRWMD has instituted regulations to govern the management of stormwater runoff. In response to these regulations the City of Gainesville has instituted a Stormwater Management Utility Program. The program oversees the operations and maintenance of stormwater management, dictates local regulation, and identifies a needs analysis. According to the City's Comprehensive Plan a majority of development in the Study Area occurred before stormwater quality and quantity regulations were instituted in the City's land development code. The Comprehensive Plan cites minimized local flooding and erosion due to high water flow rates as the primary stormwater concerns for this area.

Finding

Land use affects the quantity, quality, and magnitude of stormwater runoff. Since much of the Study Area was developed prior to development regulations governing stormwater management, many parts of the Study Area are poorly equipped to adequately manage the quality and quantity of stormwater. Given the presence of commercial and industrial land uses within the study area and substandard stormwater management infrastructure, stormwater may be exposed to surface pollutants. In addition to pollution, flooding, and soil erosion problems, poor stormwater management practices may hasten the deterioration of infrastructure found in the Study Area. Although stormwater problems do not pose an immediate health or safety threat, current stormwater management practices will need to be upgraded to accommodate increased development, redevelopment, or street improvements. Current stormwater infrastructure facilities will not support future growth.

2.6 Wastewater

According to data taken from the City's Comprehensive Plan, Gainesville Regional Utilities (GRU) provides wastewater services for the City of Gainesville and surrounding areas. GRU services the entire City of Gainesville except for the University of Florida, which provides its own wastewater services. GRU operates two sewage treatment plants, the Kanapaha and Main Street plants that provide service to the Gainesville urban area. Currently, the wastewater system exceeds service demand levels. The sewage treatment facilities are likewise expected to meet the demand of projected commercial and residential growth through 2010 with an excess capacity.

Finding

The Comprehensive Plan data analysis indicates the adequacy of the wastewater management system for the City of Gainesville. The wastewater management system for the City of Gainesville and the surrounding area does not pose an immediate impediment or constitute a significant blighting factor to the redevelopment of the Study Area.

2.7 Potable Water

Upon review of the City's Comprehensive Plan data analysis, the water supply source for the Study Area and the City of Gainesville is supplied by GRU; there are no private potable water systems in the City. The City of Gainesville relies on one facility to supply potable water to the City and urban fringe areas surrounding the City, the Murphree Water Plant. The Murphree Water Plant is classified as a Community Water System, which includes water production wells, water treatment facilities, water storage, pumping equipment, elevated storage tanks, and distribution mains. All development within the Study Area is connected to the City's distribution system.

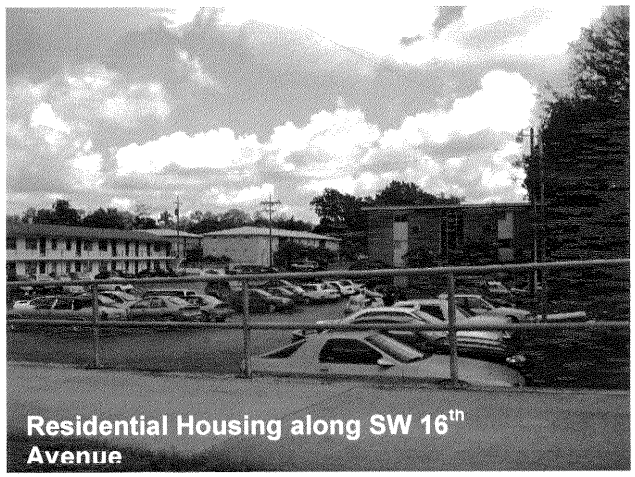
Current capacity exceeds demand at the Murphree Water Plant and future projections predict adequate capacity to serve additional housing and commercial units in the City of Gainesville and the urban fringe. GRU meets and exceeds all requirements for water quality standards established by the Environmental Protection Agency and the Florida Department of Environmental Protection.

Finding

The Comprehensive Plan data analysis indicates there is sufficient supply of potable water available within the City and Study Area. The GRU system of supplying potable water to the City of Gainesville and the surrounding area does not pose an immediate impediment or constitute a significant blighting factor to the redevelopment of the Study Area.

2.8 Building and Density Patterns

The building and density patterns found in the Study Area range from four-story high density residential apartment complexes situated on large parcels to large one-story industrial/warehouse type buildings situated on irregularly shaped parcels. Although high density residential buildings found in the Study Area are consistent with the building density the City of Gainesville seeks for the area around the University of Florida, many apartment complexes are situated on an outdated lot layout pattern. In many instances residential complexes are poorly situated on large parcels (some as large as 17 acres) with respect to pedestrian and vehicular circulation. Outdated building patterns and layouts also contribute to the problem of insufficient parking capacity, traffic management, as well as detract from the overall visual appearance of the streetscape. For example, faulty lot layout can cause problems concerning vehicular ingress and egress, which in turn can lead to increased traffic congestion. Many residential complexes are inward oriented, often set back from the street behind parking lots and as a result do not create a "street wall" or a continuous façade which defines the pedestrian environment. Some complexes also appear to be former hotels/motels and may have inadequate living conditions. Additionally, the discontinuous pattern for long distances (up to 1400 feet along S.W. 16th Avenue) fronting these properties represents an underutilized street frontage. Low density single family residences found in the Audubon Park neighborhood, on the other hand, are well situated on lots of 100 x 125 ft. in size.



Residential Housing along SW 16th Avenue

P.K. Yonge School represents the primary institutional land use in the Study Area. The school is oriented towards the center of the parcel with large setbacks. As previously cited, the school is poorly situated with respect to transportation and circulation, contributing to increased traffic through the surrounding residential neighborhood during peak hours.

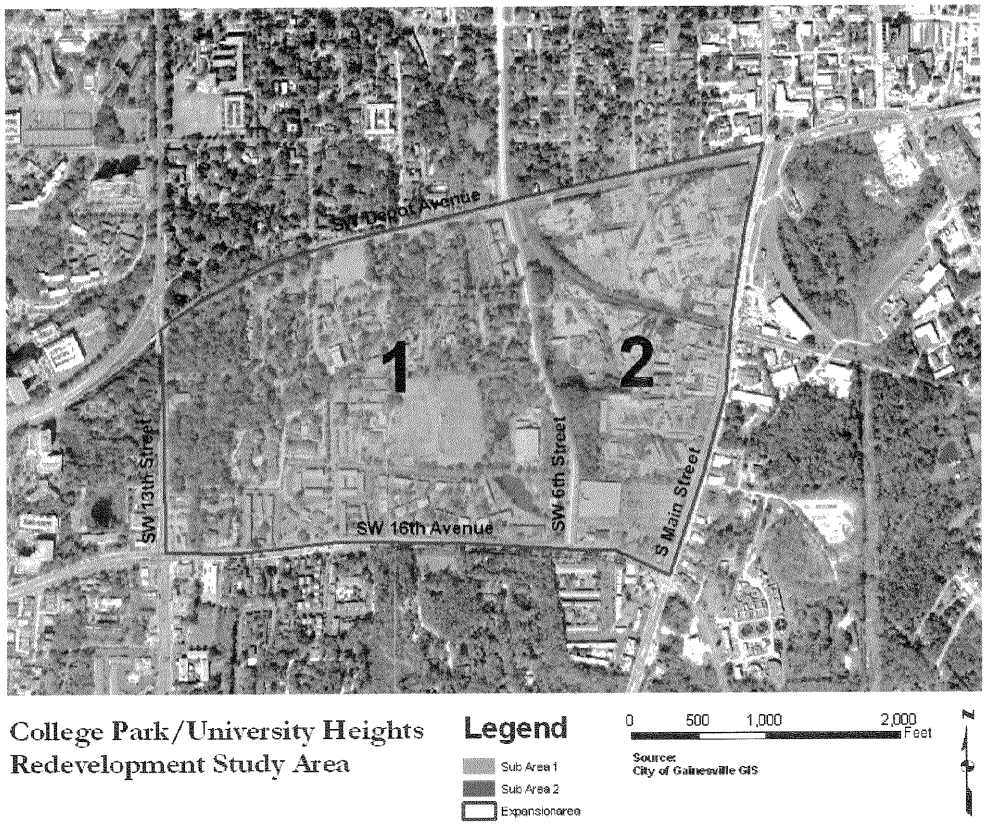
Industrial uses in the Study Area are typically housed in large warehouse buildings towards the center of irregularly shaped parcels. Industrial parcel sizes are for the most part large, ranging from approximately one to seven acres. The arrangement of industrial buildings and lots represents an outdated building pattern. Constraints associated with the industrial uses include site and structure placement, points of ingress and egress, and substandard parking facilities.

Finding

Overall residential densities in the Study Area are consistent with the City's goals of high density housing around the University of Florida. The actual building configuration and lot layout of residential, institutional and industrial parcels in the Study Area, however, represents an outdated building pattern and poor lot layout. This situation in turn contributes to overall site deterioration including infrastructure deficiencies, poor traffic circulation, higher incidences of crime and code violations (parking), and a poor visual streetscape.

Further redevelopment and revitalization at higher densities is hampered by irregularly shaped and sized lots and a diversity of ownership. In conclusion, outdated building and lot configurations found in the residential, institutional, and industrial sections of the Study Area contribute to site deterioration, economic distress and represent an underutilization of land. In this case inadequate lot configurations deter future investment and the continued underutilization of properties.

Figure 8: Sub-Area Map



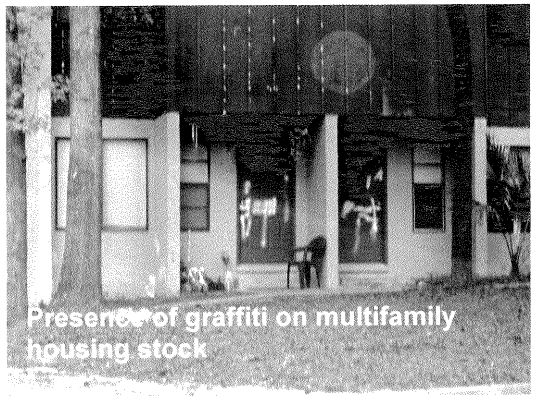
2.9 Visual Character, Existing Building and Site Conditions Analysis

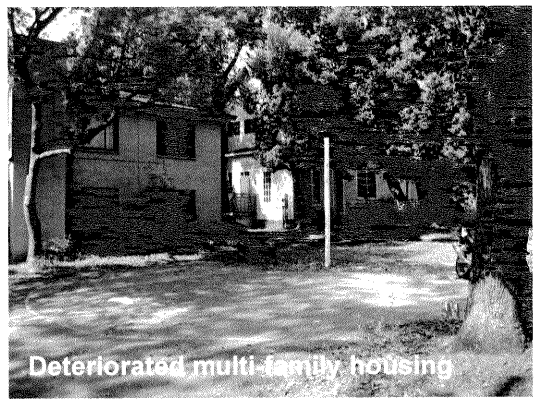
The objective of this analysis is to document the factors which contribute to a finding of blight. In August 2004, the planning team conducted a windshield survey of the Study Area to determine whether blighted conditions exist within the study area. The results are described in this section.

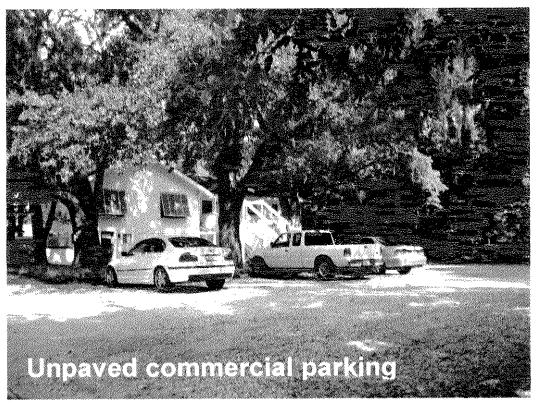
For the purposes of managing data gathered by the visual survey of existing building and site conditions, the planning team subdivided the Study Area into two smaller sub-areas. The following is a brief description of the sub-areas, its buildings, infrastructure, and overall site conditions. It should first be noted, that in each of the sub-areas numerous vacant commercial and residential parcels exist

Sub-Area 1 – Western Segment (area south of S.W. Depot Avenue, North of S.W. 16th Avenue, east of S.W. 13th St, and west of S.W. 6th Street)

- Sub-area 1 is primarily composed of residential and institutional land uses. P.K. Yonge an experimental school directed by the University of Florida is also located in the sub-area.
- This sub-area contains a mixture of housing types in varying states of condition.
- Inadequate infrastructure includes a lack of curb and gutters, sidewalks, and substandard parking.
- Vacant and underutilized properties along S.W. 13th St add to economic distress.


Presence of graffiti on multifamily housing stock

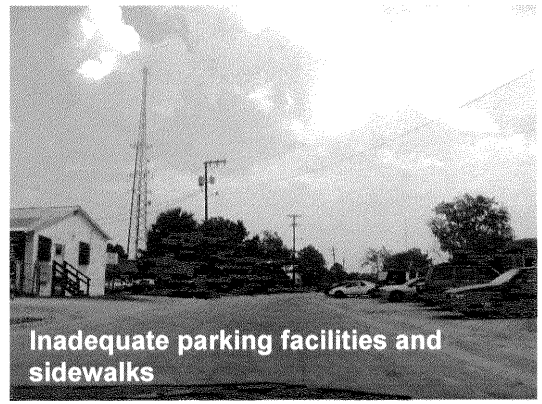

Deteriorated multi-family housing


Unpaved commercial parking

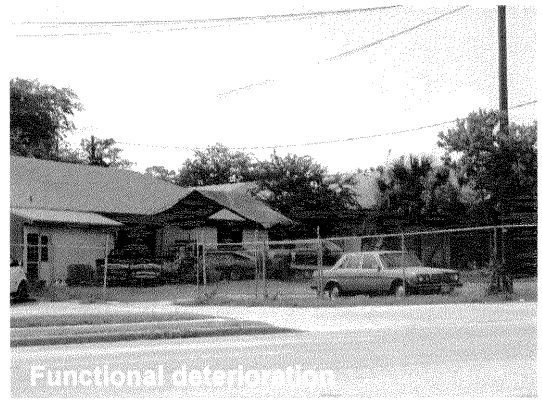
Sub-Area 2 –Eastern Segment (area south of S.W. Depot Avenue, North of S.W. 16th Avenue, east of S.W. 6th St, and west of S Main Street)

- This sub-area is primarily composed of industrial land uses except for a small number of mixed-use parcels located along S.W. 16th Avenue and the Depot Rail Trail located along S.W. Depot Avenue
- Inadequate infrastructure includes sidewalks, parking, stormwater management, and pollution prevention.
- Numerous properties are located on a defective or inadequate street layout. This faulty layout limits accessibility and the overall usefulness of the properties.
- Vacant and underutilized properties along S. Main Street add to economic distress.
- Underutilized properties along 6th Street contribute to blight in the Study Area.


Vacant and deteriorated property along S Main Street


Inadequate parking facilities and sidewalks


Overgrown and uncared for property


Functional deterioration

3.0 REAL ESTATE DEVELOPMENT AND INVESTMENT ACTIVITY

One of the important tasks assigned to the consultant team has been to assess the development activity, or lack thereof, in determining its impact on the physical, social and economic conditions of the study area targeted for expansion to the existing College Park/University Heights CRA. The study area consists of approximately 246 acres, of which 96 acres generate no ad valorem taxes, due to tax exempt status.

The area consists of a variety of land uses including single family, multi-family, industrial, retail and warehousing. It also includes P.K. Yong School and University of Florida research facilities. The area's proximity to Shands Hospital, downtown, and the University of Florida campus has generated a variety of land uses over the years. Many of these land uses are incompatible with each other. The lack of certain infrastructure facilities, particularly addressing stormwater drainage and off street parking, have contributed to the increased amount of blight in the Study Area.

3.1 Methodology

While the western two thirds of the study area, that portion west of SW 6th Street, is almost totally developed, the easternmost section is significantly under utilized. While development in the study area in the recent past can be considered by some as relatively strong, there appears to be numerous vacant and underutilized properties. Underutilized parcels were defined as those with structures representing less than 33% of the total assessed value of an individual record according to Alachua County's 2004 tax rolls. This percentage should not be construed to mean that a specific parcel or that all parcels failing to meet the test are underutilized. Rather, it is an indicator, taken at an aggregate level, which begins to show where development might take better advantage of the underlying land. As a benchmark, land supporting residential development tends to be held at 25-30% of the total land and building value. Specific parcels may have been overlooked because of incomplete or inadequate data.

3.2 Reported Investment and Disinvestment Activity

Though the present effort should not be construed as a detailed analysis intended to identify the potential for each of these sites, it is sufficient in scope to gauge the general deployment of real property resources within this setting. Given the general nature of the analysis, failure to identify or characterize specific sites accurately should not materially alter the outcome.

In total, we identified 18 acres of the 150 acres generating ad valorem revenues that might be deemed as underutilized and vacant, according to the criteria outlined. Implicitly, some, if not all, of these parcels might be developed or redeveloped as circumstances or conditions warrant, based upon their apparent lower values, physical use, and status. In the aggregate, they represent about 12% of the study area's total taxable valuations.

Table 3. COLLEGE PARK/UNIVERSITY HEIGHTS SUMMARY PROFILE - Proposed Expansion Area 1999-2004 TAX ROLL DATA

	Certified					
	1999	2000	2001	2002	2003	2004
Number of Records	154	156	156	156	156	156
Taxable Value	**36,819,730**	**36,391,920**	**36,661,260**	**38,422,170**	**42,978,040**	**43,765,880**
Assessed Value	57,286,370	57,086,280	58,399,180	60,101,910	63,827,170	68,603,630
Non-taxable value	20,466,640	20,694,360	21,737,920	21,679,740	20,849,130	24,837,750
Taxable Value Increase		**-$427,810**	**$269,340**	**$1,760,910**	**$4,555,870**	**$787,840**
New construction value (building value)	**0**	**118,900**	**0**	**449,100**	**0**	**0**

As a group, the data points to a pattern of land use likely to disrupt the community's economic base. The gross land involved is most indicative of development trends and land use activities that have failed to maximize the value of the underlying real estate. Though potentially not troubling in the short run, it does portend a problem in maintaining control of the area's physical integrity over the longer term and discourages infill development that might enhance the value of these sites. Over time, it becomes increasingly more complex to leverage the use of these poorly deployed assets absent material intervention.

A review of all the vacant properties within the study area shows no increase in assessed value over the previous five years. Recent investment, as reflected in new construction, for the area has been extremely light with only $568,000 in new assessed values added to the area over the past five years. This represents 1% of the total assessed value within the study area.

Though a significant portion of the land is zoned residential, many of the single family homes are rented to students attending the University of Florida. With two or more unrelated renters in each house, much of the area has lost the

original single family use and in essence has become a multi-family enclave without the necessary onsite parking accommodations found in multi-family zoning land use regulations. In general, though these houses are productive rental properties, the student tenant makeup and high turnover are not conducive to quality maintenance efforts which in turn tend to degrade the physical appearance of the area. Thus, the overall physical environment has become more marginal as the conversion from single family use to multi-tenant rentals has increased over the years. This is also reflected in the low number of homestead exemptions recorded in the area, 26 out of 96 residential parcels.

Finding

Initial analysis of the data suggests that the study area is showing signs of economic distress. These relate to the relative lack of new investment, the lack of increased valuations over the past five years for vacant parcels, the loss of assessed value to the largest retailer, the overall small increase in valuations in comparison to the rest of the city, and the general physical appearance of the area, particularly the area east of SW 6th Street.

4.0 CRITERIA FOR DETERMINING BLIGHT

Chapter 163 Part III 163.340 F.S. 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 need pass a less rigorous test. As in the first scenario, this test relates to specific criteria and it must conclude affirmatively.

4.1 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 ".

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

(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;

(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;

(j) Incidence of crime in the area higher than in the remainder of the county or municipality;

(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;

(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), F.S.

These are identical to the fourteen criteria introduced in Section 1.2 of this Findings Report.

4.2 Scenario Two

Chapter 163.340 (8) F.S. 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".

4.3 Substantial Deterioration

Chapter 163.340 (8) F.S. provides no specific criteria or guidance regarding the definition or attributes of deteriorating structures save that implied in the balance of the legislation which focuses on a series of indicators that in the aggregate are assumed to lead to economic, physical or social distress. Generally, blight conditions in the Study Area include: site deterioration, infrastructure deficiencies, poor traffic circulation, and higher incidences of crime and code violations. These varied conditions and circumstances collectively and individually lead "to economic distress or endanger life or property".

5.0 CONCLUSION: 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 in the Study Area conforming to Florida State statutes found in Section 163.335(1), F.S. describing blight as "a serious and growing menace, injurious to the public health, safety, morals, and welfare". The first test of scenario one determines the presence of substantially deteriorated and deteriorating structures. Many of the residential and most of the industrial buildings have been rendered functionally obsolete by an outdated building density pattern. Additionally, some of the older multifamily rental properties and single-family homes converted to rental property are unkempt and in a state of neglect. Functional deterioration, and to a lesser degree, physical deterioration, has taken place through the constraints of site, structure placement, points of ingress and egress, and insufficient parking capacity to handle peak periods. Faulty and outdated lot layouts and building density patterns contribute to overall site deterioration, infrastructure deficiencies, poor traffic circulation, and higher incidences of crime and code violations. Collectively and individually, these conditions represent a "substantial number of deteriorated or deteriorating structures", which in turn lead "to economic distress or endanger life or property".

Of the fourteen criteria listed in Chapter 163.340 (8) F.S., the blight findings analysis indicates that (four) conditions exist in the Study Area hampering its immediate and long-term social, economic and physical development.

a) Predominance of defective or inadequate street layout, parking facilities, roadways, and public transportation facilities (Chapter 163.340(8)(a) F.S.)

The absence of a satisfactory roadway and transportation network that satisfies current and future land use patterns has created congestion and a dangerous situation in the Study Area. The previously cited bicycle study substantiates the need to focus efforts on improving infrastructure to support alternative methods of transportation in the Study Area. Necessary improvements to the pedestrian/bicycle environment are needed given the large volume of traffic generated by the University of Florida and nearby hospitals, the established transportation concurrency exception area, and a college-aged population that walks and bicycles. Improvements should focus on making connections to the residential areas, the K-12 school, and main arterials as well as the efficiency, safety, and overall functionality of the transportation network. Improving sidewalks for pedestrians and bike lanes for bicyclists helps motorists stay alert to cyclists and pedestrians while commuting.

Parking facilities and the lack of adequate parking is also a concern in the Study Area, primarily as a consequence of the high demand for parking created by the University and nearby hospitals. Illegal parking in places not designed for parking hastens the deterioration of the environment, creates safety hazards, and detracts from the attractiveness of the Study Area.

b) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Chapter 163.340(8)(c) F.S.)

As a result of outdated building and lot configurations found throughout the Study Area substantial site deterioration, economic distress and an underutilization of land exists in the Study Area. This situation in turn contributes to overall site deterioration including infrastructure deficiencies, poor traffic circulation, higher incidences of crime and code violations (parking), and a poor visual streetscape. In this case, inadequate lot configurations deter future investment and the continued underutilization of properties.

c) Deterioration of site or other improvements (Chapter 163.340(8)(e) F.S.)

A primary concern for the Study Area is physical deterioration resulting from context and setting. The Main Street and Depot Avenue industrial area deters investment and improvements for the Main Street corridor. A lack of investment can, in turn, spur functional and physical decline. This lack of investment can discourage long-term sustainability and

lead to a reduction in the useful lifespan of the neighborhood more rapidly than would be the case in a stable commercial environment.

The context and setting is defined, in large part, by the quality of public infrastructure and the character of private development along public right-of-ways. The most noticeable infrastructure deficiencies in the Study Area include a lack of a good transportation network, sidewalks and other pedestrian-oriented amenities and supporting utilities. The poor character and quality of landscaping for private development along S. Main Street also negatively impacts the streetscape. Additionally, the maintenance and continued upkeep of the pedestrian/bicycle environment is essential to maintain a safe transportation network. Recent site visits revealed excessive amounts of litter and trash along the streets and sidewalks in the Study Area. A low level of upkeep adds to an overall impression of abandonment and physical deterioration. These conditions collectively present a challenge to redevelopment within the Study Area.

d) Inadequate and outdated building density patterns (Chapter 163.340(8)(f) F.S.)

A transitory population, such as found in the Study Area, often results in a high turnover rate. This turnover rate in turn increases the amount of physical deterioration in the housing stock creating an unkempt overall environment in the form of overgrown lawns, deteriorated structures, and unsanitary disposal of garbage. Additionally, the presence of single-family homes being rented to several unrelated individuals is indicative of an inadequate and possibly outdated building density pattern. These conditions combined contribute to an overall impression of degradation, inadequate infrastructure, and unsanitary conditions.

Conclusion

This Findings Report describes the physical, economic and regulatory conditions within the Study Area. The methodology utilized to accomplish this task included: a review of property appraiser data; a field study and inspection; 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 Findings Report is adequate by the standards of Scenario One, explained in Section 4.1, to acknowledge blight within the Study Area. The foregoing factors together with other data of inference provided by the City of Gainesville provide substantial evidence towards findings of blight. Based on these findings, the City may determine the Study Area to be blighted.

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