City of Gainesville
Department of Sustainable Development
Planning Division

PO Box 490, Station 11
Gainesville, FL 32627-0490
306 NE 6th Avenue
P: (352) 334-5022
F: (352) 334-2648

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: April 28th, 2022
PROJECT NAME AND NUMBER: PB-21-00219 LUC/PB-21-00220 ZON 1026 SW 2nd Ave and 106 SW 10th St
APPLICATION TYPE: Land Use Amendment/Zoning Change
RECOMMENDATION: Approve with Conditions
CITY PROJECT CONTACT: Forrest Eddleton, Planner

APPLICATION INFORMATION:

Applicant: CHW Professional Consultants on behalf of CA Ventures

Property Owner(s): Gainesville Historic Properties, LLC and Second Avenue Investments, LLC

Related Petition(s): PB-21-00220 ZON 1026 SW 2nd Ave and 106 SW 10th St

Legislative History: N/A

Neighborhood Workshop: Yes, held on December 15th, 2021

SITE INFORMATION:

Address: 1026 SW 2nd Ave. and 106 SW 10th St.

Parcel Number(s): 13249-000-000 and 13263-000-000 (eastern portion of)

Acreage: 1.11 +/- acres

Existing Use(s): Office

Land Use Designation(s): Urban Mixed-Use High (UMUH)

Zoning Designation(s): Urban 9 (U9)

Overlay District(s): None. A portion of the project area is covered by the 100ft University Heights South Historic District Compatibility Buffer

Transportation Mobility Program Area (TMPA): Zone A

Figure 1 Location Map

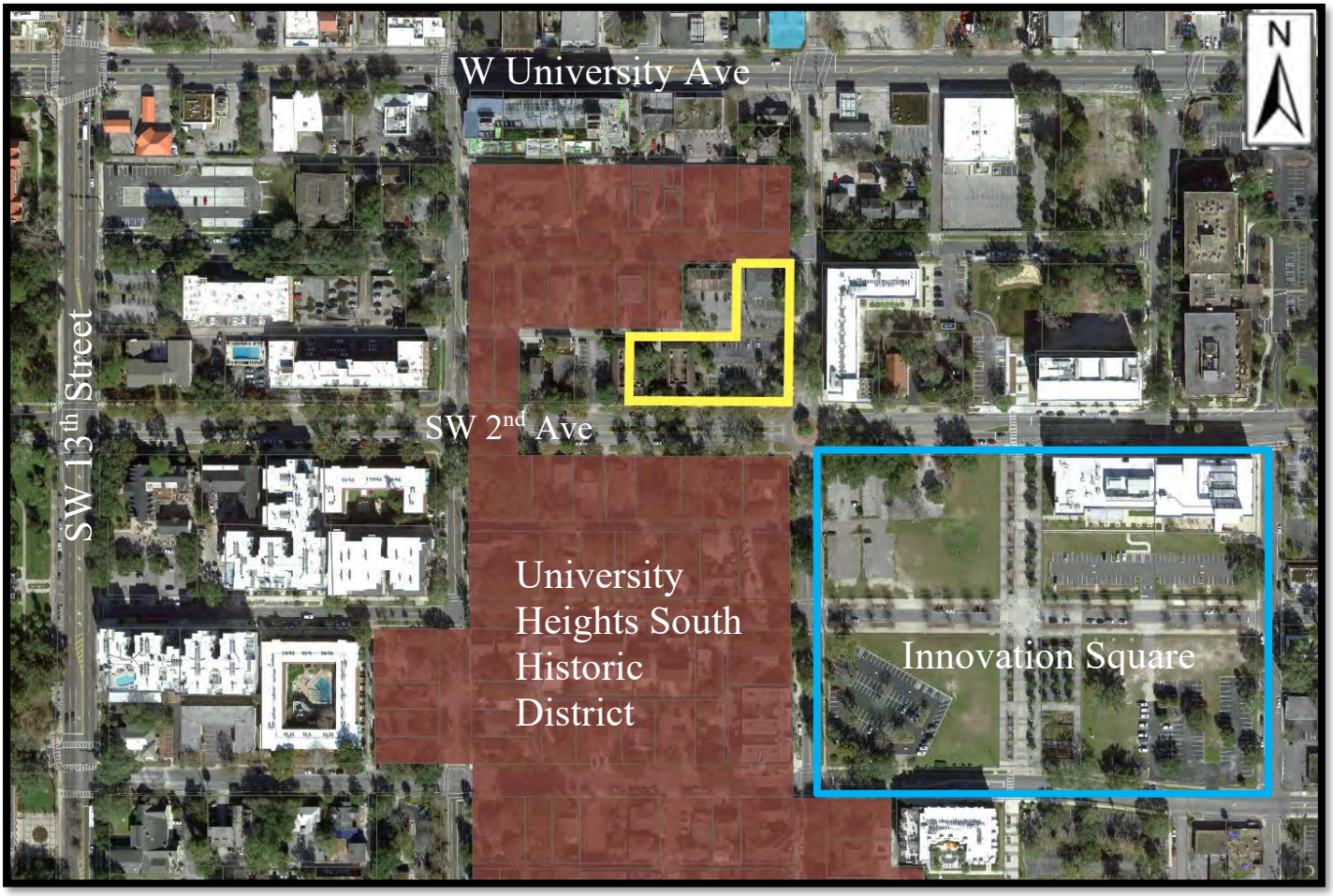


Figure 2 Aerial with Historic District

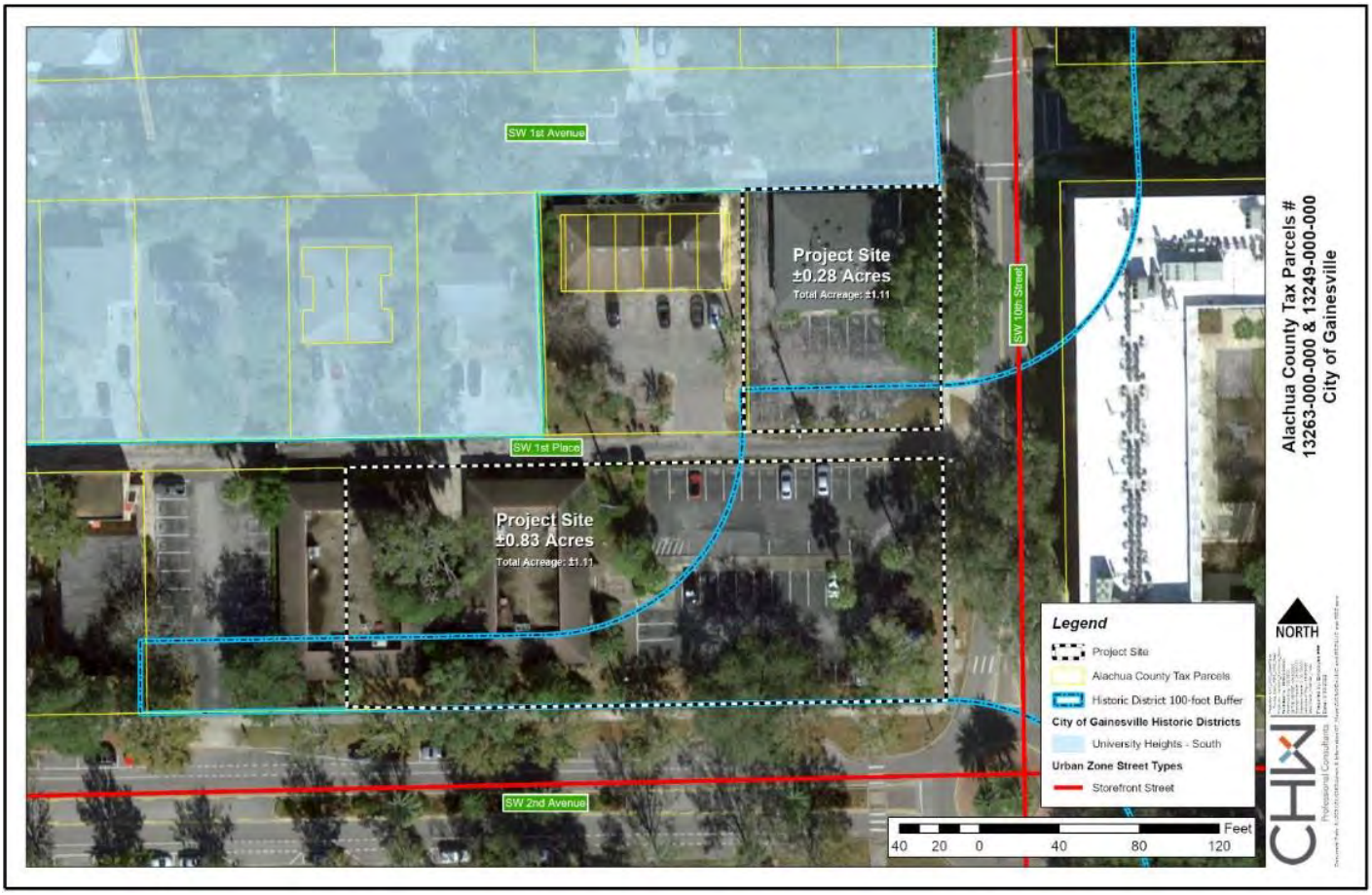


Figure 3 Historic District 100ft Compatibility Buffer

ADJACENT PROPERTY CHARACTERISTICS:

	EXISTING USE(S)	LAND USE DESIGNATION(S)	ZONING DESIGNATION(S)
North	Single Family, Multi-family Residential (Townhomes, Condominiums)	Mixed Use Residential (MUR), Urban Mixed-Use High (UMUH)	Urban 5 (U5), Urban 9 (U9)
South	Office, Multi-family Residential	Mixed Use Residential (MUR)	Urban 5 (U5)
East	Mixed-Use Commercial, Multi-family Residential (High-rise)	Urban Core (UC)	Downtown (DT)
West	Office, Commercial/Restaurant, Multi-family (Condominiums)	Urban Mixed-Use High (UMUH)	Urban 9 (U9)

Figure 4 Surrounding Land Use

Figure 5 Surrounding Zoning

PURPOSE AND DESCRIPTION:

This petition is privately initiated by CHW Inc, the agent, on behalf of Gainesville Historic Properties, LLC and Second Avenue Investments, LLC, the property owners. The PUD and PD request an increase in allowable height, an increase to allowable density, and modifications to compatibility requirements in order to facilitate the provision of "workforce-rate housing in perpetuity."[1] The modifications to the Land Use and Zoning standards are intended to "promote inclusion of additional market rate units to be built to help offset the cost of providing workforce rate units within the development."[2]

[1] CHW Inc, *Justification Report,* Pg.3, Submitted 4/8/2022
[2] CHW Inc, *Justification Report,* Pg.3, Submitted 4/8/2022

This proposal has been submitted in conjunction with petition PB-21-00220 ZON. The associated development project will include two (2) buildings separated by SW 1st Place as a small street/alley between. Both buildings are proposed to include an internal structured parking garage. The northern building is proposed to be five (5) stories and the southern, larger, building is proposed to be five stories on the north western portion of the building and twelve (12) stories on the remaining portion (See Appendix B). The first floor units of both buildings are proposed to have access to the street. The southeast corner of the larger building is proposed to be designed to engage the roundabout at SW 2nd Ave and SW 10th Street with the primary entrance and access to a leasing office or similar type use that activates that corner. Additional design details, are included in Appendix A, within the Justification Report and Appendix B for the Elevations document.

STAFF ANALYSIS:

Staff analysis is based on current Comprehensive Plan and Land Development Code regulations applicable to the subject properties. Analysis is also based on the PUD/PD review criteria outlined by the Comprehensive Plan and the Land Development Code. Currently, the properties have an UMUH land use and U9 zoning designation. Among other elements, density, total height in feet, number of stories, and design criteria are governed by the UMUH and U9 designations. These existing standards are outlined in Table 1 below at basic maximums allowed and are juxtaposed with the proposed maximums.

In addition, a significant portion of subject project area is within 100 feet of the University Heights South Historic District (see Figure 3 above). As such, staff analysis also includes a review and assessment of the University Heights South Historic District. Maximums in reference to required Historic District compatibility buffers are also included in the table below.

	Existing Land Use (UMUH) and Zoning (U9)	Historic District 100ft Compatibility Buffer[3]	Proposed Maximums
Density	100 du/ac by right (125 du/ac with SUP) = **111** units (**138** units with SUP)	6 du/building (single family, attached, or small-scale multi-family)	**204** du[4] (~184 du/ac)[5]
Bedrooms	Bedrooms (2.75 Multiplier)[6]: **305** (**379** with SUP)	N/A	**557** Bedrooms
Stories	**6** Stories (**8** with bonus)[7]	4 Stories	**12** stories (southern building), **5** stories (northern building)
Height	**88** feet (**116**ft with bonus)	60 feet	**120** feet 7 inches
Building Placement	**20ft** minimum, **25ft** maximum (from back of curb)	N/A	**14** feet (at intersection of SW 2nd Ave and SW 10th St.

Table 1 Development Maximums

The staff analysis and recommendation are based on the review criteria for Planned Use Developments outlined in the Future Land Use Element of the Comprehensive Plan. Staff responses to the review criteria are highlighted in **bold** below. Policy 4.1.3 requires that proposed changes to the Future Land Use Map must consider, but is not limited to, the following:

1. Consistency with the Comprehensive Plan

   The proposed land use change and rezoning are generally consistent with the Comprehensive Plan in that they directly impact or address multiple goals and policies of the Future Land Use Element (FLUE), the Housing Element, and the

[3] Land Development Code Sec. 30-4.8
[4] 10% of units provided will be workforce rate in perpetuity
[5] Maximum allowable density in Land Development Code is 175 du/ac, with bonus, under DT zoning
[6] Land Development Code Sec. 30-4.8
[7] Land Development Code Sec. 30-4.9 – Bonuses include increases to number of stories and height when various improvements are provided i.e.: useable open space, tree preservation, structured parking, transit facilities, undergrounding/relocating utilities, and/or the provision of affordable housing

Transportation Mobility Element. Specifically, the proposal addresses Goal 1 of the FLUE by providing workforce rate and market rate housing options within walking distance of the University of Florida, Santa Fe's Blount Center, Innovation Square, and the Downtown district. Providing workforce rate housing also addresses the Housing Element's overall goal of providing a variety of housing types and densities and supporting the provision of affordable housing.[8] In addition, the proposed infill redevelopment will bring increased density to an area with a variety of existing uses within close proximity to one another including restaurants, essential goods, offices, and educational facilities. The increased density will also protect and promote viable transit, pedestrian, and cycling choices along the SW 2nd Avenue corridor and SW 10th Street.

The Comprehensive Plan also utilizes the Planned Use District "to allow the consideration of unique, innovative, or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses."[9] PUD proposals are intended to allow a mix of uses and/or unique design features. Planned Development (PD) zoning districts are also intended to "provide a particularized zoning district that recognizes unique conditions, allows design flexibility, and promotes planned diversification and integration of uses and structures." There has been significant discussion in the community of a "housing crisis" and shortage of available, affordable housing across income levels. The City Commission, by commissioning planning studies and establishing associated policy directives, has strongly stated the desire to foster and support more opportunities for development projects to include affordable and/or workforce housing. By offering to devote 10% of proposed units to be reserved for households earning between 50% and 80% Area Median Income (AMI) in perpetuity staff believes that this proposal meets the threshold of "unique" and "innovative"[10] while also addressing multiple goals of the Comprehensive Plan.

[8] Comprehensive Plan – Housing Element Objectives 1.2 and 1.5
[9] Comprehensive Plan – Future Land Use Element Policy 4.1.1
[10] Also addresses Comprehensive Plan – Housing Element Policy 1.5.1

2. Compatibility and surrounding land uses

   Located between the University of Florida and Downtown, the project site is situated between multiple land uses of varying types and intensities. Directly to the east is Infinity Hall, a five story multi-family residential building. Directly to the southeast is Innovation Square, a vibrant, mixed-use tech start-up hub. Both locations are under DT zoning and Urban Core land use designations, the tallest, the most dense, and most intense designations in the city. The subject property has UMUH land use and U9 zoning which is very similar to multiple project sites in the area that have undergone recent redevelopment. The north, west, and south sides of the subject parcels however, are directly adjacent to the University Heights South Historic District. This district is significantly less dense with less intense uses and development is limited in height to four stories and 60 feet. Roughly half of the project area is within the 100 foot Historic District Compatibility Buffer which, in addition to height restrictions, also limits the number of units per building to six and in the form of small-scale multi-family structures. Further analysis of the Historic District is included in its own section below. To address these limitations and restrictions to compatibility, the applicant is requesting that relief from these requirements be granted through the PUD/PD review and approval process.

3. Environmental impacts and constraints

   There are no regulated environmental resources on site and no significant impacts or constraints.

4. Support for urban infill and/or redevelopment

   The proposed project will provide high-density development by replacing existing single-story office buildings and surface parking in the city's urban core.

5. Impacts on affordable housing

   The proposed project will have a direct positive impact on the provision and availability of workforce rate housing by reserving, in perpetuity, 10% of the units on site for households earning between 50% and 80% AMI. The proposal would permanently add 20 workforce rate dwelling units to the city's housing stock located in close proximity to downtown, UF, and the urban core.

6. Impacts on the transportation system

   The density increase due to redevelopment of the site will be largely offset by the existence of robust pedestrian and bicycling infrastructure along SW 2nd Avenue and SW 10th Street. There are also numerous transit stops and bus routes that serve and or connect directly to the project area. While some on site structured parking will be provided, the limited number will encourage the use of alternative transportation modes and will limit the increase in vehicular traffic.

7. An analysis of the availability of facilities and services

   Levels of Service will not be negatively impacted by the proposed project and existing utility capacity will be able to accommodate the redevelopment.[11]

8. Need for additional acreage in the proposed future land use category

   In this case, the additional acreage devoted to PUD land use will facilitate the provision of workforce housing of which there is a significant need.

9. Discouragement of urban sprawl

   The proposed project is high-density redevelopment, provides additional housing opportunities in the city's urban core, and does not meet the definition of urban sprawl in Florida Statutes.[12]

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy

    The redevelopment will immediately provide construction jobs and property management jobs (administration, skilled labor, etc.) once built. The proposed project will contribute to the strength and diversity of the City's economy by providing multiple types of housing, specifically workforce rate with market rate, within close proximity to amenities and job opportunities.

[11] CHW Inc, Justification Report, Submitted 4/8/2022
[12] Florida Statute – Section 163.3164 and 163.3177(6)(a)9

11. Need to modify land use categories and development patterns within antiquated subdivisions

    The subject parcels are not within an "antiquated subdivision."[13]

In addition, Section 30-3.17 of the Land Development Code outlines the review criteria for rezoning to a PD district:

A. *Consistent with Comprehensive Plan.* A PD application may only be approved if it is consistent with the Comprehensive Plan.

   See item 1 above.

B. *Conformance to PD purpose.* A PD application may only be approved if it is in conformance with the purpose of PDs as articulated in section 30-3.15.

   See item 1 above.

   1. Encourage flexible land development that sustainably uses land and infrastructure, reduces transportation needs, conserves energy, and maximizes the preservation of natural resources.

   2. Allow the integration of different land uses and densities in one development that would not otherwise be provided for in other zoning districts in this chapter, and which encourage compatibility in overall site design and scale both internal and external to the project site.

   3. Permit outstanding and innovative residential and nonresidential developments with quality-of-life design features, such as an integration of housing types and accommodation of changing lifestyles within neighborhoods; design that encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as pedestrian scale, a building orientation generally toward streets and sidewalks, parking located to the side or rear of buildings, narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, terminated vistas, recessed garages, alleys, enhances landscaping, and mixed-uses.

[13] As defined by Florida Statute – Section 163.3164

4. Provide flexibility to meet changing needs, technologies, economics, and consumer preferences and allows for ingenuity and imagination in the planning and development of relatively large tracts.

5. Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.

C. *Internal compatibility.* All uses proposed within a PD shall be compatible with other proposed uses; that is, no use may have any undue adverse impact on any neighboring use, based on the streetscape, treatment of pedestrian ways and circulation, motor vehicle circulation, and the separation and buffering of parking areas and sections of parking areas; the existence or absence of, and the location of, focal points and vistas, open spaces, plazas, recreational areas and common areas, and use of existing and proposed landscaping; use of the topography, physical environment and other natural features; use and variety of building setback or build-to lines, separations and buffering; use and variety of building groupings, building sizes, architectural styles, and materials; variety and design of dwelling types; particular land uses proposed, and conditions and limitations thereon; and any other factor deemed relevant to the privacy, safety, preservation, protection or welfare of any proposed use within the PD.
The proposed uses are market rate and workforce rate housing with associated amenities and accessory uses. Uses are integrated throughout the building and, as detailed in the applicant's Justification Report, there will be equal access to the same finishes and amenities for all residents.

D. *External compatibility.* All uses proposed within a PD shall be compatible with existing and planned uses of properties surrounding the PD; that is, no internal use may have any avoidable or undue adverse impact on any existing or planned surrounding use, nor shall any internal use be subject to undue adverse impact from existing or planned surrounding uses. An evaluation of the external compatibility of a PD should be based on the following factors: adjacent existing and proposed uses, design of the development, traffic circulation, and density and intensity.
The proposed project will provide some positive benefits to external compatibility specifically improvements to pedestrian and bicycle infrastructure. Improvements to the overall streetscape via stoops, upgraded street landscaping, and building

materials are also included in the proposal. Compatibility with properties to the east, namely Infinity Hall and Innovation Square is relatively seamless particularly when the full by-right development potential is taken into account.

However, the north, west, and south sides of the proposed project are within the University Heights South Historic District which is characterized by one and two story single-family and small-scale multi-family structures. Any project at the subject site, designed and developed to the highest and best use allowable by the UMUH land use and U9 zoning, would stand in stark contrast to the surrounding properties. In an attempt to address this, the applicant has worked with Planning staff, Historic Preservation staff, and the City Architect to reduce height and building massing particularly on the portions of the project that are affected by the 100 foot Compatibility Buffer. The significant increase in density and intensity should be strongly considered and/or mitigated in any final decision (see Figure 6).

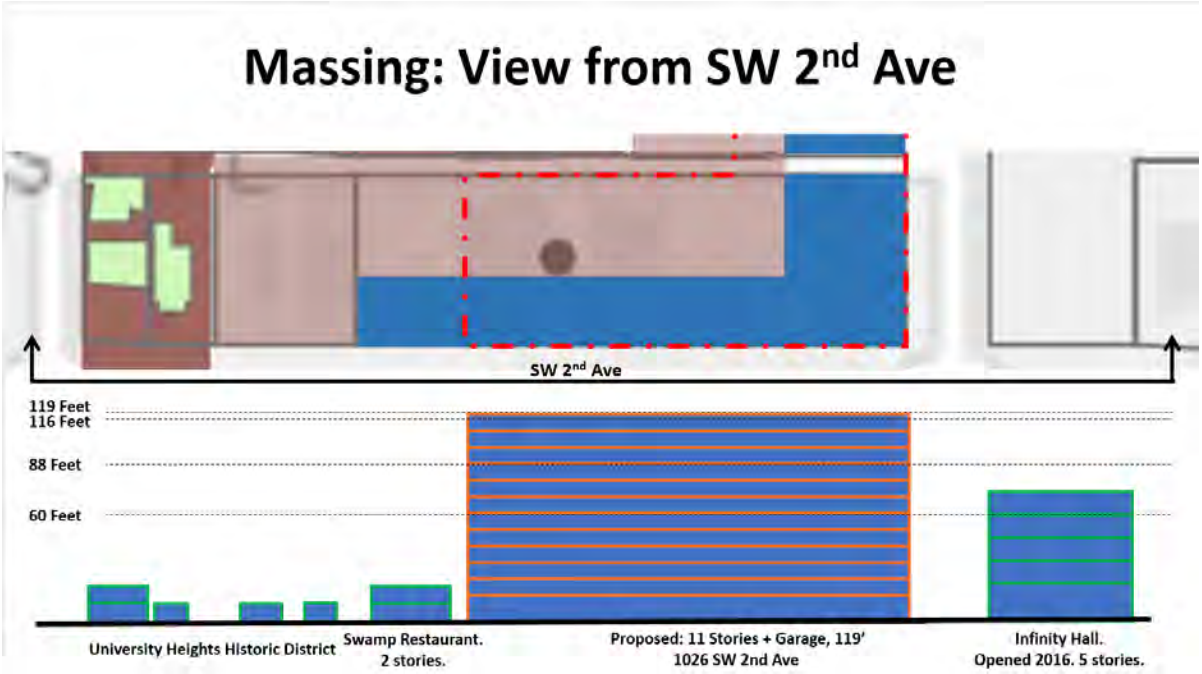


Figure 6 Massing View

E. *Intensity of development.* The residential density and intensity of use of a PD shall be compatible with and shall have no undue adverse impact upon the physical and environmental characteristics of the site and surrounding lands, and shall comply with the

policies and density limitations set forth in the Comprehensive Plan. Within the maximum limitation of the Comprehensive Plan, the permitted residential density and intensity of use in a PD may be adjusted upward or downward in consideration of the following factors: the availability and location of public and utility services and facilities; the trip capture rate of development; and the degree of internal and external connectedness of streets.
See item D above. In addition, any change in the intensity of traffic above what is allowed by right is expected to be minimal.

F. *Usable open spaces, plazas and recreation areas.* Usable open spaces, plazas and recreation areas provided within a PD shall be evaluated based on conformance with the policies of the Comprehensive Plan and the sufficiency of such areas to provide appropriate recreational opportunities, protect sensitive environmental areas, conserve areas of unique beauty or historical significance, enhance neighborhood design, and encourage compatible and cooperative relationships between adjoining land uses.
Proposed usable open spaces conform to Comprehensive Plan policies. Neighborhood design is enhanced by providing ground-floor access to individual units via stoops. The primary entryway on the corner of SW 2nd Ave and SW 10th St, in addition to other areas with outdoor seating or other urban furniture, will also provide positive neighborhood design.

G. *Environmental constraints.* The site of the PD shall be suitable for use in the manner proposed without hazards to persons either on or offsite from the likelihood of increased flooding, erosion or other dangers, annoyances or inconveniences. Condition of soil, groundwater level, drainage and topography shall all be appropriate to the type, pattern and intensity of development intended. The conditions and requirements of the protection of resources article shall be met.
There are no known environmental constraints in the project area.

H. *External transportation access.* A PD shall be located on, and provide access to, a major street (arterial or collector) unless, due to the size of the PD and the type of uses proposed, it will not adversely affect the type or amount of traffic on adjoining local streets. Access shall meet the standards set in chapter 23 and chapter 30, article VI. Connection to existing or planned adjacent streets is encouraged. The trip generation report shall be signed by a

professional engineer registered in the state when there is a difference between the traffic report provided by the petitioner and the concurrency test.

The project location provides easy access to virtually every mode of transportation the City offers. Vehicular parking is limited but is offset by access to robust and integrated alternative modes of transportation.

I. *Internal transportation access.* Every dwelling unit or other use permitted in a PD shall have access to a public street directly or by way of a private road, pedestrian way, court or other area that is either dedicated to public use or is a common area guaranteeing access. Permitted uses are not required to front on a dedicated public road. Private roads and other access ways shall be required to be constructed so as to ensure that they are safe and maintainable.

Dwelling units and amenity uses have access to the public streets via ground floor access along SW 1st Place or doorways to building entrances or doorways to individual units. Parking circulation will be internal to the proposed structured parking and pedestrians and cyclists will have access to improved sidewalks, bike lanes, and streetscapes.

J. *Provision for the range of transportation choices.* Sufficient off-street and on-street parking for bicycles and other vehicles, as well as cars, shall be provided. Parking areas shall be constructed in accordance with such standards as are approved by the city commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses. When there is discretion as to the location of parking in the project, it is strongly encouraged that all motor vehicle parking be located at the rear or interior side of buildings, or both. The design of a PD should, whenever feasible, incorporate appropriate pedestrian and bicycle access ways so as to provide for a variety of mobility opportunities. Connection to all sidewalks, greenways, trails, bikeways, and transit stops along the perimeter of the PD is required. Where existing perimeter sidewalks do not exist, sidewalks shall be provided by the development.

Redevelopment of the site will result in the reduction of driveways and curb-cuts. Pedestrians and cyclists will have access to sidewalks and bike facilities that are directly connected to the buildings thereby eliminating or significantly reducing conflicts with vehicles.

ANALYSIS OF THE UNIVERSITY HEIGHTS SOUTH HISTORIC DISTRICT:

The proposed project is at the meeting point between the Historic District and the Innovation District and at a prominent roundabout intersection which connects the two. The proposed project is also bordered on three sides by the University Heights-South Historic District. The district is roughly 6 ½ blocks long, with its northern boundary at SW 1st Avenue (including properties on both sides of the street) and its southern boundary at SW 6th Avenue (including properties on both sides of the street.) The district's primary east/west boundaries are SW 10th Street and SW 12th Street, with some portions of outlying blocks also included (see Figure 7). At the time the University Heights-South Historic District was designated in 2002, the boundaries were drawn in this configuration, which carved out the southeast corner of the block where the proposed project is located, because previously existing buildings were non-historic and would soon be demolished. This would have increased the percentage of non-contributing parcels, resulting in a weaker district proposal.

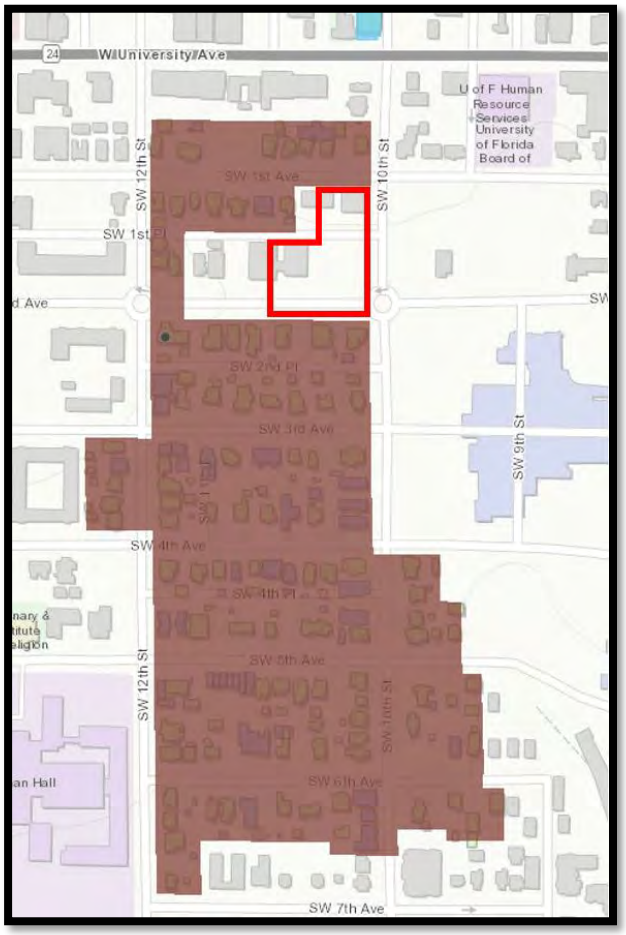


Figure 7 University Heights South Historic District

The University Heights-South Historic District was designated in 2002, and includes 150 contributing structures and 32 non-contributing structures (see Appendix C: Historic District Images). The areas of significance for which it was designated include architecture, community planning and social history, and its period of significance is 1920s to 1950s. This period of significance was determined because of the neighborhood's primary periods of development, including the original subdivision platting in 1925 and the secondary major expansion in post-WWII. The University Heights-South district is a historically and architecturally significant neighborhood that was primarily residential at the time of designation. It is significant for the concentration of buildings which reflect those architectural styles prevalent in Florida from the 1920s to the early 1950s and includes fine examples of Craftsman, Tudor Revival, Mediterranean Revival and Colonial Revival. The scale of the District is one and two stories, with setbacks of the structures that are largely uniformed and reinforced by the use of traditional building materials – wood, brick, and chert. The district is east of the University of Florida campus and primarily serves the housing needs of the school. Several of the residential structures along the corridors of travel have been converted to small office/commercial, especially along S.W. 2nd Avenue.

The University Heights Historic District was determined to be significant in community planning, architecture, and local history. It exemplifies the typical pattern of settlement during that time period and is distinct for its social, economic, physical and historic relationship to the University. It is also significant as one of Gainesville's primary residential areas of the first half of the twentieth century and as the physical remaining evidence of the Florida real estate boom activity in Gainesville during the 1920s.

The zoning of the parcels located within the Historic District is U5. For most historic districts in Gainesville, the maximum building height allowed within that 100' buffer is three stories (36'). University Heights-South is the only district that allows an additional floor. The maximum building height allowed is four stories (and 60', measured to the top plate of the 4th floor).

Existing Surrounding Structures

The historic integrity of the University Heights – South Historic District is very much intact, and it is characterized by modest one and two-story buildings. The properties to the south of the project parcel, across the street from SW 2nd Avenue, are primarily 1 and 2 story historic structures. Some

of the buildings that were formerly residential have been converted to office space. All the buildings facing SW 2nd Avenue on this block are contributing structures to the historic district, many having just been renovated or rehabilitated (see Figure 8). The properties to the north of the project parcel, across the street from SW 1st Avenue, are also all contributing structures to the historic district and are 1 and 2 story buildings. Directly to the west of the project site is the popular and famous "Swamp" restaurant, which recently relocated from its long-time location in the midtown area. Currently under construction, the Swamp is two-stories in height. To the east of the project site, across the street from SW 11st Street, is Infinity Hall. It is currently the tallest structure in the immediate vicinity of this portion of SW 2nd Avenue at 5 stories in height. Infinity Hall runs the length of the block along SW 10th Street but is narrow along the SW 2nd Avenue side. It faces Midpoint Park, a large event venue for outdoor activities and food trucks which provides almost an entire block of green space for local residents.

Figure 8 Near-by Contributing Structures

Figure 9 Near-by Contributing Structures

<u>Compatibility Buffer</u>

The parcels on which this project is proposed are not within the historic district boundaries and are not under the review purview of the City's Historic Preservation Board. However, a significant portion of the proposed project falls within the 100' compatibility buffer, which was created to limit directly adjacent development that is out of scale with the district either visually or through intensity of use. Historic districts in Gainesville are additionally protected by the 100-foot buffer from having large scale multi-family projects built on directly adjacent properties. Section 30-4.8 (D), in the Development Compatibility section in the Zoning Code, says "Multi-family development shall contain no more than six dwelling units per building and shall be in the form of single-family dwellings, attached dwellings, or small-scale multi-family when located within 100 feet of any property that is in a single-family zoning district, the U1 district, or a designated historic district."

ARCHITECTURAL ANALYSIS AND PREVIOUS PLANNING EFFORTS:

The architectural diversity that the Historic District is known for includes brick, wood frame vernacular structures, bungalows clad in stucco or wood, Mediterranean Revivals with rough-faced stucco, and the rare and valuable chert, a type of limestone that was quarried locally. The proposed southern building along SW 2nd Avenue offers a nod to the historic district's typical materials by cladding most of the ground floor in a modular brick. Large expanses of windows with multiple panes are also a window type more often found in historic buildings than in modern multi-family high-rise structures. However, above the ground floor, the bulk of the two buildings' facades are proposed to be clad in cement panels, corrugated metal panels, and colored metal panels, none of which are typical materials utilized within the historic district.

Multimodal Corridors Vision(ing) Study

In October, 2018, a study was completed for the SW 2nd Avenue and SW 4th Avenue corridors, connecting the University of Florida to Downtown Gainesville through the Innovation District. This study, prepared by the University of Florida, Innovation Square, and CHW Professional Consultants, identified several goals, including developing strategies for creating comfortable environmental conditions along the corridors; to include elements like shade structures, water features, and exploring sustainable and Low Impact Development (LID) systems. One of the urban design elements reviewed included the densities of existing buildings, and recommendations for potential infill. The five-story structure, Infinity Hall, is characterized as a "High Density" structure across from the potential project site, which is surrounded on all other sides by low density buildings. The study recommends to provide "careful infill developments within residential neighborhoods" and that "care should be taken not to provide development that will overwhelm existing neighborhoods," (page 87 of the report) (see Figure 10).

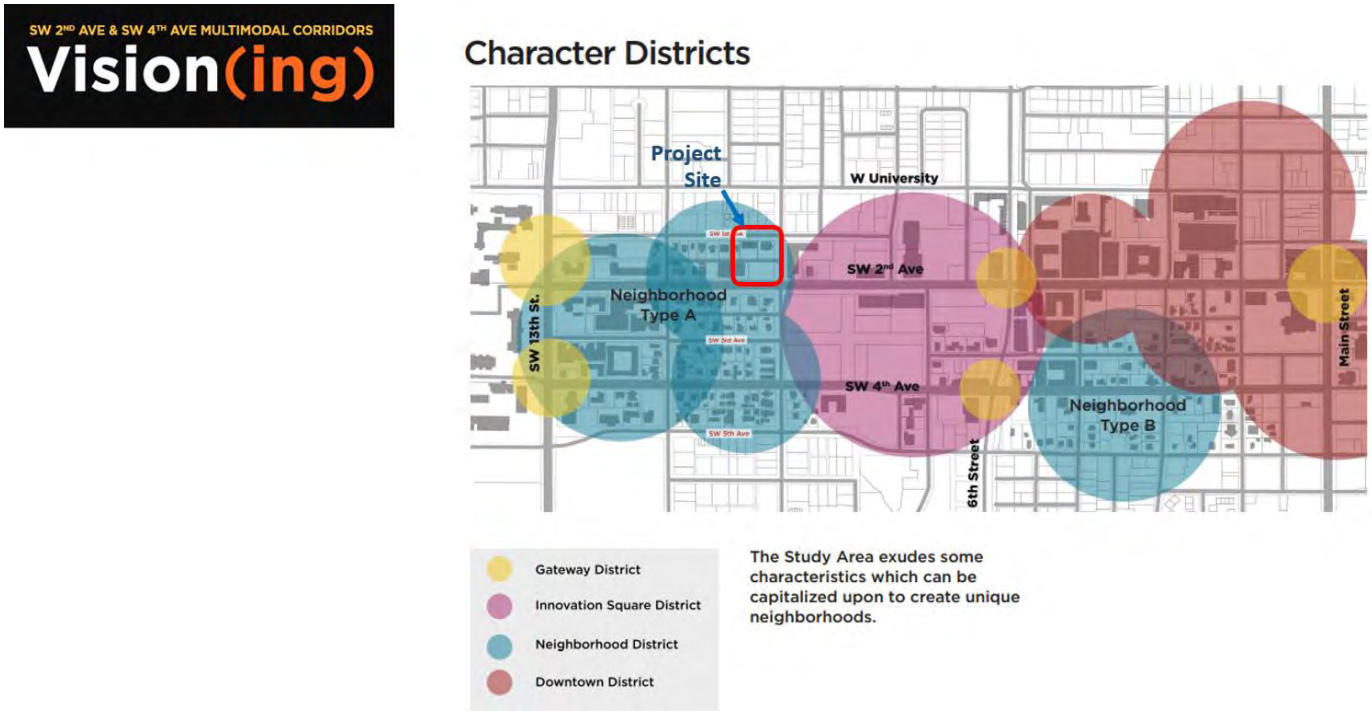


Figure 10 Districts from the Vision(ing) Study, 2018

<u>Innovation Square Master Plan and Development Framework</u>

In 2012 The University of Florida commissioned Perkins-Will to craft a study and associated development framework for the Innovation District. The report focused on the area's potential for collaboration and the "collision" of strong community and a premiere research institution. The ultimate goal was to create a district where the two motivations would be combined to provide a highly livable, and walkable neighborhood that also precipitated some of the most creative products and people in the world, "all in a place where people live truly fulfilled and rich lives."

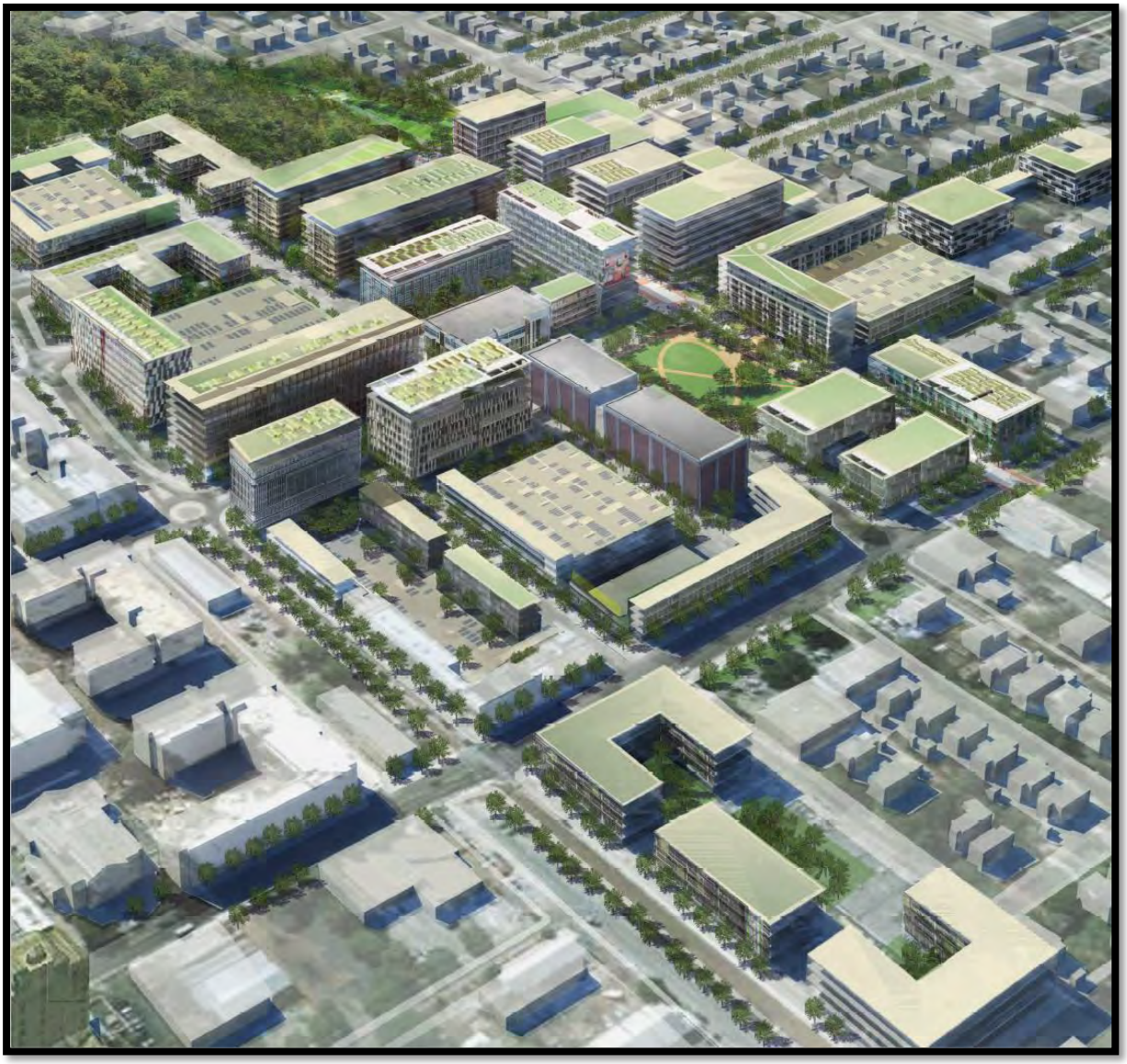


Figure 11 Image from Innovation District Development Framework, 2012, Perkins+Will

It is important to point out that these previous planning efforts do not carry the weight or force of law, code, or regulation. These documents do however provide insight as to the long term vision for the district. While these should be taken simply as “visioning” tools, they should not be construed as sources of requirements or restrictions on development proposals in of themselves.

COMPREHENSIVE PLAN PD/PUD INTENT:

As previously stated, the PUD and PD processes are intended "to allow the consideration of unique, innovative, or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses." PUD proposals are intended to allow a mix of uses and/or unique design features. Planned Development (PD) zoning districts are also intended to "provide a particularized zoning district that recognizes unique conditions, allows design flexibility, and promotes planned diversification and integration of uses and structures."

There has been significant discussion in the community of a "housing crisis" and shortage of available, affordable housing across income levels. The City Commission, through commissioning planning studies and establishing associated policy directives, has strongly stated the desire to foster and support more opportunities for development projects to include affordable and/or workforce housing. Despite challenges to compatibility and surrounding character, by offering to devote 10% of proposed units to be reserved for households earning between 50% and 80% Area Median Income (AMI) in perpetuity staff believes that this proposal meets the threshold of "unique" and "innovative" while also addressing multiple goals of the Comprehensive Plan.

RECOMMENDATION:

Staff recommends approval of PB-21-00219 LUC and PB-21-00220 ZON, with conditions:

1. The applicant must record a restrictive covenant memorializing the provision of 10% of on-site units towards workforce housing in perpetuity.
2. Building placement and frontage zones must conform to U9 standards.
3. The applicant must utilize the executed Memorandum of Understanding between the property owners and the Gainesville Housing Authority.
4. Landscape zone standards may be modified in order to protect existing trees but shall take precedence over the provision of public facilities or utilities in design decisions per existing Land Development Code regulations.

DRAFT MOTION FOR CONSIDERATION

I move to approve Petition PB-21-00219 LUC and PB-21-00220 ZON with conditions and recommendations outlined in staff's report and presentation.

POST-APPROVAL REQUIREMENTS:

Development Review and Building Permit approval will be required following hearing by the City Plan Board and approval from the City Commission. Compliance with any special conditions established by the City Plan Board will be reviewed at these stages.

LIST OF APPENDICES:

Appendix A **Application Documents**

Appendix B **Elevations**

Appendix C **Historic District Images**

Appendix D **Innovation District Planning Reports/Studies**

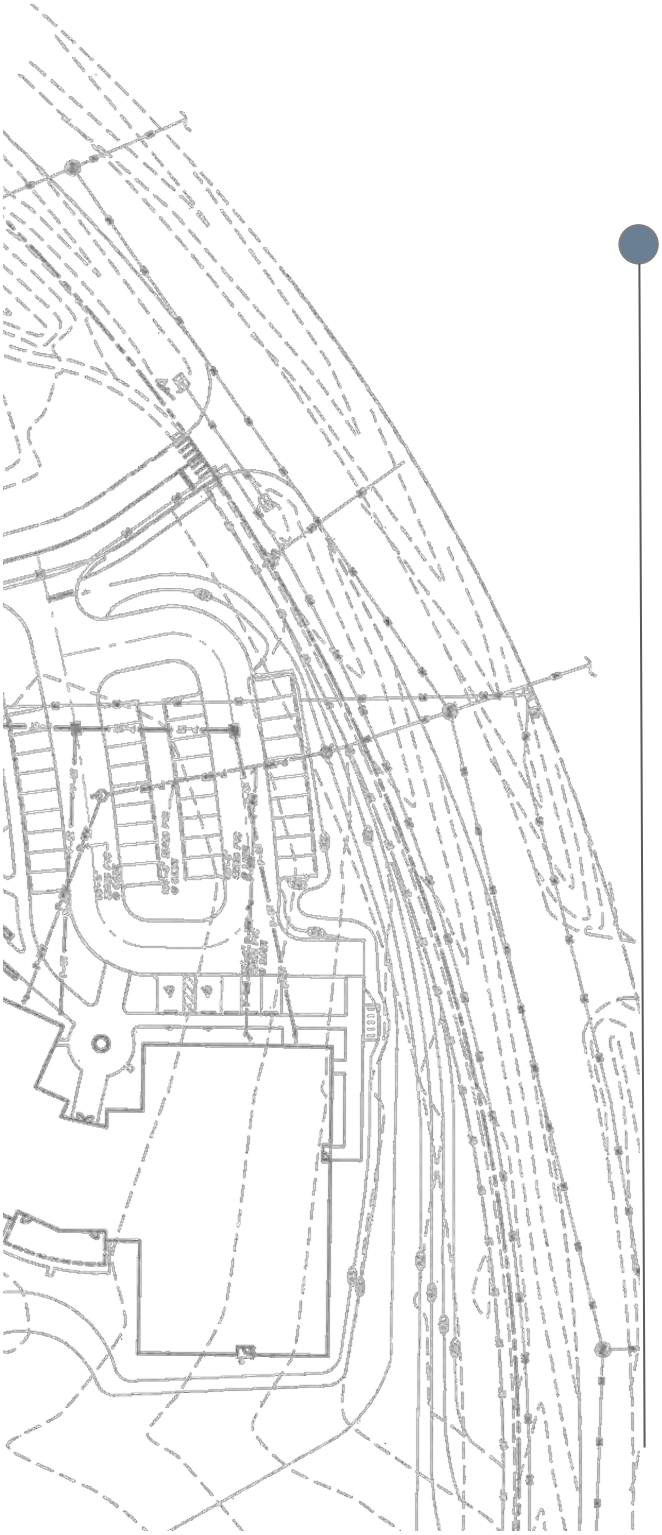
Appendix A

Application Documents

2022-535

CHW Professional Consultants

JACKSONVILLE | GAINESVILLE | OCALA
8465 Merchants Way, Suite 102, Jacksonville, FL 32222
11801 Research Drive, Alachua, FL 32615
2100 SE 17th Street, Unit 802, Ocala, FL 34470
WWW.CHW-INC.COM



1026 SW 2ND AVENUE

Small-scale Comprehensive Plan Amendment (SsCPA) – Justification Report

~~16 December 2021 RESUBMITTED 15 March 2022~~
RESUBMITTED 08 April 2022

Prepared for:
City of Gainesville Department of Sustainable Development

Prepared on behalf of:
CA Ventures

Prepared by:
CHW

PN# 21-0362
N:\2021\21-0362\Departments\02_Planning\Reports\RPT 220408 SW 2nd Ave PD SSCPA_final.docx

Table of Contents

Section **Page No.**

List of Tables

List of Figures

1. Executive Summary

To: Mr. Andrew Persons, AICP, Director, Department of Sustainable Development
From: Seth Wood, Project Planner, CHW
Date: ~~December 16, 2021~~ ~~*RESUBMITTED March 15, 2022*~~ *RESUBMITTED April 8, 2022*
Re: 1026 SW 2nd Avenue – Small-scale Comprehensive Plan Amendment (SsCPA) Application

Jurisdiction: City of Gainesville	**Development Intent:** Multi-family Building with Market- and Workforce-Rate Units
Location Description/Address: The northwest corner of SW 2nd Avenue and SW 10th Street.	
Parcel Numbers: 13249-000-000 13263-000-000 (a portion of)	**Site Acreage:** ±1.11 acres *(Source: CHW Survey)*
Existing Future Land Use: *Urban Mixed-Use High Intensity (UMUH)* This land use category allows residential, office/research, retail, and service uses either as stand-alone uses or combined in a mixed-use development format. It is distinguished from other mixed-use categories in that it is specifically established to support research and development in close proximity to the University of Florida main campus. An essential component of the category is orientation of structures to the street and the multi-modal character of the area. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 10 to 100 units per acre with provisions to add up to 25 additional units per acre by Special Use Permit as specified in the land development regulations. Building height shall be limited to 6 stories and up to 8 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate zoning densities: the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.	**Proposed Future Land Use:** *Planned Use District (PUD)* This land use category is an overlay land use category that may be applied on any specific property in the City. The land use regulations pertaining to this overlay district shall be adopted by ordinance in conjunction with an amendment to the Future Land Use Map of this Comprehensive Plan. The category is created to allow the consideration of unique, innovative or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of the surrounding land uses and environmental conditions of the subject land. This category allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. Each PUD overlay land use category adopted shall address: density and intensity; permitted uses; access by car, pedestrians, bicycle, and transit; trip generation, trip distribution, and trip capture; environmental features; and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement a PUD land use category.
Existing Zoning District: *Urban 9 Transect (U9)* The U9 Transect is the second-most dense and intense of Gainesville's Transect Zones. It consists of higher density mixed use buildings that accommodate retail, offices, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.	**Proposed Zoning District:** *Planned Development (PD)* The purpose of this district is to provide a particularized zoning district that recognizes unique conditions, allows design flexibility, and promotes planned diversification and integration of uses and structures, which other zoning districts cannot accommodate, while also retaining the City Commission's authority to establish such limitations and regulations as it deems necessary to protect the public health, safety, and general welfare.

1. Executive Summary

Existing Gross Density/Intensity	**Proposed Maximum Density/Intensity**
Density: Units by right: ±1.11 ac * 100 du/ac = ±111 du Bedrooms: 2.75 * 111 du = ±305 bedrooms Units with bonus: ±1.11 ac * 125 du/ac = ±138 du Bedrooms: 2.75 * 138 du = 379 bedrooms Intensity: ±1.11 ac * 90% building coverage * 8 stories = ±348,131.52 sq. ft.	Density: Total units[1]: 204 du Bedrooms: 557 bedrooms Intensity: No nonresidential uses proposed other than leasing office and residential amenities. [1] 10% of units provided will be offered at a workforce rate.

Net Change

Approval of this application will result in a potential net increase of **±66 dwelling units**, a potential net increase of **±178 bedrooms**, and a net decrease of up to **±348,131.52 sq. ft.** of nonresidential uses.

Workforce Rate Housing Formula

- Workforce rate housing—dwelling units made available at prices affordable by persons earning 50%-80% of Gainesville's Area Median Income (AMI)
- Area Median Income (AMI)—Per United States Department of Housing and Urban Development (HUD), AMI used in an unqualified manner is synonymous with Median Family Income (MFI). When qualified with a percentage, AMI refers to HUD income limits, calculated as percentages of median incomes and include adjustments for families of different sizes[1].
- Per HUD, MFI for the Gainesville Metropolitan Statistical Area (MSA) for a family of four is $80,800[2]
- HUD defines households earning less than 80% AMI as "low-income households"[3]

Gainesville MSA AMI and Rental Rates—2021

	Income Limit by Number of Persons in Household[5]		**Rent Limit/ Month Number of Bedrooms in Unit[6]**		
Gainesville MSA MFI: $80,800[4]	50% AMI				
	1	2	0	1	2
	$25,650	$29,300	$641	$686	$823
	60% AMI				
	1	2	0	1	2
	$30,780	$35,160	$769	$824	$988
	70% AMI				
	1	2	0	1	2
	$35,910	$41,020	$897	$961	$1,153
	80% AMI				
	1	2	0	1	2
	$41,040	$46,880	$1,026	$1,099	$1,318

Please note—these figures are based on currently available data, as cited. These numbers are updated annually.

[1] United States Department of Housing and Urban Development, *FY 2018 Income Limits: Frequently Asked Questions.* Accessed 06 March 2021 from https://www.huduser.gov/portal/datasets/il/il18/FAQs-18r.pdf
[2] United States Department of Housing and Urban Development, *FY 2021 Median Family Income Documentation System, Gainesville MSA.* Accessed 13 December 2021 from https://www.huduser.gov/portal/datasets/il/il2021/select_Geography.odn
[3] Marzo, A. *Humanizing Data—Area Median Income (AMI) and Affordable Housing Policy.* Retrieved 06 March 2021 from https://www.camoinassociates.com/humanizing-data-area-median-income-ami-and-affordable-housing-policy#:~:text=Households%20less%20than%2080%25%20of,be%20extremely%20low%2Dincome%20households.
[4] US Census Bureau, *FY 2021 Median Family Income.*
[5] Florida Housing Finance Corporation, 2021 Income Limits and Rent Limits—Multifamily Rental Programs and CWHIP Homeownership Program. Accessed 13 December 2021 from https://www.floridahousing.org/docs/default-source/developers-and-property-managers/compliance/limits/florida-housing-rental-programs---2021-mtsp-income-and-rent-limits-(eff-4-1-2021).pdf?sfvrsn=ee8af87b_2
[6] Florida Housing Finance Corporation, 2021 Income Limits and Rent Limits

2. Statement of Proposed Change

This Small-scale Comprehensive Plan Amendment (SsCPA) application requests to amend the Future Land Use Map (FLUM) designation on ±1.11 acres within the City of Gainesville (Alachua County Tax Parcels 13249-000-000 and a portion of 13263-000-000) from Urban Mixed-Use High-Intensity (UMUH) to Planned Use District (PUD). The project site is located on SW 10th Street, between SW 1st Avenue and SW 2nd Avenue. **Figure 1** is an aerial map showing the site's location and adjacent similar urban residential uses.

Figure 1: Aerial Map

This request is submitted as a companion to a Rezoning Application to amend the site's zoning district from Urban 9 (U9) to Planned Development (PD). The proposed PD is intended to provide workforce-rate housing in perpetuity. These FLU/Zoning are required to increase the allowed number of floor levels, provide specificity to existing design standards related to setbacks and allow leniency from the City's height and compatibility requirements compared to what is permitted in the current U9 zoning district.

Landscaping and sidewalks along street frontages will be addressed using the development standards of the PUD, outlined in the concurrently submitted rezoning application. These standards largely comply with the underlying U9 Transect zone requirements. The location of landscaping zone may be modified in response to the location of any existing public utilities and existing established street trees and infrastructure. These PD-specific standards promote inclusion of additional market rate units to be built to help offset the cost of providing workforce rate units within the development. **Table 1 and Figures 2 and 4** show the current FLU and Zoning designations adjacent to the project site.

Table 1: Surrounding Future Land Use and Zoning Designations

Direction	Future Land Use Designation	Zoning Designation
North	SW 1st Avenue ROW / SW 1st Place ROW	SW 1st Avenue ROW / SW 1st Place ROW
East	SW 10th Street ROW / Urban Core	SW 10th Street ROW / Downtown
South	SW 1st Place ROW / SW 2nd Avenue ROW	SW 1st Place ROW / SW 2nd Avenue ROW
West	UMUH	U9

Figure 2: Existing Future Land Use Map

Figure 3: Proposed Future Land Use Map

Figure 4: Existing Zoning Map

Figure 5: Proposed Zoning Map

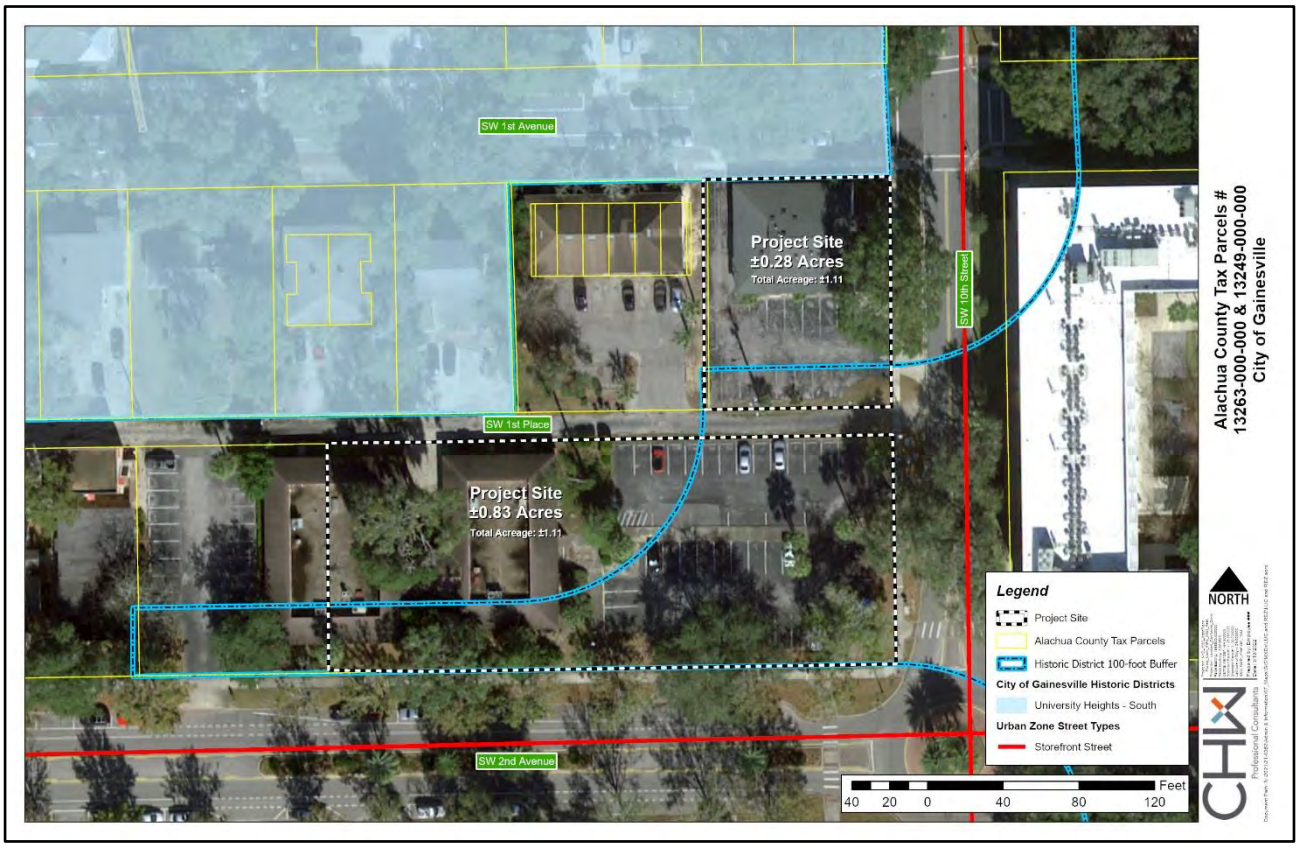


Figure 6: Historic District Buffer Map

3. IMPACT ANALYSIS

IMPACT ON RESIDENTIAL STREETS

The site today is primarily surface parking and aged, single-story office/medical buildings, accessed via SW 1st Place. The site is located on the western side of SW 10th Street, with SW 1st Avenue on its northern border, SW 2nd Avenue on its southern border, and the alley of SW 1st Place through the center. SW 10th Street and SW 2nd Avenue are both Storefront Streets. SW 1st Avenue is a local street, and SW 1st Place is a 15 ft.-wide paved area historically used as an alley. The parking areas included with this development will be accessed via SW 1st Place, in accordance with Land Development Code Section 30-4.15.B.3. and in line with how parking areas along SW 1st Place are accessed today. This use may result in a ***decrease of traffic*** on nearby streets when compared to the site's current maximum development potential. See traffic impact calculations provided in this report.

Given the project site's urban context, heavy single-occupancy vehicle usage by residents is not anticipated. The walkability of the area allows easy use of alternative transportation modes, such as walking, bicycling, and scooters, and puts residents in close proximity to many of their daily needs, recreation, and entertainment offerings. The site is well served by Gainesville's Regional Transit System (RTS) bus network, connecting residents to many other parts of the City without needing a private vehicle. Curb cuts on SW 2nd Avenue will be removed in redevelopment, increasing pedestrian safety and creating a more consistent pedestrian experience along the streetscape. Redevelopment will place priority on walking, bicycling, other person-powered vehicles, and transit.

IMPACT ON NOISE AND LIGHTING

The City Land Development Code (LDC) has specific criteria for ensuring adjacent properties are not negatively impacted by onsite noise, odor, and light. The proposed development has parking and a refuse area internal to the building that further prevents any noise, glare, or odor effects on surrounding properties.

Lighting of the proposed development shall adhere to the applicable standards in LDC §30-6.12 to prevent light trespass, light glare, and light pollution. A photometric plan demonstrating this will be submitted with development plans following land use and zoning application approvals. Additionally, the proposed development is located in a highly urbanized area of downtown Gainesville, with similar multifamily developments and commercial properties throughout the surrounding area.

ENVIRONMENTAL FEATURES

As shown in **Figure 6**, the existing developed site does not possess any significant environmental features and is not located in any environmentally protected areas. The site is currently fully developed, with very little impervious surface area remaining.

The site is relatively flat, with elevation ranging from ±160 feet to ±163 feet. With the site's redevelopment, Stormwater Management Facilities (SMF) will address water quantity and quality conditions as appropriate, consistent with City of Gainesville and Water Management District requirements. SMF will be provided in underground vaults. If available, credits in the appropriate City of Gainesville stormwater credit basin facility may be purchased to address water quantity attenuation. This issue will be addressed at the development review phase.

According to the National Resources Conservation Service (NRCS), the onsite soil is Kanapaha Sand, 0 to 5 Percent Slopes (Hydro. Group: A/D), as shown in **Figure 7**. This soil type is common in the surrounding area, proving capable for urban development patterns.

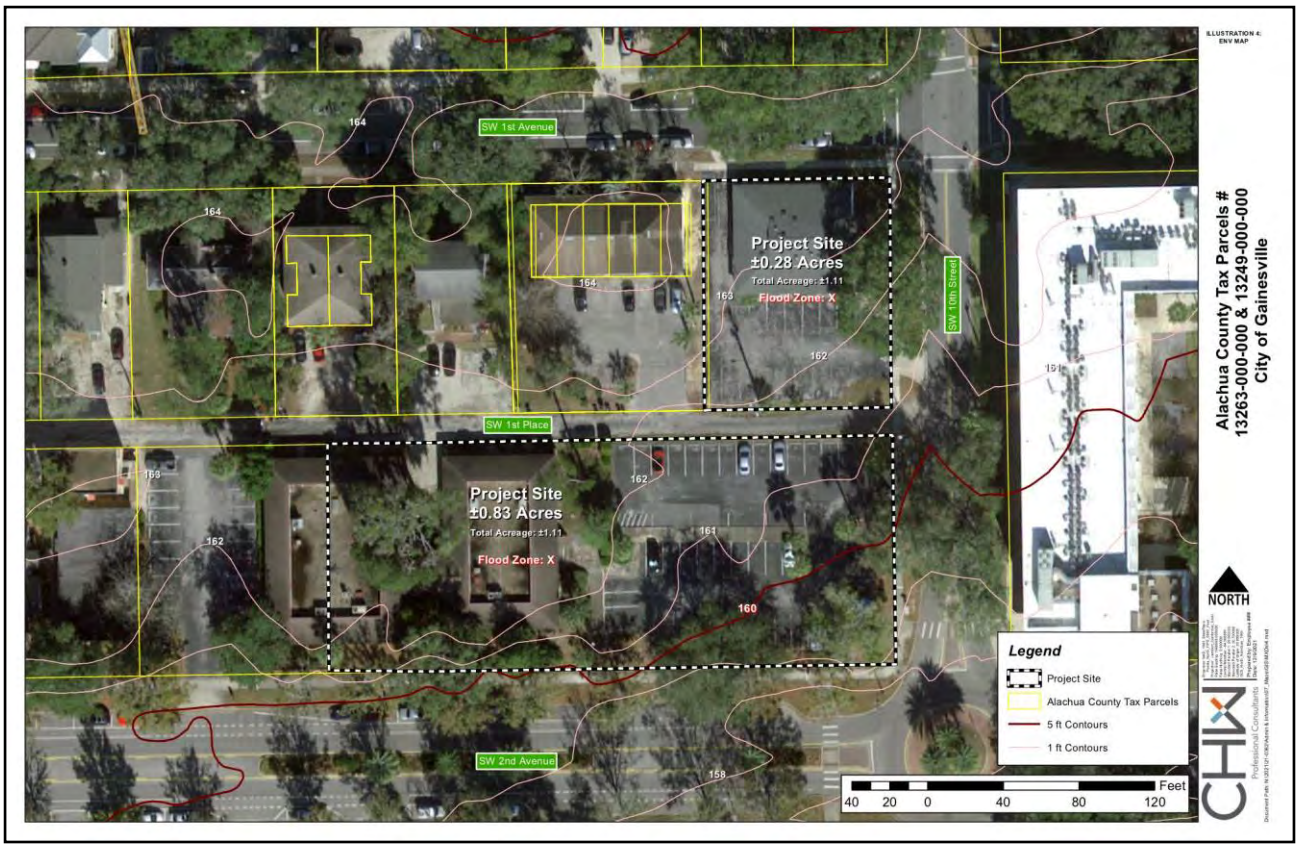


Figure 7: Topography, Wetlands, and FEMA Floodplain Map

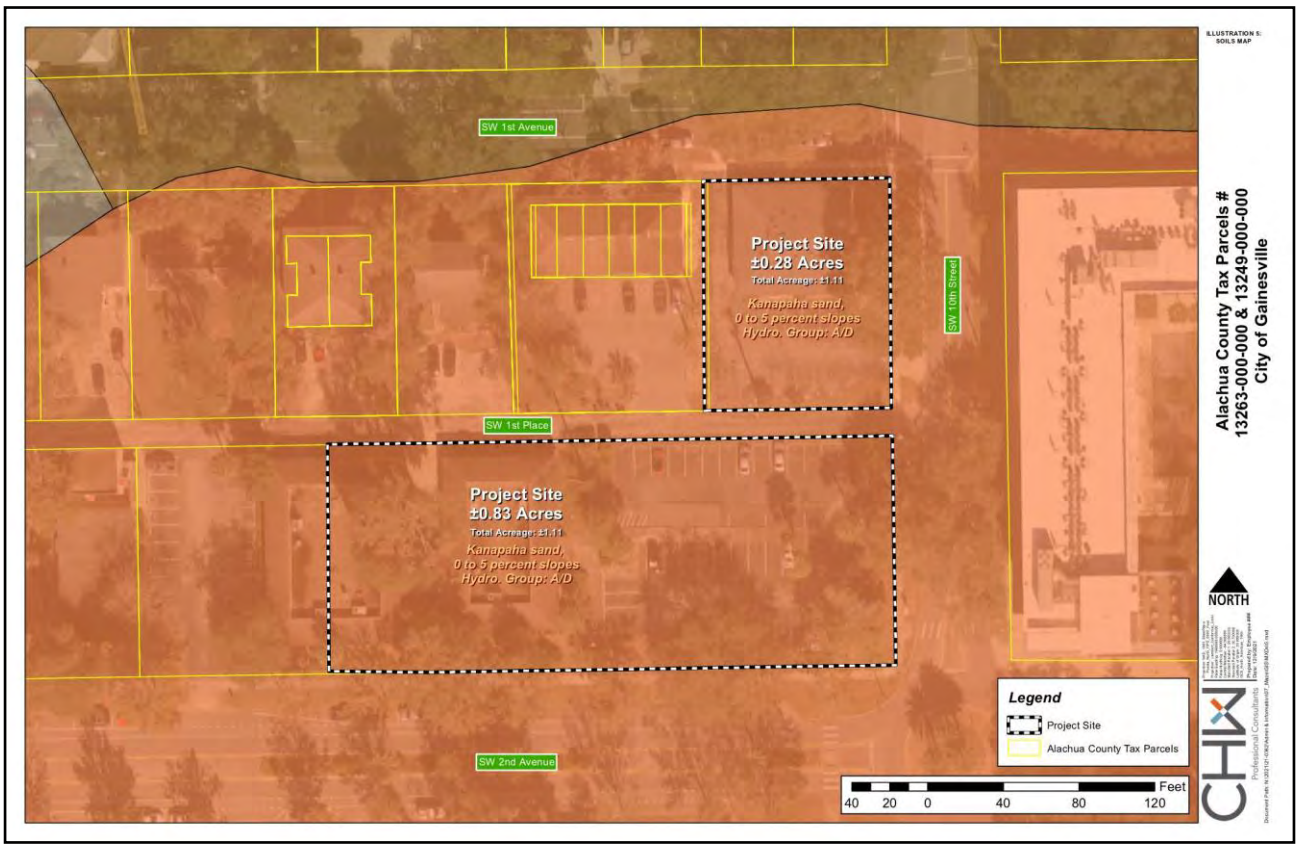


Figure 8: Natural Resources Conservation Service (NRCS) Soils Map

HISTORIC AND ARCHEOLOGICAL RESOURCES

As demonstrated in **Figure 6**, the project site itself is not located within a historic district and does not possess documented historical sites or structures. If any items of historical or archeological significance are discovered within the project site during permit approval or development, it will be reported to the City, the County, and/or the appropriate governmental body for further analysis.

COMMUNITY CONTRIBUTIONS

The proposed residential redevelopment opportunity will enable the highest and best use of underutilized land in urbanized downtown Gainesville in the following ways:

- Providing pedestrian-scale public realm enhancements, including improved pedestrian experience on all abutting roads and greatly increased safe pedestrian space at the intersection of SW 2nd Avenue and SW 10th Street;
- Increasing the area's housing supply and diversity, both by type of units available and by price-point offered;
- Empowering more residents to utilize alternative forms of transportation by locating them proximate to daily wants and needs; and
- Providing well-located workforce-rate housing in perpetuity, giving more of Gainesville's community access to employment opportunities at the City's core, near major employers; and
- Providing unique architecture and design characteristics.

The architectural and design flexibility made possible by the requested PUD overlay will allow for a unique consideration of the project site and result in an innovative final product. Design will meld the contexts of both the abutting Historic District of the past and the abutting Innovation District of the future. This will be accomplished through context-sensitive scaling, massing, façade articulations, and materials choices. The final product will reinvigorate the intersection between the two worlds and allow more residents to live in the area to experience both.

POTENTIAL LONG-TERM ECONOMIC BENEFITS

Redevelopment of this urban site will provide increased supply of vital housing opportunities in a growing area of the City. This redevelopment will create construction job opportunities and will put more potential future employees proximate to existing and future employers. Redevelopment of the site also will signal reinvestment in the core urban area, demonstrating the value of an urban lifestyle and encouraging more members of the workforce to locate in the core of the City. More residents, in turn, can increase tax revenues for the City. This can also reduce the reliance on services in the urban cluster and on lower density, suburban development forms.

The most significant long-term economic benefit of this project, arguably, will be the guarantee of more workforce rate housing in perpetuity in the heart of urbanized Gainesville. As Gainesville continues to grow, a constant and diverse demand for housing grows with it. A major portion of this demand is for workforce-rate housing for the City's essential service personnel. These personnel include nurses, adjunct professors, teachers, civil servants, and persons working in the service industries.

According to The Florida Agency for Workforce Innovation Labor Market Statistics (2005), much of Florida is employed in low-paying service sector industries, and many of these employees earn less than the median wage. As housing costs rise across the City, County, and across the State, many of these workers find themselves having to live further from their jobs in order to afford housing. These increased distances result in longer commutes, added pressure on transportation infrastructure, increased

congestion, and increased pollution from single occupancy vehicle usage. Some workers are compelled to leave the State entirely, which affects the ability of businesses to recruit and retain workers[1].

"Workforce housing" or "workforce-rate housing" are terms used generally by policymakers and housing advocates to refer to housing that is affordable to lower income families and essential workforce personnel. This project uses these terms specifically to refer to dwelling units available at prices affordable by persons and households earning between 50% and 80% of the Gainesville Metropolitan Statistical Area (MSA) Area Median Income (AMI). AMI, when qualified with a percentage such as 80%, refers to the income limits established by the United States Department of Housing and Urban Development (HUD), calculated as percentages of median incomes and adjusted for household size[2]. Households earning less than 80% AMI are defined by HUD as "low-income households."[3]
Housing is defined as "affordable" in this context when a household spends no more than 30% of its income on housing costs—i.e., rent or mortgages—each month. Beyond that 30% spending amount, a household is considered "burdened."[4] This unofficial "30% rule" is widely used in housing policy and discussion, and in 1981 was first established as a threshold in an amendment to the 1965 Housing and Urban Development Act related to the provision of rent supplements by the federal government[5]. These incomes, and the resultant rental limits, for the Gainesville MSA are detailed in **Table 2.**

Table 2: 50%-80% AMI Income Limit and Rent Limit for Gainesville Metropolitan Statistical Area

	Income Limit by Number of Persons in Household, 80% Category[7]		Rent Limit/ Month Number of Bedrooms in Unit[8]		
Gainesville MSA MFI*: $80,800[6]	**50% AMI**				
	1	2	0	1	2
	$25,650	$29,300	$641	$686	$823
	60% AMI				
	1	2	0	1	2
	$30,780	$35,160	$769	$824	$988
	70% AMI				
	1	2	0	1	2
	$35,910	$41,020	$897	$961	$1,153
	80% AMI				
	1	2	0	1	2
	$41,040	$46,880	$1,026	$1,099	$1,318

**Median Family Income (MFI) reference is for a family of four.*

The conditions of this PUD & PD, when adopted by the City Commission, will guarantee that 10% of dwelling units onsite are reserved for persons and households earning between 50% and 80% AMI in perpetuity. By guaranteeing workforce rate housing in the heart of downtown Gainesville for years to come, this PD has the potential to help retain and attract the essential workers that make up the backbone of Florida's economy, thus bolstering the vitality and longevity of Gainesville's economy for the future. It will also reduce strain on the transportation system and public utilities, compared to the strain caused by residents moving further from the City center into rural County properties.

[1] Urban Land Institute Terwilliger Center for Workforce Housing (July 2009). *Community Workforce Housing Innovation Pilot (CWHIP) Program: A Model for Replication.*
[2] United States Department of Housing and Urban Development, FY 2018 Income Limits: Frequently Asked Questions. Accessed 06 March 2021 from https://www.huduser.gov/portal/datasets/il/il18/FAQs-18r.pdf
[3] Marzo, A. Humanizing Data—Area Median Income (AMI) and Affordable Housing Policy. Retrieved 06 March 2021 from https://www.camoinassociates.com/humanizing-data-area-median-income-ami-and-affordable-housing-policy#:~:text=Households%20less%20than%2080%25%20of,be%20extremely%20low%2Dincome%20households
[4] Schwartz, M., Wilson, E. Who Can Afford to Live in a Home? A Look at Data from the 2006 American Community Survey. *US Census Bureau.* Accessed 06 March 2021.
[5] S. 1022.—Housing and Community Development Amendments of 1981. Accessed 06 March 2021 from https://www.congress.gov/bill/97th-congress/senate-bill/1022
[6] United States Department of Housing and Urban Development, FY 2021 Median Family Income Documentation System, Gainesville MSA. Accessed 15 December 2021 from https://www.huduser.gov/portal/datasets/il/il2021/select_Geography.odn
[7] Florida Housing Finance Corporation, 2021 Income Limits and Rent Limits—Multifamily Rental Programs and CWHIP Homeownership Program. Accessed 13 December 2021 from https://www.floridahousing.org/docs/default-source/developers-and-property-managers/compliance/limits/florida-housing-rental-programs---2021-mtsp-income-and-rent-limits-(eff-4-1-2021).pdf?sfvrsn=ee8af87b_2
[8] Florida Housing Finance Corporation, 2021 Income Limits and Rent Limits

LEVEL OF SERVICE (LOS)

This application is being submitted concurrently with a rezoning application that requests the Planned Development (PD) Zoning District for the subject property. Approval of these applications will change the site's maximum density and intensity allowed onsite. The maximum existing and maximum proposed gross *allowed* development potential has been summarized in **Table 3**.

Table 3: Existing and Proposed Maximum Gross Development Potential

Existing FLU / Zoning	Proposed FLU / Zoning
UMUH / U9 (±1.11 ac)	PUD / PD (±1.11 ac)
Existing Maximum Permitted Density	*Proposed Maximum Permitted Density*
By right: ±1.11 ac * 100 du/ac = ±111 du Beds: 111 du * 2.75 = ±305 beds	204 du 557 beds
With bonus: ±1.11 ac * 125 du/ac = ±138 du Beds: 138 * 2.75 = ±379 beds	
Existing Maximum Nonresidential Intensity	*Proposed Maximum Nonresidential Intensity*
±1.11 ac * 90% building coverage * 8 stories = ±348,131.52 square feet	No nonresidential uses proposed other than leasing office and residential amenities.
Net Change	
• Net increase of **±66 dwelling units**; • Net increase of **±178 bedrooms**; and • Net *decrease* of **±348,131.52 square feet** of nonresidential uses.	

Please note—for comprehensive planning purposes, the analysis of potential impacts based on existing FLU/Zoning assumes a development program of only first-floor nonresidential development and full density.

Roadways / Transportation

Table 4a: Projected Trip Generation

Land Use	ITE LU Code	Variable Beds, KSF	Trip Generation						
			Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Off-Campus Student Apartment	225	557	1,742	61	25	36	137	69	68
Non-Vehicular Multi-Modal Reduction[1]			357	12	5	7	29	14	15
Net New Trips (utilizing pass-by and multi-modal reduction)			1,385	49	20	29	108	55	53

1. *Estimated Non-Vehicular Multi-Modal Trips are based on a Multimodal study prepared for the City of Gainesville (updated July 2013) based on The Estates Apartments. The Estates provides the closest comparison to the SW 4th Avenue Apartments based on its location and proximity to UF. Multi-modal rates are provided during the AM peak (41%) and PM peak (23%) but are not provided for the daily total. The Daily Non-Vehicular Multi-Modal Trips were estimated as the average (32%) of the AM and PM.*

Table 4b: Existing Trip Generation

Land Use	ITE LU Code	Variable Beds, KSF	Trip Generation						
			Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Off-Campus Student Apartment	225	379	1,203	43	18	25	94	47	47
Non-Vehicular Multi-Modal Reduction[1]			385	18	7	11	22	11	11
Shopping Center[2]	820	43.516	3,414	41	25	16	294	141	153
Shopping Center Pass-by 34%[3]			1,161	14	9	5	100	48	52
Gross Trips (Before Multi-modal and Pass-by Trip Reduction)			4,617	84	43	41	388	188	200
Net New Trips (without multi-modal reduction used for analysis)			3,456	70	34	36	288	140	148
Net Trips (utilizing pass-by and multi-modal reduction)			3,071	52	27	25	266	129	137

1. *Estimated Non-Vehicular Multi-Modal Trips are based on a Multimodal study prepared for the City of Gainesville (updated July 2013) based on The Estates Apartments. The Estates provides the closest comparison to the SW 4th Avenue Apartments based on its location and proximity to UF. Multi-modal rates are provided during the AM peak (41%) and PM peak (23%) but are not provided for the daily total. The Daily Non-Vehicular Multi-Modal Trips were estimated as the average (32%) of the AM and PM.*
2. *The fitted curve equation was used in all cases, when available, except during the AM peak of the Shopping Center, where the average rate was used. Under this scenario the point cluster is closer to the average rate line for the size of development being proposed.*
3. The ITE Trip Generation Manual does not provide pass-by rates for AM and weekday, therefore, the PM pass-by rate of 34% is used for all scenarios.

Conclusion: As shown above, the proposed PUD FLU and PD Zoning District are anticipated to generate **1,686 fewer potential daily trips** (3,071 net new total daily trips – 1,385 net new total daily trips) than the UMUH FLU's and U9 Zoning District's maximum development potential. Approval of these applications *will not* result in adjacent roadways operating below City of Gainesville adopted Level of Service (LOS).

The site is located within the City's Transportation Mobility Program Area (TMPA) Zone A. Development within TMPA Zone A is required to provide any transportation modifications that are site-related and required for operational or safety reasons, as well as transportation mobility requirements listed in City Comprehensive Plan Transportation Mobility Element, Policy 10.1.4., items a.-e. There is no fee associated with TMPA Zone A. However, all new multifamily residential development shall fund the capital transit costs associated with transit service needs.

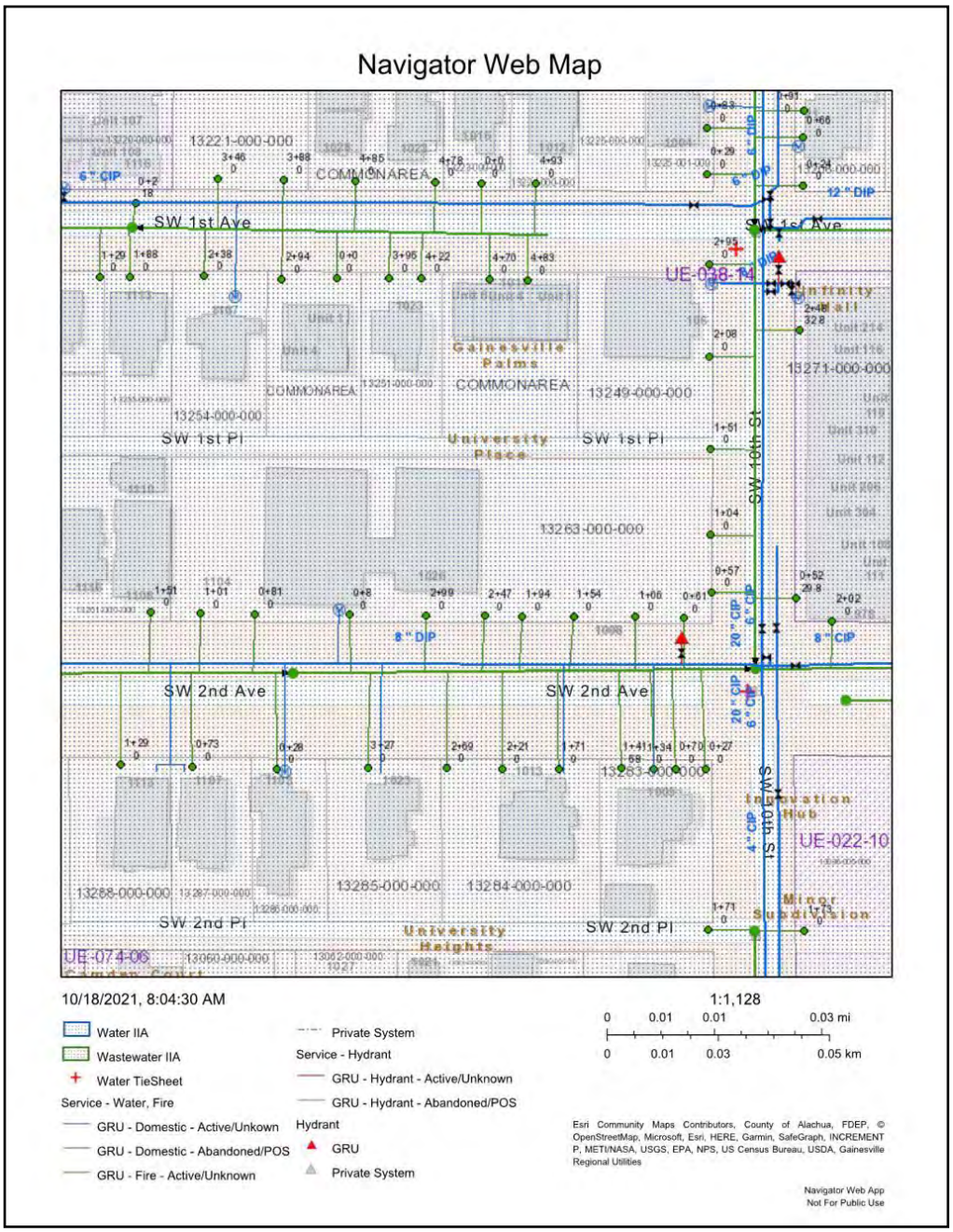


Figure 9: GRU Potable Water and Sewer Infrastructure Map

Potable Water

Based on the Gainesville Regional Utilities (GRU) map provided (**Figure 8**), the site currently connects to an 8" Ductile Iron Pipe (DIP) water main within the SW 2nd Avenue right-of-way via meter, and a 6" Cast Iron Pipe (CIP) within the SW 10th Street right-of-way.

Table 5: Projected Potable Water Demand

Land Use	Units[1]	Generation Rate[2,3]	Estimated Demand (GPD)
Proposed (Max Potential)			
Residential	204	200 gallons / du / day	96,043.2
Existing (Max Potential)			
Residential	138	200 gallons / du / day	64,970.4
Retail	43,516.44	0.1 gallons / square foot of floor space	4,351.6
Subtotal:	-	-	*69,322*
Net Demand	**-**	**-**	**26,721.2**

1. *Units are calculated as follows:*
   a. *Residential units are based on number of units permitted by Gainesville Land Development Code and PD Ordinance.*
   b. *Nonresidential units are based on maximum square feet permitted by Gainesville Land Development Code.*
2. *Generation rates per Ch. 62-6.008, F.A.C. and City of Gainesville Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.*
3. *Residential number of units and gpd estimated to be 2.354 person per unit, per City of Gainesville Comprehensive Plan, Potable Water and Wastewater Data and Analysis Report*

Conclusion: Approval of this request may result in a **net increase in usage of 26,721.2 gallons per day**, based on the site's maximum development potential. The projected potable water demand ***will not*** negatively impact the City's adopted LOS.

Sanitary Sewer

As shown on the GRU map provided (**Figure 8**), the site is served by multiple active GRU service laterals that connect to active GRU gravity mains in the SW 2nd Avenue and SW 10th Street rights-of-way.

Table 6: Projected Sanitary Sewer Demand

Land Use	Units[1]	Generation Rate[2,3]	Estimated Demand (GPD)
Proposed (Max Potential)			
Residential	204	113 gallons / du / day	54,264.4
Existing (Max Potential)			
Residential	138	113 gallons / du / day	36,708.3
Retail	43,516.44	0.1 gallons / square foot of floor space	4,351.6
Subtotal:	-	-	*41,059.9*
Net Demand	**-**	**-**	**13,204.5**

1. *Units are calculated as follows:*
   a. *Residential units are based on number of units permitted by Gainesville Land Development Code and PD Ordinance.*
   b. *Nonresidential units are based on maximum square feet permitted by Gainesville Land Development Code.*
2. *Generation rate per Ch. 64E-6.008, F.A.C. and City of Gainesville Comprehensive Plan Potable Water and Wastewater Data and Analysis Report.*
3. *Residential – number of units and gpd estimated to be 2.354 person per unit, per City of Gainesville Comprehensive Plan, Potable Water and Wastewater Element Data and Analysis Report*

Conclusion: Approval of this request may result in a **net increase in usage of 13,204.5 gallons per day**, based on the site's maximum development potential. The projected potable water demand ***will not*** negatively impact the City's adopted LOS.

Solid Waste

Table 7: Projected Solid Waste Demand and Capacity

Land Use	Maximum Units[1]	Solid Waste Generated[2] (Tons Per Year)
Proposed (Max. Potential)		
Residential	204	387.192
Existing (Max. Potential)		
Residential	138	261.924
Nonresidential	43,516.44	95.301
Subtotal	-	*357.225*
Net Demand	**-**	**29.967**
Leveda Brown Environmental Park and Transfer Station Capacity[3]		**20 years**

1. *Units are calculated as follows:*
   a. *Residential units are based on number of units permitted by Gainesville Land Development Code and PD Ordinance.*
   b. *Nonresidential units are based on maximum square feet permitted by Gainesville Land Development Code.*
2. *Formulas per Sincero and Sincero: Environmental Engineering: A Design Approach, Prentice Hall, NJ, 1996*
   a. *Residential: # of dwelling units * 2.6 persons per dwelling unit * 0.73 per capita*
   b. *Nonresidential: (((12 lbs. / 1,000 sq. ft. / day * square footage) * 365) / 2,000))*
3. *Source: Alachua County Comprehensive Plan, Solid Waste Element, Objective 1.4*

Conclusion: As calculated in **Table 7**, solid waste facility capacity exists to adequately serve the proposed uses. The applications' approval ***would not*** negatively impact the adopted LOS. The Leveda Brown Environmental Park and Transfer Station has the capacity to process various components of the solid waste stream for the next 20 years. This facility has adequate capacity to meet the proposed land use amendment's demand.

Education Facilities

Table 8: Potential Student Generation

Land Use (ITE)	Units	Elementary		Middle		High	
		Rate[1]	Total	Rate[1]	Total	Rate[1]	Total
Proposed (Max. Potential)							
Multi-Family Residential	204	0.09	**19**	0.03	**7**	0.03	**7**
Existing (Max. Potential)							
Multi-Family Residential	138	0.09	**13**	0.03	**5**	0.03	**5**
Net Change		-	**6**	-	**2**	-	**2**

1. *Source: Alachua County Public Schools Five Year District Facilities Plan*

Conclusion: Approval of this request may result in a **potential net increase of 6 elementary-school age children; 2 middle-school age children;** and **2 high-school age children at project build-out** compared to the residential units currently allowed on this site. The project site is in the school zones of Carolyn Beatrice Parker Elementary School, Kanapaha Middle School, and Gainesville High School, per available Alachua County Growth Management resources. School impacts **will** be fully assessed in a school concurrency review at development plan approval.

Recreation Facilities

Table 9: LOS Standards for Parks

Park[1,2]	Adopted LOS Standard[1]	Existing LOS[1]
Local Nature/Conservation	6.00 ac.	15.71 ac.
Community Park	2.00 ac.	2.13 ac.
Neighborhood Park	.80 ac.	1.33 ac.
Total Acres per 1000	8.80 ac.	19.73 ac.

1. *Source: City of Gainesville Comprehensive Plan, Recreation Element*
2. *Park standards are in acres per 1,000 people*

Conclusion: Approval of this application will increase the theoretical impact to the City's recreational facilities but **will not** cause them to operate below the adopted LOS. As Table 9 indicates, the City's Existing LOS for parks exceed the Adopted LOS, meaning the City has more recreational facilities available than the minimum required to serve the existing population.

The project site is proximate to the Downtown Connector, linking urban trails to the Gainesville-Hawthorne Rail Trail. The Downtown Connector also links the site to Depot Park, and many other facilities within the City of Gainesville and Alachua County.

4. CONSISTENCY WITH CITY OF GAINESVILLE COMPREHENSIVE PLAN

This section identifies specific City of Gainesville Comprehensive Plan Goals, Objectives, and Policies and explains how this land use amendment application is consistent with each and otherwise in compliance, as that term is defined in Chapter 163, Florida Statutes. Text from the City of Gainesville is provided in normal font while consistency and compliance statements are provided in **bold font**.

The proposed PUD Future Land Use and the companion proposed PD Zoning District are consistent with the following Comprehensive Plan goals, objectives, and policies:

FUTURE LAND USE ELEMENT

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.

The proposed redevelopment, made possible by this SsCPA and its companion rezoning, will improve the quality of life in Gainesville by providing a superior pattern of sustainable new market rate and workforce rate housing choices within walking distance of numerous important destinations within the City's urban core. These destinations include the urban Publix, restaurants, essential goods, cultural organizations, and educational facilities, such as the University of Florida and Santa Fe College. The proposed development will also help the City achieve this goal sustainably, by providing infill redevelopment in the urbanized area of Downtown Gainesville. Such development utilizes existing infrastructure, rather than requiring the extension of infrastructure.

Policy 1.1.1 To the extent possible, all planning shall be in the form of complete and integrated communities containing housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of the residents.

The proposed development will contribute to a complete, integrated community in the City's burgeoning Innovation District, by locating market rate and workforce rate housing in close proximity to the daily needs of residents.

Policy 1.1.2 To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

The Innovation District and surrounding neighborhoods create a mixed-use development pattern, with higher education, housing, jobs, daily needs, and other activities in close proximity to one another. The proposed redevelopment will continue this pattern by placing new housing opportunities within walking distance of employment, entertainment, shopping, and more in the urban core of Downtown Gainesville.

The proposed plan amendment also will encourage and stimulate reinvestment and potential adaptive reuse of nearby underutilized Historic District properties. Currently, only one property on the project site's context block is listed as claiming a Homestead exemption per the Alachua County Property Appraiser, indicating the majority of the buildings are either being utilized for nonresidential purposes or rental housing. There is a general lack of long-term investment in the context area at present, as can be seen by the condition of several properties.

In comparison to more robust districts, the invigoration from reinvestment is likely to stimulate added ownership opportunities with those desiring to be within the core downtown area as they transition through stages of their lives and careers.

Objective 1.2 Protect and promote viable transportation choices (including transit, walking and bicycling, and calmed car traffic).

The subject site of the proposed Plan Amendment is located within walking, bicycling, and transit distance of many of the daily needs of residents. The project site is also located in an area hospitable to these active transportation modes. This area will be made more hospitable to pedestrians in redevelopment with enhanced pedestrian facilities implemented along site frontages. The area will be made more welcoming to pedestrians in redevelopment with an activated ground floor, inclusive of residential amenities. Furthermore, the site is located on multiple RTS routes, making accessing transit simple for residents and employees. The ease of access promotes alternative non-motorized transportation choices, as well as potentially reduce single-occupant car traffic and the Vehicle Miles Traveled (VMT) by residents and neighbors.

Objective 1.5 Discourage the proliferation of urban sprawl.

The infill redevelopment facilitated by the proposed Plan Amendment aims to achieve the highest and best use of a compact piece of land in urbanized Gainesville. This redevelopment opportunity offers an alternative to the conversion of greenfield property west of the University, and utilizes infrastructure already in place, rather than requiring costly extensions of infrastructure systems.

This proposed Plan Amendment demonstrates the possibilities of urban infill redevelopment, thus discouraging the proliferation of urban sprawl. Additional details are provided in Section 5 of this 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.

The proposed infill redevelopment, made possible by this SsCPA and companion rezoning, will address this goal in multiple ways:

- **Promote quality of life improvements by increasing the City's housing stock and diversity in close proximity to education, business, and job opportunity;**
- **Promote transportation choice by placing a large number of residents in a walkable, urbanized area of the city's downtown, with pedestrian-friendly sidewalks, adequate bicycle infrastructure, and bus system connectivity;**
- **Promote a healthy economy by placing both patrons and employees near established businesses; and**
- **Discourage urban sprawl by redeveloping the core of the City with new housing vertically, rather than converting greenfield land into new housing, sprawling the City horizontally and requiring the extension of costly infrastructure.**

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Planned Use District (PUD):
This land use category is an overlay land use category that may be applied on any specific property in the City. The land use regulations pertaining to this overlay district shall be adopted by ordinance in conjunction with an amendment to the Future Land Use Map of this Comprehensive Plan. The category is created to allow the consideration of unique, innovative or narrowly construed land use proposals that because of the specificity of the land use regulations can be found to be compatible with the character of

the surrounding land uses and environmental conditions of the subject land. This category allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in the underlying land use category. Each PUD overlay land use category adopted shall address: density and intensity; permitted uses; access by car, pedestrians, bicycle, and transit; trip generation, trip distribution, and trip capture; environmental features; and, when necessary, buffering of adjacent uses. Planned Development zoning shall be required to implement a PUD land use category.

The proposed land use change to PUD will make possible a unique and innovative use of the project site. This PUD will allow greater density, a greater number of bedrooms, and a greater number of building stories relative to what is currently allowed per the Land Development Code, which in turn supports the feasibility of workforce-rate units in the development. The PUD Ordinance will address density; permitted uses; access by car, pedestrians, bicycle, and transit.

The planning-level traffic analysis provided with this application demonstrates trip generation, trip distribution, and trip capture. There are no significant environmental features on this site. The PUD will ensure compatibility with the character of the surrounding area, including the high-density, high-intensity development to the north on University Avenue, elsewhere on SW 2nd and SW 4th Avenues, and the adjacent land within the Urban Core Future Land Use classification.

This application is submitted concurrently with a rezoning application requesting the implementing Planned Development (PD) zoning, and the applicant requests that the rezoning be considered at this time pursuant to Sec. §163.3184(12), Fla. Stat. In addition, the PD requires inclusion of conditions dedicating 10% of the units to workforce-rate housing in perpetuity; such conditions are not allowed in a straight zoning category. The reservation will be memorialized in a recorded instrument, approved as to form by the City Attorney.

Policy 4.1.3 The City will review proposed changes to the Future Land Use Map by considering factors such as, but not limited to, the following:

1. Consistency with the Comprehensive Plan;

The proposed SsCPA is consistent with the Comprehensive Plan, as illustrated in this section.

2. Compatibility and surrounding land uses;

The proposed Plan Amendment is compatible with the surrounding urban area and surrounding land uses. To the subject site's immediate east is the City's highest density/intensity Future Land Use and Zoning district classifications, Urban Core/Downtown Transect (DT). There are multiple other multi-story multifamily residential buildings close to the project site. The surrounding land uses offer a mix of residential and nonresidential uses, and are also zoned for high density, higher intensity development.

3. Environmental impacts and constraints;

The subject site has no significant environmental features such as floodplains, wetlands, or protected habitats. The ultimate redevelopment has the potential for environmental benefits due to the reduced vehicle miles traveled by residents and neighbors, and the efficient and sustainable reuse of urbanized land rather than the use of greenfield land outside the city center.

4. Support for urban infill and/or redevelopment;

The proposed Plan Amendment supports urban infill redevelopment by facilitating a high-density development in Gainesville's downtown urban core. The resultant redevelopment will fill in a

piece of land in urbanized Gainesville in a way that demonstrates its full potential. The site is currently developed with single-story, aged concrete block structures and surface-level parking lots.

5. Impacts on affordable housing;

The proposed Plan Amendment will have a positive impact on Gainesville's affordable housing stock. The PUD requests an increase in density, which will, in turn, enable sufficient market rate housing to offset the cost of providing workforce rate housing to residents earning 50% to 80% AMI in perpetuity. Workforce rate units will share the same interior finishes and onsite amenities as market rate units. The applicant has worked with the Gainesville Housing Authority to craft a Memorandum of Understanding (MOU) for administration of affordable housing provisions of the proposed PUD/PD ordinances. The MOU was unanimously approved by the Gainesville Housing Authority on February 22nd, 2022.

6. Impacts on the transportation system;

As demonstrated in Section 3 of this report, the site is expected to have a minimal impact on the area's existing transportation system compared to the site's existing maximum development potential. The site's redevelopment will encourage walking, bicycling, and transit use, as the site is located in the urban core, adjacent to nonresidential uses that serve daily needs and public transportation systems. Furthermore, the proposed redevelopment will have a parking ratio of 0.05, meaning there will be substantially fewer parking spaces than residents in the development. This will encourage residents to opt for alternative transportation modes and minimize the number of private cars being brought to and driven in the area.

7. An analysis of the availability of facilities and services;

As demonstrated in Section 3 of this report, the site is expected to minimally increase potential demand on the City's potable water and sanitary sewer infrastructure relative to what is currently possible on the site with current FLU and zoning. Section 3 also demonstrates that potential demand on solid waste infrastructure can be accommodated by the City's solid waste infrastructure.

The site utilizes existing public facilities and services supplied by Gainesville Regional Utilities (GRU) and the City of Gainesville Public Works Department. Any infill/redevelopment on the site will retain the use of this infrastructure and these services.

8. Need for the additional acreage in the proposed future land use category;

This application seeks to increase the site's development potential through an increase in density compared to the current U9 zoning district; an increase in the number of floors permitted in the U9 zoning district standards; and an increase in the number of dwelling units per building permitted within 100 feet of the nearby historic district relative to that permitted by current compatibility standards. These changes, possible only with the proposed PUD FLU and rezoning, are necessary to enable innovative redevelopment and the provision of workforce rate housing in the area.

9. Discouragement of urban sprawl as defined in Section 163.3164, F.S., and consistent with the requirements of Subsection 163.3177(6)(a)9., F.S.;

As detailed in Section 5 of this report, the intended residential infill redevelopment authorized by the proposed Plan Amendment does not constitute urban sprawl as defined in Section 163.3164, F.S. and is consistent with the standards found within Subsection 163.3177(6)(a)9., F.S.

10. Need for job creation, capital investment, and economic development to strengthen and diversify the City's economy; and

The proposed redevelopment, made possible by the Plan Amendment when adopted, will create construction jobs for approximately two years. Once constructed, the redevelopment will create permanent apartment staff jobs related to administrative, support, and skilled labor duties. Redevelopment will invest significant capital into the area, signaling reinvestment and adaptive reuse. The new structures will contribute to the strength and diversity of the City's economy by increasing the supply of job-seekers and essential workers living in close proximity to job opportunities.

11. Need to modify land use categories and development patterns within antiquated subdivisions as defined in Section 163.3164, F.S.

The project site is not located within an antiquated subdivision. "Antiquated subdivision" is defined in Section 163.3164, F.S. as "a subdivision that was recorded or approved more than 20 years ago and that has substantially failed to be built and the continued buildout of the subdivision in accordance with the subdivision's zoning and land use purposes would cause an imbalance of land uses and would be detrimental to the local and regional economies and environment, hinder current planning practices, and lead to inefficient and fiscally irresponsible development patterns as determined by the respective jurisdiction in which the subdivision is located."

HOUSING ELEMENT

OVERALL GOAL: ENCOURAGE A SUFFICIENT SUPPLY OF ADEQUATE, DECENT, SAFE, SANITARY, HEALTHY AND AFFORDABLE RENTAL AND OWNER-OCCUPIED HOUSING FOR ALL INCOME GROUPS.

The proposed redevelopment, made possible by this proposed Plan Amendment, will increase the supply of adequate, decent, safe, sanitary, healthy, and affordable rental housing for a broad range of income groups. This supply will be provided in the center of urbanized Gainesville, providing residents with easy access to many of their daily needs and desired uses.

Objective 1.2 Provide a variety of housing types and densities for moderate-income, low-income, very low-income, and extremely low-income people.

The proposed Plan Amendment will provide a variety of housing types, available at both market rate and workforce rate, within two high-density buildings. Residents will live as neighbors, interwoven within the same building, with equal access to all residential amenities. Workforce rate in this instance is defined as 50% to 80% AMI.

Objective 1.5 The City shall collaborate with architects, designers and other housing professionals (providers) to encourage the innovative design of affordable housing.

The proposed Plan Amendment represents an innovative design approach that is trending to include affordable housing, integrating workforce-rate housing, and market rate housing in one building and providing equal access to amenities and interior unit finishes. These innovations are in line with best practices for workforce rate housing, as detailed by the Urban Land Institute in their 2009 report, "Community Workforce Housing Innovation Pilot (CWHIP) Program: A Model for Replication."

These methods include: building housing near employment centers; creating transit-oriented development; increasing density; reserving infrastructure capacity; and allowing flexibility in

design standards. This trend is having a much-needed positive effect on the deficit of workforce-rate units in the City of Gainesville.

Policy 1.5.1 The City shall seek innovative ways to encourage affordable housing, which could include use of Alternative building materials, reduced lot size requirements, design competitions for affordable housing, and a design advisory committee to advise housing providers on the development of affordable housing designs.

The proposed Plan Amendment presents an innovative way to encourage affordable housing, by offsetting the cost through increased overall onsite density and allowing minor variation from the design and built form standards of straight zoning. In addition, the applicant has worked with the Gainesville Housing Authority to craft a MOU for administration of affordable housing provisions of the proposed PUD/PD ordinances. The MOU was unanimously approved by the Gainesville Housing Authority on February 22nd, 2022.

TRANSPORTATION MOBILITY ELEMENT

OVERALL GOAL
ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE "YEAR 2035 LONG RANGE TRANSPORTATION PLAN" WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATIONDISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

The proposed Plan Amendment promotes transportation choices, compact development, and a livable city by requesting FLU and zoning designations that will place housing opportunities on walkable, bikeable streets in close proximity to bus stops; enable development of the land with two high-density buildings; and, bring more Gainesville residents closer to one another and to opportunity in the core of the City's downtown.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.

The proposed Plan Amendment, and the potential resultant development, reduce VMT by placing housing in a walkable, bikeable area that is close to retail and service sources. The proposed Plan Amendment also is transit supportive, as it will permit a large number of dwelling units in an area well-served by Gainesville RTS.

Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.

The proposed Plan Amendment will facilitate a high-density, urban development that will reduce single-occupant automobile trips and reduce the vehicle miles traveled by residents. By building

more dwelling units in the walkable, bikeable urban core of Gainesville, residents and visitors alike will have easier, more convenient access to the available transportation alternatives.

5. URBAN SPRAWL ANALYSIS

The approval of this SsCPA does not constitute urban sprawl. As defined under Florida law, "urban sprawl" means "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses" Sec. 163.3164(51), Fla. Stat.

The thirteen (13) indicators of urban sprawl are formally identified in Sec. 163.3177(6)(a)9.a, Fla. Stat., which states in pertinent part:

> "The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality…"

As demonstrated by the following analysis, the proposed SsCPA does not trigger any urban sprawl indicators, and adoption of this application will discourage the proliferation of urban sprawl within the City of Gainesville and Alachua County. All indicators are shown in normal font, while consistency statements are provided in **bold font**.

1. Promotes, allows or designates for substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

The subject site is located within the developed, urban core of the City's downtown. The proposed PUD FLU overlay will be consistent with the area's high density, urban development pattern. By approving this application, the City will allow the FLU necessary to redevelop the existing, underdeveloped land with a substantial increase in housing proximate to opportunity, realizing the site's fullest potential.

2. Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

Rather than being at substantial distance from Gainesville's urban core, the subject site is in the core of urbanized Gainesville, within the Innovation District. Rather than leaping over undeveloped land, the proposed Plan Amendment will permit redevelopment of underutilized land to achieve its fullest potential and bring it into conformance with surrounding development trends. Redevelopment will utilize existing infrastructure efficiently and sustainably. This will concentrate density in the core of the City, where there is adequate public infrastructure and adequate nonresidential land uses to serve the daily needs of residents.

3. Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

The subject site is currently developed with single-story medical offices and associated surface parking. Approval of this SsCPA and the accompanying rezoning application will realize the fullest potential of the site, with two multi-story structures offering housing variety. Furthermore, the proposed PUD FLU and PD Zoning District designations will require design standards that prohibit strip, non-residential development and encourage multi-modal travel.

4. Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

As detailed in Section 3 of this report, the site is not located in any environmentally protected areas, nor does it possess any significant environmental features. Furthermore, developments like this one, made possible by this SsCPA and its companion rezoning, protect and conserve natural resources by using existing urban land and infrastructure efficiently, rather than developing on large tracts of greenfield land.

5. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

Due to the site's urban setting, no agricultural activities are adjacent to the site, nor will any be interupted or discontinued as a result of this application's approval.

6. Fails to maximize use of existing public facilities and services.

Following the site's redevelopment, onsite uses will continue to utilize existing public facilities and services currently supplied by Gainesville Regional Utilities (GRU), the City of Gainesville, and Alachua County, including potable water, sanitary sewer, electric, roads, sidewalks, transit, emergency services, and recreation.

7. Fails to maximize use of future public facilities and services.

Proposed onsite uses shall maximize the use of future public facilities and services as they become available.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The project site is located in an urban area that is already supported by public facilities and services. The redevelopment attributable to this SsCPA would not disproportionately increase the costs listed for providing and maintaining facilities and services, and, instead, would allow for a more efficient utilization of these facilities through an efficient use of land.

9. Fails to provide a clear separation between rural and urban uses.

The site is located within the City of Gainesville's urbanized core, which is already greatly separated from rural areas within the County. Approval of this SsCPA and the accompanying rezoning application shall allow the continued urbanization of otherwise underutilized land located in the City's core. The intent is to provide appropriately-scaled residential uses in the urban core, which will relieve development pressure at the urban fringe.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

Approval of the proposed SsCPA and rezoning applications will increase the redevelopment potential of currently underdeveloped land within the City of Gainesville's urbanized downtown area, and, in fact, encourage infill redevelopment of an existing neighborhood. Upon adoption, two high-density structures are intended, which will provide greater housing opportunity and

satisfy the daily needs for goods and services of residents. This project site is adjacent to the University Heights-South Historic District neighborhood, which has seen neglect and underinvestment over the years. Approval of this application would allow infill redevelopment of an existing area and potentially spark further reinvestment, in particular adaptive reuse of the historic district structures.

11. Fails to encourage a functional mix of uses.

The project site is located within the City's developed, urbanized downtown area, within walking and biking distance of numerous commercial spaces, civic spaces, and educational spaces. Approval of this SsCPA application will allow more dwelling units within an area of substantial commercial and higher education development. This will encourage a functional mix of uses at the neighborhood-scale by placing more customers and potential employees in close proximity to nonresidential opportunity.

12. Results in poor accessibility among linked or related land uses.

The project site faces SW 2nd Avenue, a well-connected east/west roadway with excellent bicycle infrastructure, and is within a walkable area of the City's downtown. The site is also well-served by numerous bus routes. The redevelopment enabled by this SsCPA and its companion rezoning will place more dwelling units on transit routes, likely increasing ridership, and will come with pedestrian realm enhancements. Approval of these applications shall ensure that the site is developed consistent with the existing development pattern, and access among linked or related land uses will be made available to more residents.

13. Results in the loss of significant amounts of functional open space.

The project site is currently developed and has no functional open space. Thus, redevelopment will not result in the loss of a significant amount of functional open space. Redevelopment will adhere to pertinent landscaping requirements and will provide outdoor terraces for residents.

In addition to the thirteen (13) indicators of urban sprawl, Florida Statutes section 163.3177(6)(a)9.b identifies eight (8) development pattern or urban form criteria. If four (4) or more of those criteria are met, the presumption is that the amendment discourages urban sprawl. The proposed amendment and corresponding development are found to meet the following four (4) criteria as identified in §163.3177(6)(a)9.b.(I), (II), (III), and (VII).

1. Sec. (163.3177(6)(a)9.b(I)): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

The site is situated in the urban core of Gainesville's downtown, in an urbanized, developed geographic area. Development in this area will not have an adverse impact on natural resources, as it will efficiently utilize existing infrastructure, rather than require infrastructure to be extended to the fringes of urban Gainesville to greenfield land. The project site does not contain natural resources or ecosystems that warrant protection.

Approval of these applications will encourage economic growth within the City's urbanized core by providing residential units and by making it possible for members of Gainesville's workforce to live with easy access to work opportunities. This can encourage workforce retention and make it easier for business owners and job-seekers to connect.

2. Sec. (163.3177(6)(a)9.b(II)): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The redeveloped site will continue to utilize existing public facilities and services supplied by Gainesville Regional Utilities (GRU), the City of Gainesville, and Alachua County.

3. Sec. (163.3177(6)(a)9.b(III)): Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

Redevelopment of the project site, made possible by the requested FLU and companion rezoning, will efficiently redevelop urbanized land with new housing. The density proposed with this PUD will support a range of housing choices within the site, including both market rate and workforce rate housing.

Redevelopment of the site will also support a multimodal transportation system by enabling more city residents to opt for modes other than the private-occupancy vehicles. The site is located so that many daily needs, civic and cultural spaces, and educational facilities can be accessed by walking, bicycling, or other person-powered modes, and is located in close proximity to bus stops for numerous bus routes. Walkability and the pedestrian realm will further be prioritized by the provision of an interior parking areas, designed to prioritize pedestrian safety over automobile utility.

4. Sec. (163.3177(6)(a)9.b(VII)): Creates a balance of uses based upon demands of the residential population for the non-residential needs of an area.

Approval of this SsCPA application will help create a balance of uses at the community scale. By redeveloping the project site from two low-intensity structures with parking lots to a high-density housing development, complete residential amenities available to all residents equally, a needed influx of new housing opportunity will be added to the Innovation District and downtown Gainesville. This will increase the number of residents in the area that are able to shop and dine locally, utilize area services, work at businesses, and access opportunity in the area. This creates a sustainable balance of uses by placing an expanded residential population proximate to nonresidential needs in one, mixed-use area in the City's downtown core.

6. UNIVERSITY HEIGHTS-SOUTH HISTORIC DISTRICT

The Historic Preservation Element (HPE) of the Comprehensive Plan ("Plan"), adopted in 1991, identified nine (9) areas as potential historic districts; five (5) have been established to date. In 2002, the City Commission adopted Ordinance No. 001027 (0-01-64) to create the "University Heights District-South" ("District") from the platted University Heights and University Place subdivisions, which the City website describes as follows: "*It reflects typical suburban residential growth patterns of Florida cities in the mid-twentieth century. It is located between the University of Florida and downtown*." The District is included on the Local but not the National Register of Historic Places.

Initially, the impetus for creating the District was to counter what was deemed to be an area "*threatened by both university (of Florida) and (Shands AGH) [h]ospital expansions*," related traffic congestion and demand for parking. p. 14, HPE Data & Analysis [Legistar 110168D]. Also of interest was the presence of a significant number and concentration of field stone or chert houses in the District. For the record, the hospital was demolished to make way for the Innovation District – a much-vaunted partnership between the University of Florida and City of Gainesville to facilitate job- and research-intensive redevelopment of the former hospital property and its surroundings in proximity to the university campus, multi-modal transportation and downtown amenities. Corresponding high-density residential uses have been encouraged by recent iterations of the Future Land Use Element and the Land Development Code ("LDC"), the latter adopting Transect Zones. These land use and zoning code changes are squarely in conflict with the HPE policies adopted in an earlier era and guided by different policy considerations.

The applicant's proposed PUD-PD reconciles the Plan's internal inconsistency as it relates to this property by furthering the goals, objectives and policies of the FLUE and by providing relief from conflicting LDC restrictions. The subject property's underlying zoning is U9 (Urban 9) – the second-most dense and intense of Gainesville's Transect Zones, and the land use classification is UMUH (Urban Mixed-Use High) – the second highest density land use. (See discussion below).

The 2011 update to the HPE Data & Analysis in its deletion of cautionary language about "*plans*" for "*high-density development*" in the District reflects the City's policy shift toward the high-density, walkable development patterns seen today along University Avenue and Second Avenue in the District, which forms a spine through the Innovation District.[1] But the Code's remaining set-back requirements and height limitations for Transect-zoned, high-density properties adjacent to the District (Sec. 30-4.8) preclude achievement of the FLUE goals, objectives and policies. Underutilizing these Transect-zoned properties only perpetuates the suburban sprawl patterns that the City and University have labored to reverse near the Innovation District. Moreover, the ability of applicants to include Workforce Housing units in the core city where most needed and still meet the underwriting requirements of lenders is hampered by the inflexibility and tacit density limitations imposed by these restrictions.

In contrast, the City updated its FLUE and Data & Analysis in 2017. The FLUE update "*is intended to complement the Transportation Mobility Element by promoting land use patterns that support transportation choice.*" The analysis concluded that population data was "*useful in recognizing* ***how low Gainesville's residential densities are in comparison to densities that support transit****, and in recognizing the in-town development capacity in our existing neighborhood centers*." (emphasis added). Because of the consequences of urban sprawl, "*key objectives*" of the Comprehensive Plan are to promote livable residential densities, neighborhood centers, transportation choice, stabilization of existing city neighborhoods, and mixed use – in short, to reverse sprawl patterns of suburban development.

The FLUE specifically recommends that the City encourage relatively high, albeit well-designed, residential densities near major trip destinations (i.e. employment, school, civic area). "*Neighborhoods north, east and south of the University have a large percentage of student residents, but do not*

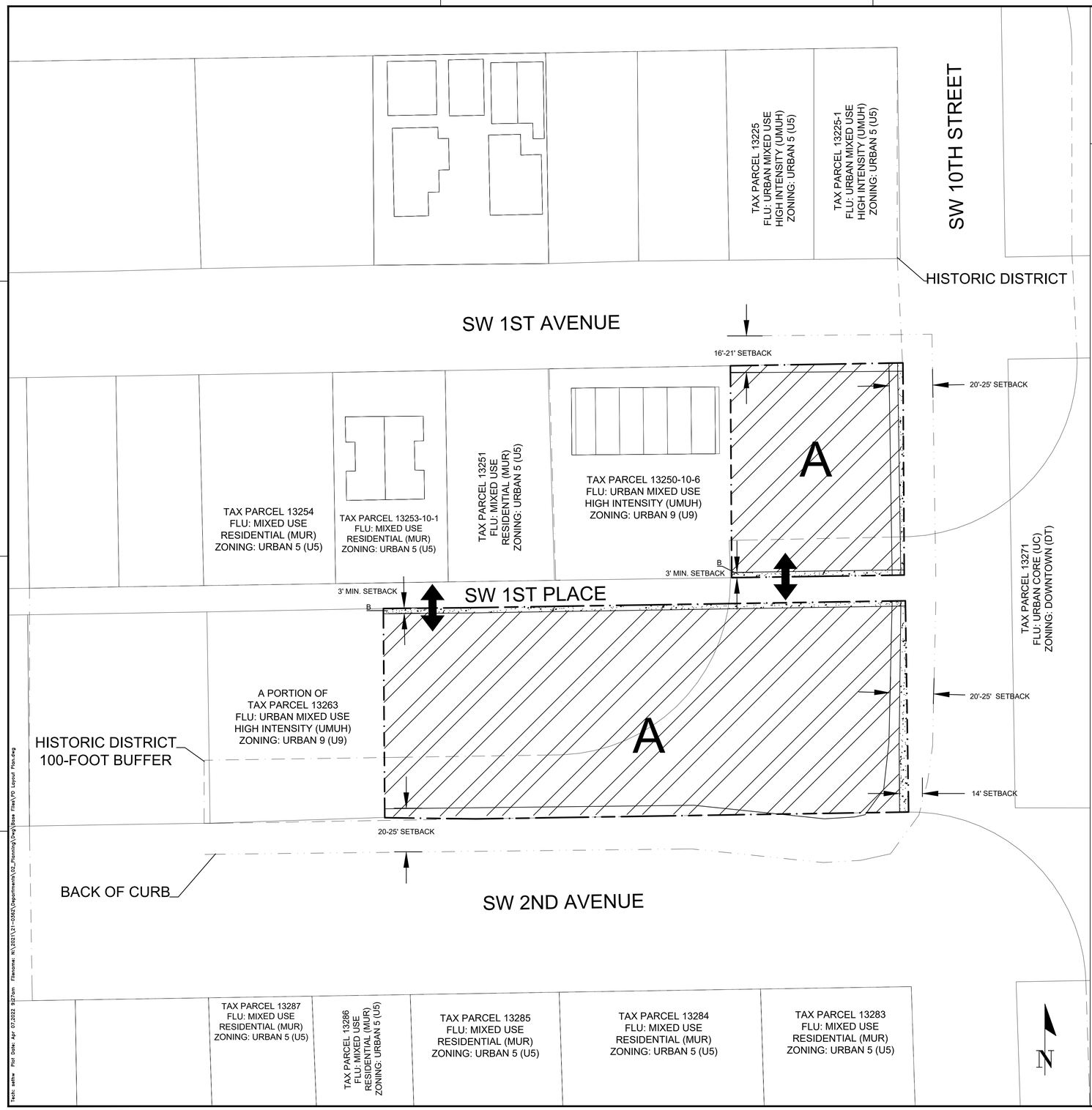
[1] p. 33, HPE Data & Analysis [Legistar 110168D].

accommodate a large enough share of student housing. It is particularly desirable to accommodate student housing close to the to promote citywide transportation choice and several other City objectives. A larger residential population near the University would also be a prime catalyst in revitalizing the downtown. Older neighborhoods close to the downtown continue to include deteriorated dwellings and underutilized parcels, although new housing has been built in …University Heights…". (FLUE p. 36)(emphasis added). The 2017 Future Land Use Map ("FLUM") designated areas near the University, Santa Fe College and near the downtown core to carry densities up to 100 units east and south of the university.

At the time the District was established in 2002 – presumably to curb plans for high-density development — the city had already revised the underlying zoning of the District's properties to range from "residential high density district" [8-43 and 8-100 units/acre] to "office residential district" [20 units/acre], general office district and medical services district. The District adoption ordinance expressly stated that the underlying zoning districts on the property were neither abandoned nor repealed. There was no inclusion of density or height limitations in Ordinance No. 001027 (0-01-64) for development adjacent to the District.

To implement the community vision advanced 20 years ago and embodied by the 2017 FLUE update, the City revised its zoning code to establish Transect zoning districts. (Sec. 30-4.1, LDC). The subject property bears a U9 (Urban 9) Transect, the second-most dense and intense of the City's Transect Zones. U9 implements the Urban Mixed-Use High (UMUH) Intensity Future Land Use classification of the property. This classification is established to support mixed uses with high-density residential in concert with research and development in close proximity to the University of Florida main campus.

The proposed PUD-PD provides the necessary relief from conflicting LDC requirements to enable the provision of high-density residential development near the Innovation District, University campus and Santa Fe College Blount Center while meeting other major objectives of the City, including provision of Workforce Housing close to major employment centers (i.e. University, Santa Fe College, Circuit Court System, UF Health, and VA Medical Center) and major cultural amenities.



1026 SW 2ND AVENUE PLANNED DEVELOPMENT

PD LAYOUT PLAN

GENERAL NOTES

1. THE LAND USE AREA BOUNDARIES AND PROPOSED CONNECTION POINTS ARE APPROXIMATE AND MAY BE ADJUSTED DURING DEVELOPMENT PLAN APPROVAL.
2. VEHICULAR PARKING AND CIRCULATION SHALL BE LOCATED WITHIN LAND USE AREA 'A'. ACCESS MAY OCCUR ACROSS LAND USE AREA 'B'.
3. LAND USE AREA 'A' SHALL INCLUDE RESIDENTIAL DWELLINGS AND RESIDENTIAL AMENITIES.
4. STORMWATER MANAGEMENT FACILITIES WILL BE LOCATED UNDERGROUND AND CAN BE LOCATED WITHIN ANY LAND USE AREA, AS NECESSARY.
5. STREET SETBACKS ARE MEASURED FROM BACK-OF-CURB. SIDE SETBACKS ARE MEASURED FROM PROPERTY LINES.
6. STREET SETBACKS WILL BE PAVED FROM BACK-OF-CURB, AND WILL ADHERE TO TRANSECT REQUIREMENTS OF LANDSCAPING, SIDEWALK, AND PUBLIC REALM ZONES AS PRACTICABLE. THE LOCATION OF THE LANDSCAPE ZONE MAY BE MODIFIED IN DEVELOPMENT PLANNING IN ORDER TO ACCOMMODATE CONFLICTS WITH AND/OR PRESERVE PUBLIC RIGHT-OF-WAY, PUBLIC UTILITIES, EXISTING VEGETATION, AND DEFLECTIONS IN DIMENSIONS OF EXISTING CURBS.
7. STREET SETBACKS WILL BE AS PER U9 TRANSECT SETBACK AND BUILDING PLACEMENT STANDARDS. AT THE CORNER OF SW 2ND AVENUE AND SW 10TH STREET, THE MINIMUM SETBACK FOR THE EASTERN BOUNDARY OF THE PROJECT SITE WILL BE REDUCED TO 14', IN ORDER TO ACCOMMODATE THE FLUCTUATION IN BACK-OF-CURB LOCATION CAUSED BY ROUNDABOUT AND BULB OUT.
8. SW 1ST PLACE WILL BE RECONSTRUCTED ACROSS THE PROJECT SITE IN ACCORDANCE WITH THE AGREEMENT REACHED IN ADJACENT PROJECT, APPLICATION AD-21-00049.

LAND USE DATA

HATCH PATTERN	LAND USE AREA	AREA ACRES (APPROX.)	AREA %
[ ]	PROJECT SITE	1.11	100%
A	BUILDABLE AREA	1.04	94%
B	ONSITE PUBLIC REALM	0.07	6%

DEVELOPMENT STANDARDS*

NUMBER OF UNITS, MAX.:	204
NUMBER OF BEDROOMS (BD), MAX.:	557
PARKING RATIO (SPACE/BD):	0.05
MAX. BUILDING HEIGHT:	120' 7"
MAX. NUMBER OF STORIES:	11
SETBACKS	
STOREFRONT STREET, MIN.-MAX.:	20-25'
1.APPLICABLE TO SW 2ND AVE AND SW 10TH ST	
2. REDUCTION IN MIN. TO 14' AT CORNER OF SW 2ND AVE AND SW 10TH ST TO ACCOMMODATE BULBOUT & ROUNDABOUT	
LOCAL STREET, MIN.-MAX.:	16-21'
APPLICABLE TO SW 1ST AVE	
SW 1ST PLACE SETBACK, MIN.:	3'
MEASURED FROM PROPERTY LINE	
SIDE, MIN.:	0'
MEASURED FROM PROPERTY LINE	

* BASED ON U9 DEVELOPMENT STANDARDS AND PD CONDITIONS

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-5075
CHW Professional Consultants

SCALE: 1" = 30'
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALE ACCORDINGLY

CONSTRUCTION/AS BUILT REVISIONS:

SUBMITTALS: SUBMITTAL – DECEMBER 16, 2021
RESUBMITTAL – APRIL 8, 2022

CLIENT: CA VENTURES
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: PD LAYOUT PLAN

TECHNICIAN: SW
DESIGNER: SW
QUALITY CONTROL: CB
PROJECT MANAGER: CB
PROJECT NUMBER: 21-0362

SHEET NO.: 1 of 1

Tech: sethw Plot Date: Apr 07,2022 9:27am Filename: N:\2021\21-0362\Department\CE_Planning\Dwg\Base Files\PD Layout Plan.dwg

2022-535

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
PO Box 490, Station 12
Gainesville, FL 32627-0490
P: (352) 334-5023
F: (352) 334-3259

PUBLIC NOTICE SIGNAGE AFFIDAVIT

Petition Name: PB 21-219 and PB 21-220

Applicant (Owner or Agent): CHW

Tax parcel(s): 13249-000-000 and13263-000-000 (a portion of)

Being duly sworn, I depose and say the following:

1. That I am the owner or authorized agent representing the application of the owner and the record title holder(s) of the property described by the tax parcel(s) listed above;
2. That this property constitutes the property for which the above noted petition is being made to the City Of Gainesville;
3. That this affidavit has been executed to serve as posting of the "Notice of Proposed Land Use Action" sign(s) which describes the nature of the development request, the name of the project, the anticipated hearing date, and the telephone number(s) where additional information can be obtained. In addition, the applicant has securely posted the sign(s) on the property along each street frontage, at intervals of not more than four hundred (400) feet, and set back no more than ten (10) feet from the street and visible from the street. If the property does not abut a public right-of-way, signs have been placed at the nearest public right-of-way with an indication of the location of the subject property.
4. That the applicant has posted the sign(s) at least fifteen (15) days prior to the scheduled public hearing date; or for Historic Preservation Certificate of Appropriateness applications, at least ten (10) days prior to the scheduled public hearing date.
5. That the applicant shall maintain the signs(s) as provided above until the conclusion of the development review and approval process and that the signs shall be removed within ten (10) days after the final action has been taken on the development application.
6. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.
7. Seth Wood
8. Applicant (signature) — Seth Wood — Applicant (print name)

STATE OF FLORIDA, COUNTY OF ALACHUA	RECORDING SPACE
Before me the undersigned, an officer duly commissioned by the laws of the State of Florida, on this 13th day of April, 2022, personally appeared who having been first duly sworn deposes and says that he/she fully understands the contents of the affidavit that he/she signed. Notary Public. My Commission expires:	

TRINA LEMNAH
Notary Public - State of Florida
Commission # GG 314838
My Comm. Expires Mar 21, 2023
Bonded through National Notary Assn.

Form revised on March 11, 2014. Form location: http://www.cityofgainesville.org/PlanningDepartment.aspx

FOR OFFICE USE ONLY
Petition Number _____ Planner _____

CHW Professional Consultants
PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION

April 7, 2022

Mr. Scott Wright, Planner II
City of Gainesville – Department of Mobility
P.O. Box 490, Station 58
Gainesville, FL 32627

Re: 1026 SW 2nd Avenue, Trip Generation and Distribution

Dear Scott,

1026 SW 2nd Avenue is a proposed development consisting of off-campus student apartments with approximately 557 beds. The site is proposed at the northwest corner of the intersection of SW 2nd Avenue and SW 10th Street in Gainesville, Florida. There are existing medical-dental office buildings to be removed from this site.

This letter provides the trip generation based on the proposed land uses and the estimated project trip distribution based on the trip distributions of other student apartments in the area.

The Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition was used to estimate the trip generation of the site based on the proposed development, as provided in **Table 1**.

Table 1 - Trip Generation

Land Use	ITE LU Code	Variable Beds	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Off-Campus Student Apartment	225	557	1,742	61	25	36	137	69	68
Non-Vehicular Multi-Modal Reduction[1]			357	5	7	29	14	15	5
Net New Trips (utilizing multi-modal reduction)			1,385	49	20	29	108	55	53

(1) Estimated Non-Vehicular Multi-Modal Trips are based on a Multimodal study prepared for the City of Gainesville (updated July 2013) based on Royal Village Apartments. Royal Village provides the closest comparison to the 1026 SW 2nd Avenue Apartments based on its proximity to UF, character, and function. Multi-modal rates are provided during the AM peak (20%) and PM peak (21%) but are not provided for the daily total. The Daily Non-Vehicular Multi-Modal Trips were estimated as the average (20.5%) of the AM and PM.

The project trip distribution is expected to mimic the trip distribution of apartments in the vicinity of this project. Vehicle counts were collected at the following locations to derive the trip distribution for the nearby Lincoln Ventures student apartments. The same trip distribution is utilized to forecast the project trip distribution for this site.

- The Continuum
- The Apartments along SW 3rd Avenue between SW 13th Street and SW 12th Street including Social 28, Courtyards, and Lyncourt Square

The trip distribution calculations are provided in **Attachment 1**. The estimated trip distribution of the project site is provided in **Figure 1**.

CHW is currently preparing design plans for the 12th Street/10th Street One-way Pair. The current plan anticipates that NW/SW 12th Street will be a one-way southbound roadway, for vehicular traffic, and NW/SW 10th Street will be a one-way northbound roadway, for vehicular traffic. The one-way pairs will have only a minor impact on the ultimate origin and destinations as highlighted in **Attachment 1** and **Figure 1**. The One-way Pairs project will have an impact on the project trip and background trip turning movements, which will be detailed in the TIA for this project.

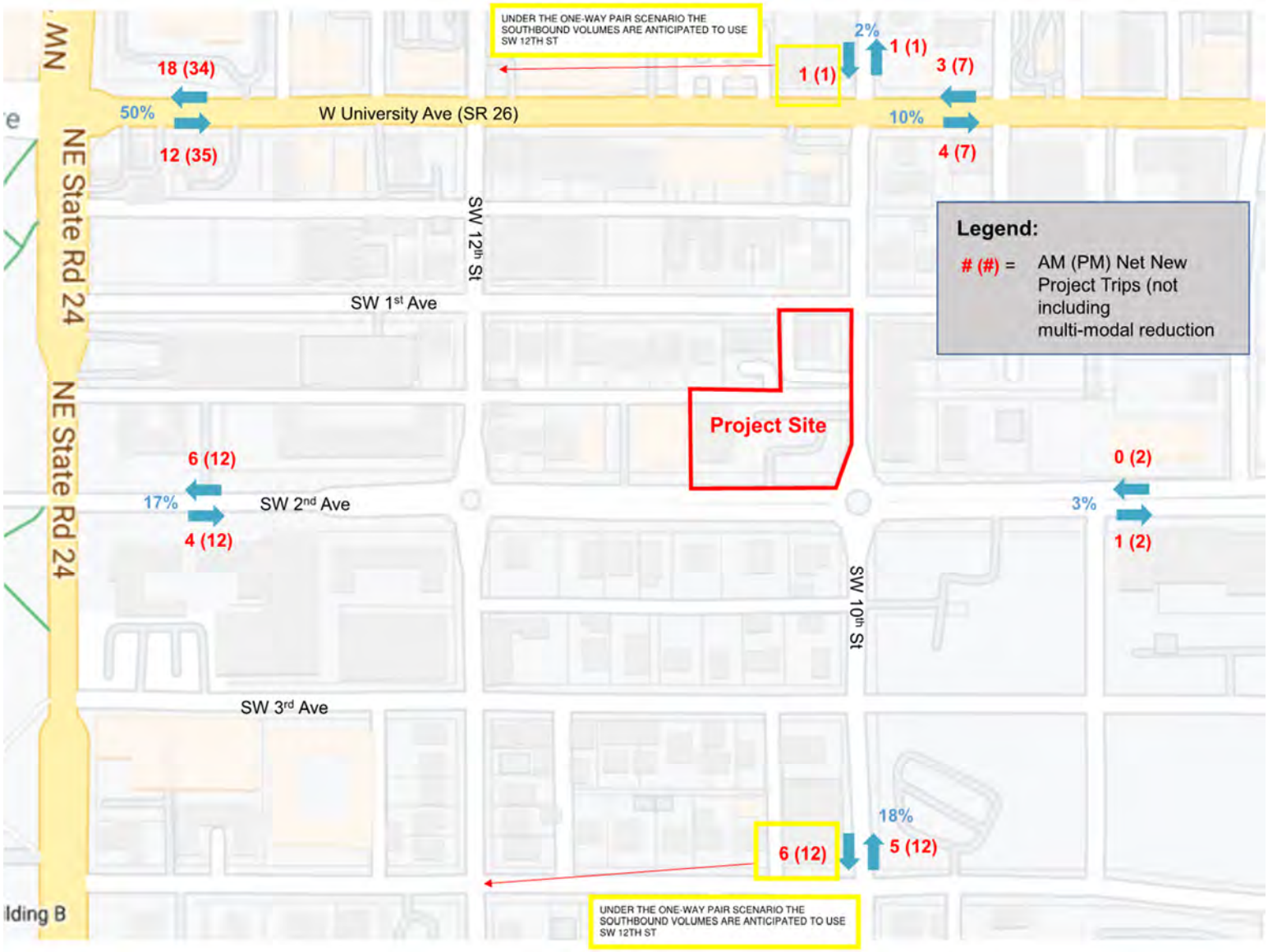
At the intersections of SW 13th Street at SW 2nd Avenue and SW 13th Street at W. University Avenue, the project trip turning movements are estimated based on the turning movements at these intersections. **Attachment 2** provides the calculations for the trip distributions at these intersections.

Sincerely,
CHW

Brian Snyder, P.E.
Project Manager

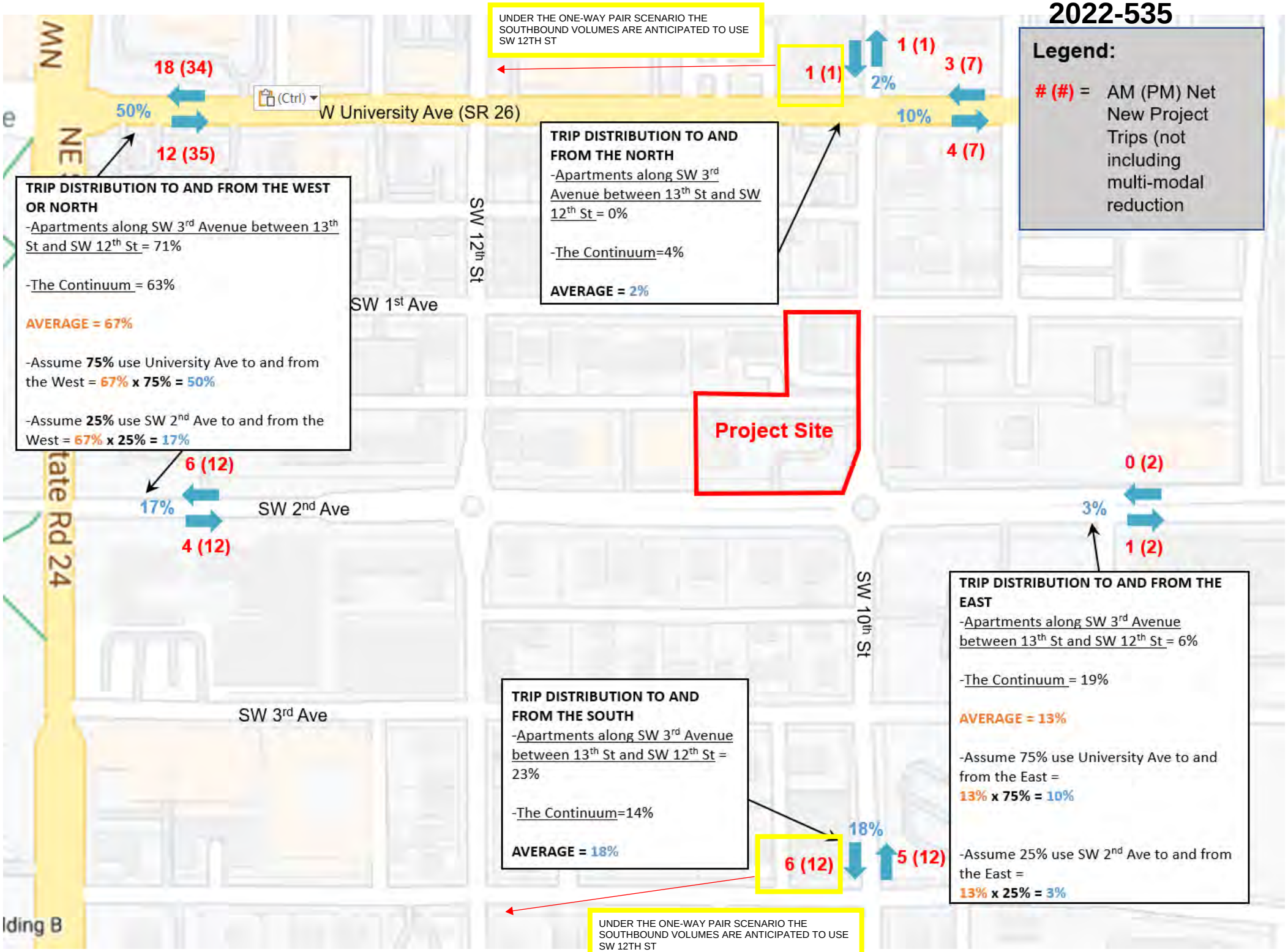
N:\2021\21-0362\Departments\04_Engineering\04_Traffic\Trip Generation and Distribution Letter\LETTER 220315 Trip Generation and Distribution.docx

Figure 1 | Estimated Trip Distribution



Attachment 1: Trip Distribution Calculations

2022-535


UNDER THE ONE-WAY PAIR SCENARIO THE SOUTHBOUND VOLUMES ARE ANTICIPATED TO USE SW 12TH ST
Legend:
(#) = AM (PM) Net New Project Trips (not including multi-modal reduction
18 (34)
50%
12 (35)
W University Ave (SR 26)
1 (1)
1 (1)
2%
3 (7)
10%
4 (7)
TRIP DISTRIBUTION TO AND FROM THE WEST OR NORTH
-Apartments along SW 3rd Avenue between 13th St and SW 12th St = 71%
-The Continuum = 63%
AVERAGE = 67%
-Assume 75% use University Ave to and from the West = 67% x 75% = 50%
-Assume 25% use SW 2nd Ave to and from the West = 67% x 25% = 17%
TRIP DISTRIBUTION TO AND FROM THE NORTH
-Apartments along SW 3rd Avenue between 13th St and SW 12th St = 0%
-The Continuum=4%
AVERAGE = 2%
SW 12th St
SW 1st Ave
Project Site
6 (12)
17%
SW 2nd Ave
4 (12)
0 (2)
3%
1 (2)
SW 10th St
TRIP DISTRIBUTION TO AND FROM THE EAST
-Apartments along SW 3rd Avenue between 13th St and SW 12th St = 6%
-The Continuum = 19%
AVERAGE = 13%
-Assume 75% use University Ave to and from the East = 13% x 75% = 10%
-Assume 25% use SW 2nd Ave to and from the East = 13% x 25% = 3%
SW 3rd Ave
TRIP DISTRIBUTION TO AND FROM THE SOUTH
-Apartments along SW 3rd Avenue between 13th St and SW 12th St = 23%
-The Continuum=14%
AVERAGE = 18%
18%
6 (12)
5 (12)
UNDER THE ONE-WAY PAIR SCENARIO THE SOUTHBOUND VOLUMES ARE ANTICIPATED TO USE SW 12TH ST

Attachment 2: Trip Distribution Calculations SW 13th Street

	TO/FROM West University	
	TO/FROM North on 13th	TO/FROM West on University
	15%	85%
AM IN	2	10
PM IN	5	30
AM OUT	3	15
PM OUT	5	29

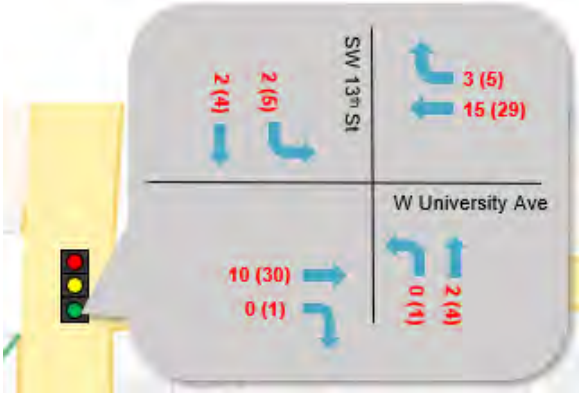
From TMC at 13th ST and University Ave

	Total	% of Total
SBL + WBR	603.5	15%
EBT + WBT	3554.5	85%

	TO/FROM North 13th St	
	TO/FROM West on University	TO/FROM North on 13th
	20%	80%
AM IN	0	2
PM IN	1	4
AM OUT	0	2
PM OUT	1	4

From TMC at 13th ST and University Ave

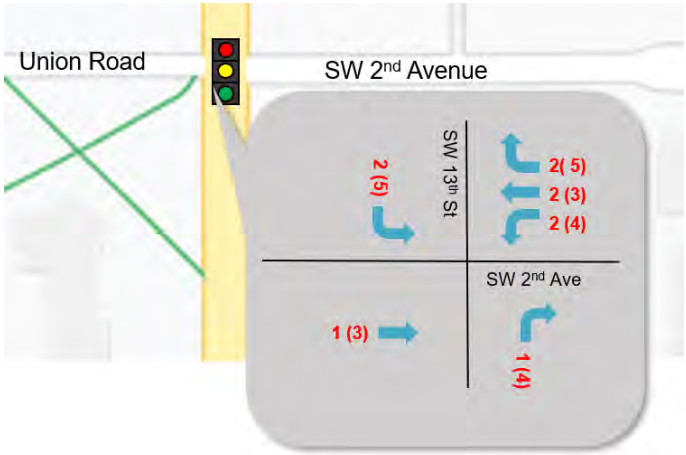
	Total	% of Total
EBR + NBL	1519	20%
NBT + SBT	6033	80%



	TO/FROM West 2nd Ave		
	TO/FROM North on 13th	TO/FROM West on Union Dr	TO/FROM South on 13th St
	39%	25%	36%
AM IN	2	1	1
PM IN	5	3	4
AM OUT	2	2	2
PM OUT	5	3	4

From TMC at 13th St and SW 2nd Ave

	Total	% of Total
SBL + WBR	372	39%
EBT + WBT	232	25%
NBR + WBL	339.5	36%



Appendix B

Elevations

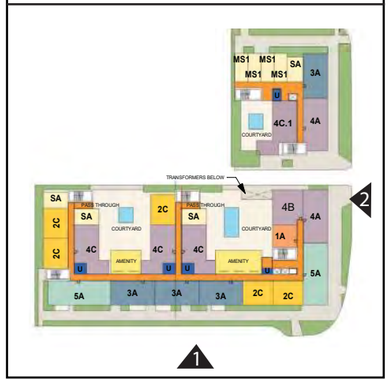
2 East Elevation

Scale: 1" = 40'

1 South Elevation

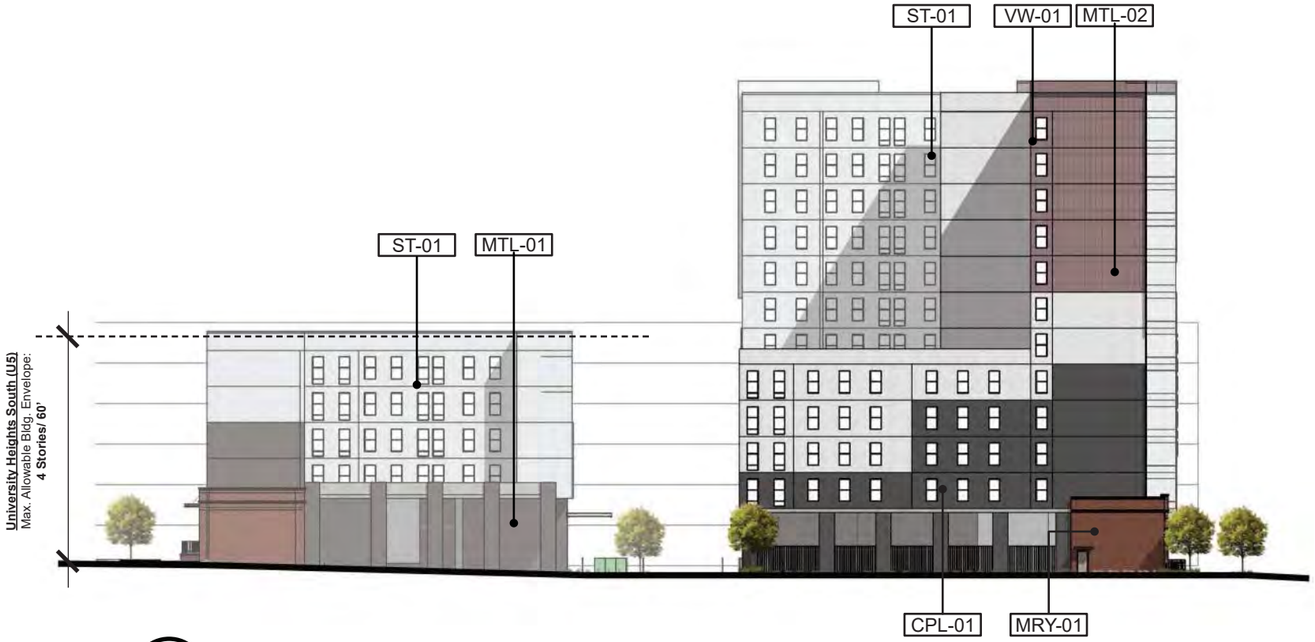
Scale: 1" = 40'

KEY PLAN

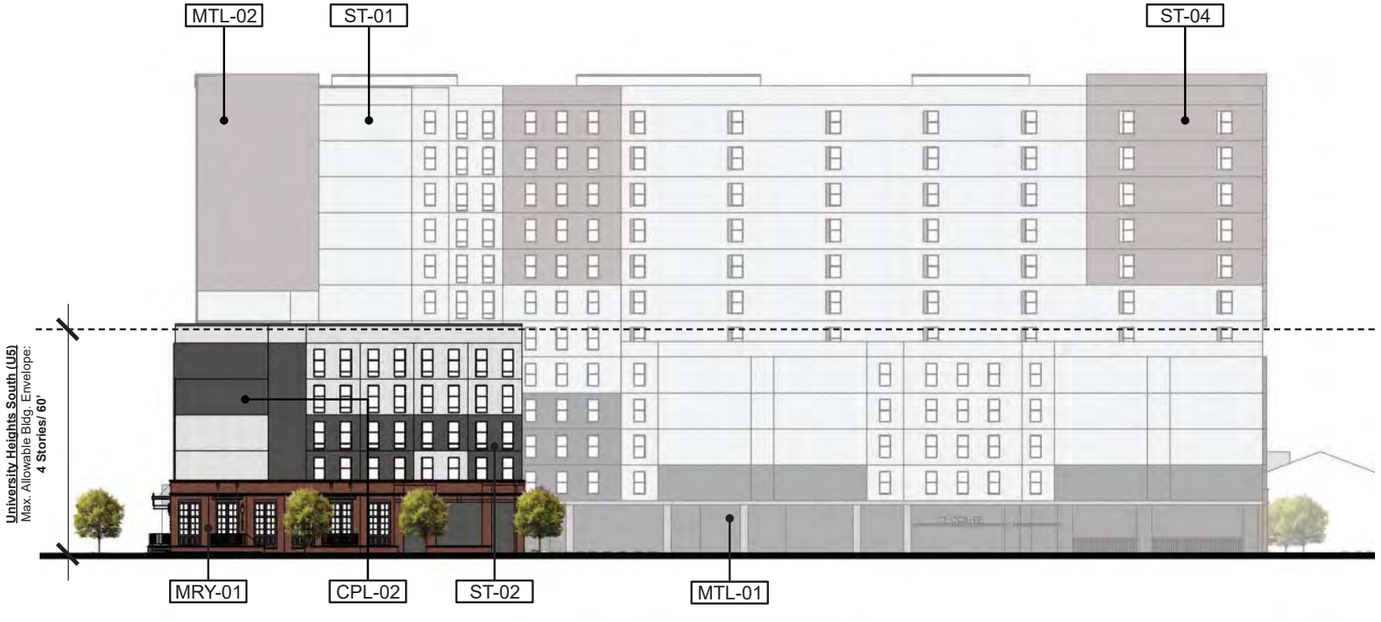


MATERIAL FINISH KEY

MRY 01	MODULAR BRICK - COLOR 1
ST 01	STUCCO - COLOR 1
ST 02	STUCCO - COLOR 2
ST 03	STUCCO - COLOR 3
ST 04	STUCCO - COLOR 4
CPL 01	CEM. PANEL W/ REVEAL SYSTEM - COLOR 1
CPL 02	CEM. PANEL W/ REVEAL SYSTEM - COLOR 2
SF 01	ALUM. STOREFRONT SYSTEM
VW 01	VINYL WINDOW
WD 01	WOOD LOOK PANEL - COLOR 1
MTL 01	GARAGE SCREENING SYSTEM
MTL 02	METAL PANEL - COLOR 1
MTL 03	ALUM. BALCONY RAILING
MTL 04	PREFABRICATED METAL CANOPY
MTL 05	METAL SIGNAGE

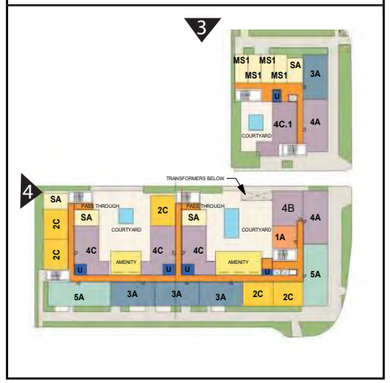


4 **West Elevation**
Scale: 1" = 40'



3 **North Elevation**
Scale: 1" = 40'

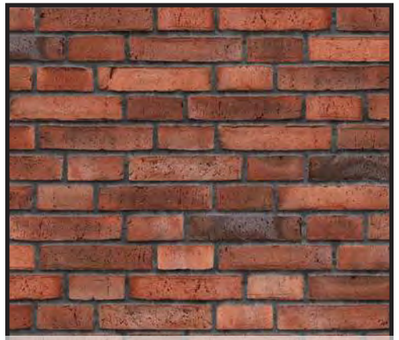
KEY PLAN



MATERIAL FINISH KEY

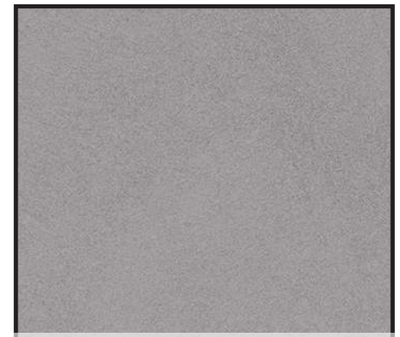
MRY 01	MODULAR BRICK - COLOR 1
ST 01	STUCCO - COLOR 1
ST 02	STUCCO - COLOR 2
ST 03	STUCCO - COLOR 3
ST 04	STUCCO - COLOR 4
CPL 01	CEM. PANEL W/ REVEAL SYSTEM - COLOR 1
CPL 02	CEM. PANEL W/ REVEAL SYSTEM - COLOR 2
SF 01	ALUM. STOREFRONT SYSTEM
VW 01	VINYL WINDOW
WD 01	WOOD LOOK PANEL - COLOR 1
MTL 01	GARAGE SCREENING SYSTEM
MTL 02	METAL PANEL - COLOR 1
MTL 03	ALUM. BALCONY RAILING
MTL 04	PREFABRICATED METAL CANOPY
MTL 05	METAL SIGNAGE

Building Materials

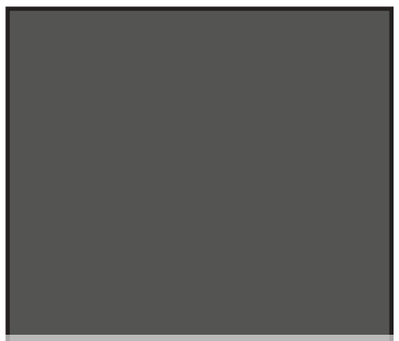

MRY 01 - MODULAR BRICK
COLOR 1


ST 01 - STUCCO
COLOR 1

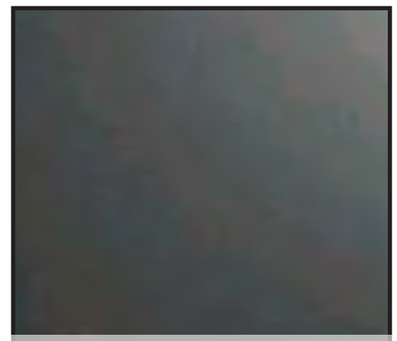

ST 02 - STUCCO
COLOR 2


ST 03 - STUCCO
COLOR 3


ST 04 - STUCCO
COLOR 4


CPL 01 - CEM. PANEL W/ REVEAL
SYSTEM - COLOR 1


CPL 02 - CEM. PANEL W/ REVEAL
SYSTEM - COLOR 2

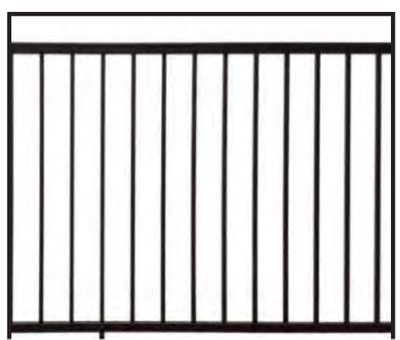

SF 01 - ALUM. STOREFRONT
SYSTEM CHARCOAL

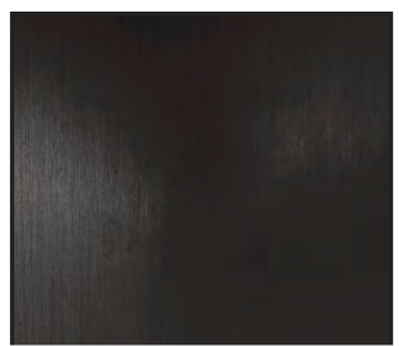

VW 01 - VINYL WINDOW

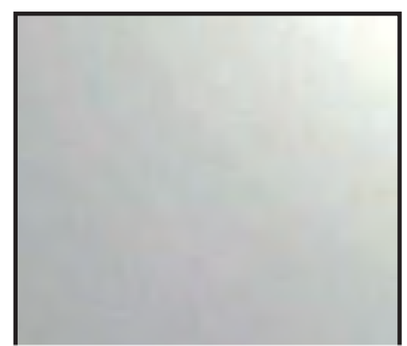

WD 01 - WOOD LOOK PANEL
COLOR 1


MTL 01 - GARAGE
SCREENING SYSTEM


MTL 02 - METAL PANEL
COLOR 1


MTL 03 - ALUM. BALCONY RAILING


MTL 04 - PREFABRICATED
METAL CANOPY


MTL 05 - METAL SIGNAGE

Appendix C

Historic District Images

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

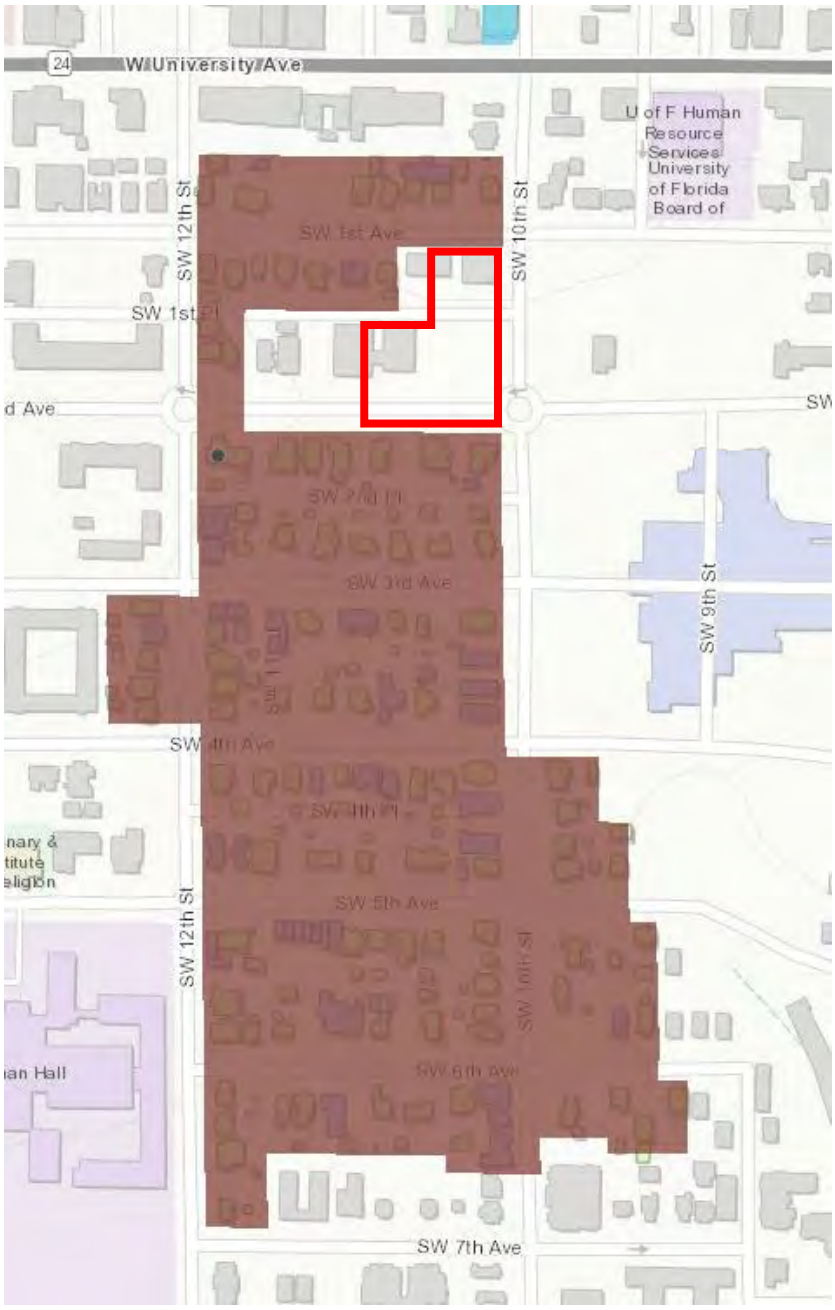


Figure 1. Outline of the University Heights South Historic District.

Proposed project area outlined in red (not to scale).

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Figure 2. The properties in green are contributing properties within the UH-S Historic District, blue are non-contributing.

Every single property on the block between SW 12th Street and SW 10th Street is a contributing structure.

Photographs 1-7 show those properties that are across the street from the south building of the proposed project, which faces the SW 2nd Avenue corridor.

The character of the street is 1 and 2-story structures, primarily Bungalows, and though many are being utilized as offices, they retain the feeling of residential structures because that is the nature of their size, massing, and form. The historic integrity is intact.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 1. 1125 SW 2nd AVE, ***Contributing Structure*** in the District

Photo 2. 1113 SW 2nd AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 3. 1107 SW 2nd AVE, ***Contributing Structure*** in the District

Photo 4. 1103 SW 2nd AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 5. 1023 SW 2nd AVE, ***Contributing Structure*** in the District

Photo 6. 1013 SW 2nd AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 7. 1005 SW 2nd AVE, ***Contributing Structure*** in the District

Photo 8. The character of the street, looking east from 1113 SW 2nd Avenue.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photos 9 and 10.

Reinvestment in properties has happened as recently as this past year. The top photo is google maps, March 2021.

The bottom photo are the same properties, 1103 and 1107 SW 2nd Avenue, but in March 2022.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

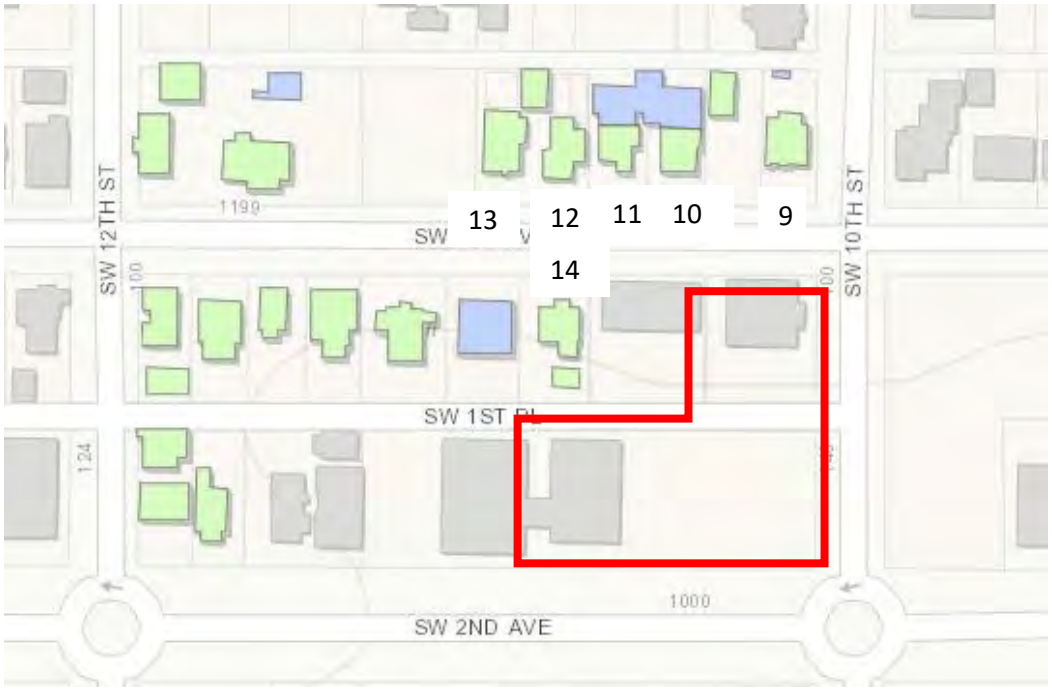


Figure 3. The properties in green are contributing properties within the UH-S Historic District, blue are non-contributing.

Every property on the north side of the block between SW 12th Street and SW 10th Street is a contributing structure.

Photographs 9-13 show those properties that are across the street from the north building of the proposed project, which faces SW 1st Avenue.

Photograph 14 is a contributing structure which will be to the west of the north building of the proposed project.

The character of the street is 1 and 2-story structures, and though a few are being utilized as multi-unit rentals, they retain the feeling of single family residential structures because that is the nature of their size, massing, and form. The historic integrity of the street is intact.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 9. 1004 SW 1st AVE, ***Contributing Structure*** in the District

Photo 10. 1012 SW 1st AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 11. 1016 SW 1st AVE, ***Contributing Structure*** in the District

Photo 12. 1022 SW 1st AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 13. 1022 SW 1st AVE, ***Contributing Structure*** in the District

Photo 14. 1023 SW 1st AVE, ***Contributing Structure*** in the District

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 15. The intersection (roundabout) at SW 2nd Avenue and SW 10th Street, looking north. The proposed project would be to the top left of the photo. To the top right, is Infinity Hall, a 5-story structure.

Photo 16. The intersection (roundabout) at SW 2nd Avenue and SW 10th Street, looking south. The proposed project would be to the right of the photo. To the left, is Infinity Hall, a 5-story structure.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photo 17. Oblique view of Infinity Hall, a 5-story structure, looking north.

Photo 18. Current construction photo of the restaurant "The Swamp," a 2-story structure being built to the west of the proposed project, which would be built to the top right of the photo.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Photos 19 and 20. The character of the blocks further east of the proposed project, on the SW 2nd Avenue corridor, east of the roundabout at SW 2nd Avenue and SW 10th Street. The character of the street here, closer to downtown Gainesville, is four and five stories.

Site Context Photographs of Proposed New Construction Project:

1026 SW 2nd Avenue

Figure 4. A map showing the 100' buffer extending from the Historic District boundaries. The proposed project is outlined in black and white (two buildings.) The blue dotted line is where the 100' buffer extends to. Much of the proposed project falls within this 100' buffer area.
Source: CHW Justification Report, p. 7.

Appendix D

Innovation District Planning Reports/Studies

2022-535

VISION (ing)

SW SECOND & SW FOURTH MULTIMODAL CORRIDORS

CONNECTING THE COMMUNITY "EAST TO WEST"

GAINESVILLE, FL

executive summary

OCTOBER 2018

2022-535

INTRODUCTION

This executive summary highlights some key elements in the SW 2nd Ave. & SW 4th Ave. Multimodal Corridors Vision(ing) Document. The Visioning project presented a menu of options and recommendations for future work within the corridors. Its purpose was to present various ideas and concepts (and not one master plan or solution) focusing on mobility and urban design. Some of the ideas were incremental – Lighter, Quicker, Cheaper (LQC) initiatives and could take a phased approach, while others were bold, creative and capital-intensive moves.

This precinct presents the opportunity to reinforce east/west connections in Gainesville and is unique because it can knit together residential areas, open spaces, the Campus, and the community.

CONTENTS

VISION (ing)

painting by John Westmark

THE WHY

SW 2nd Ave. and SW 4th Ave. in Gainesville are important corridors connecting the University of Florida to East Gainesville through the Innovation District and Downtown. Several efforts have been made in the past to efficiently and safely connect these areas with multimodal transportation systems. This Vision(ing) exercise builds on these past efforts to create a destination while stimulating growth of local businesses and economic activity.

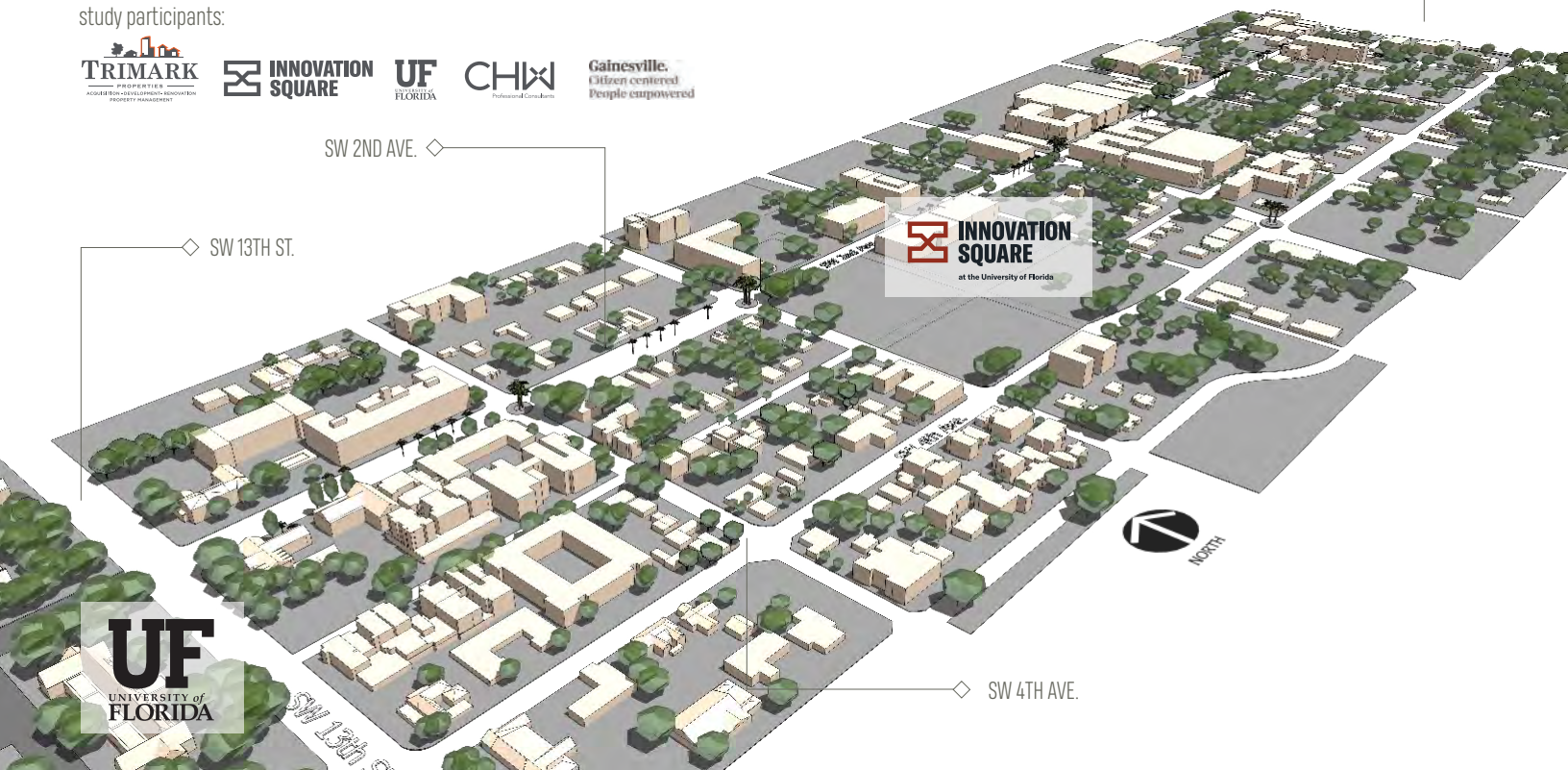
2022-535

SW SECOND AND SW FOURTH MULTIMODAL CORRIDORS

executive summary

study participants:

TRIMARK PROPERTIES · INNOVATION SQUARE · UF UNIVERSITY of FLORIDA · CHW · Gainesville. Citizen centered People empowered



GOALS

1. Create two complementary corridors (SW 2nd Ave & 4th Ave) to work efficiently as destinations and thoroughfares for local and through multimodal traffic; consider the role of SW 3rd Ave and University Ave in this system.

2. Create a significant walkable pedestrian zone/mall within one of the corridors.

3. Develop strategies for inclusion of autonomous vehicles, or other cutting edge self-driving vehicle technologies, on one or both corridors.

4. Explore ideas for connectivity and the corridors' role within the larger context with respect to transportation, transit, land use, economic development, ambiance, etc.

5. Develop strategies for creating comfortable environmental conditions along the corridors, include elements like shade structures and water features to encourage year-round use, and explore sustainable and Low Impact Development (LID) systems.

6. Develop a unique and iconic place for the City of Gainesville. In doing so, discover 'moments' along the corridors that will spearhead the vision.

MOBILITY FRAMEWORK

2022-535

Multimodal corridors allow for the safe and efficient movement of all modes of traffic. With all modes in the corridor, priority must be given to the pedestrian, and the streetscape design should passively and actively provide a hierarchy to the modes.

The goal to reduce or eliminate vehicular activity on SW 2nd Ave could potentially impact access to uses/businesses along it. A study was conducted as part of this Visioning exercise to assess these impacts.

This study revealed that almost all the uses/businesses had alternative access points on SW 3rd Avenue, SW 1st Place or Sw 1st Avenue.

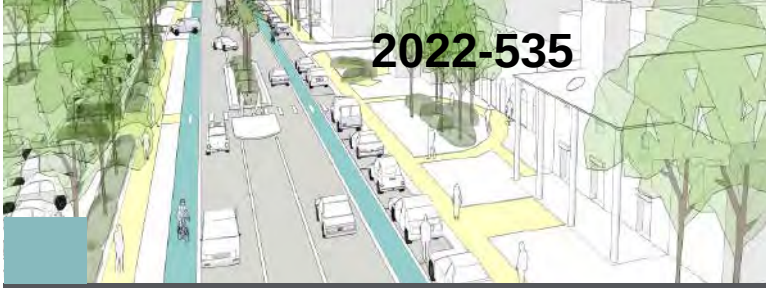
THE DESIRED MULTIMODAL HEIRARCHY IN THE CORRIDORS IS SHOWN BELOW:

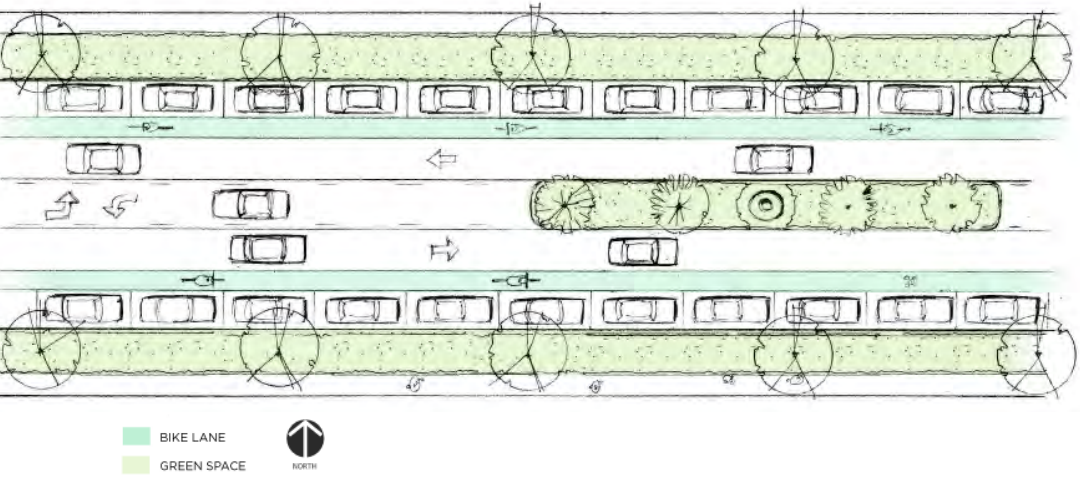
2022-535

RIGHT OF WAY STUDIES

EXISTING CONDITIONS **WEST OF 6TH ST.**

Making changes to the streetscape and creating a safer multimodal corridor will occur mostly within the right-of-way (ROW). The following pages present options and recommendations for mobility within the existing rights-of-way.





Two (2) typical rights-of-way occur within the SW 2nd Ave corridor. These are 92ft wide (west of 6th St.) and 66ft (east of 6th St). Making changes to the streetscape and creating a safer multimodal corridor will occur mostly within the rights-of-way. Some of the concepts explored are shown on the next few pages.

RIGHT OF WAY STUDIES:

SCENARIO 1: SW 2ND AVE. CONSERVATIVE

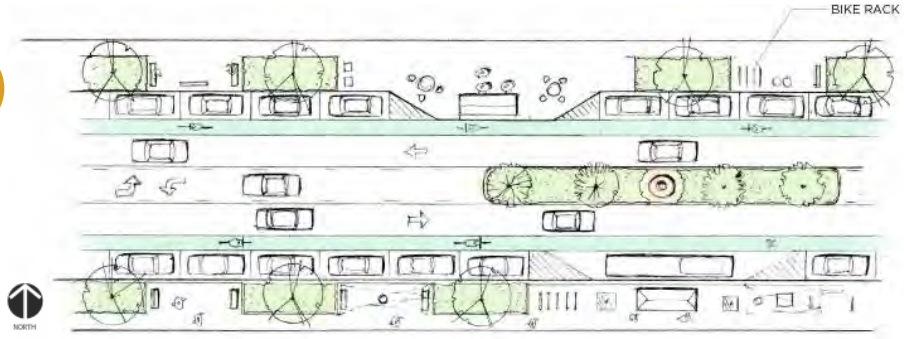
This capitalizes on the existing 11ft- wide park strips to create pockets of public space with pedestrian furnishings and amenities within the right-of-way.

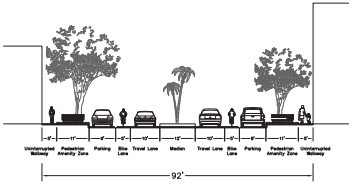
Elements may include pedestrian furnishings like: benches, trash receptacles, bike racks, planters, shade structures, transit shelters etc.

Very little intrusion into existing conditions

Opportunities/new areas for tactical interventions, public art, wayfinding and part of proposed shade network.

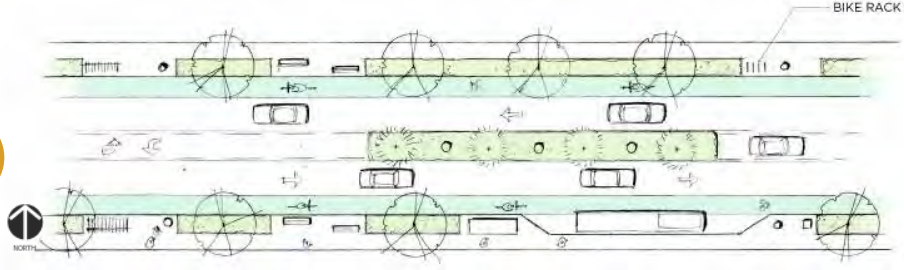
92'

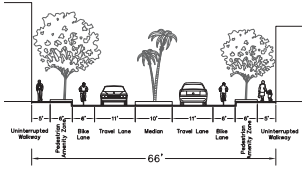




92 ft Right-of Way section looking west

66'





66 ft Right-of Way section looking west

2022-535

SCENARIO 1: SW 2ND AVE.

1. All modes allowed
2. Cars still have most presence
3. Pedestrians linger longer with more furnishings
4. Increase in bike facilities like bike racks and repair kiosks

- Unobstructed Pedestrian Walkway
- Pedestrian Amenity Area
- Bike Lane

PROS

Lighter, Quicker, Cheaper (LQC) Project

Can be implemented quickly

Will make a quick impact in the corridor

No new ROW/property acquisition

Opportunities for parklets and cooling stations

Can be first phase of other scenarios

Not capital intensive

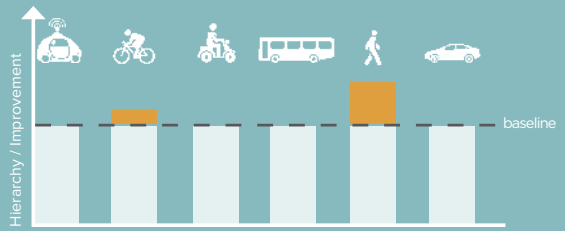
Minimum utility impacts

CONS

Not a very bold move

Traffic calming techniques will still have to be employed to make it more pedestrian friendly

Does not increase bicycle facility width and separation from parked cars



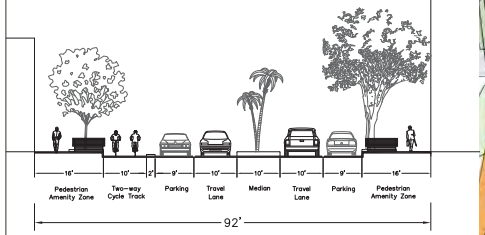
RIGHT OF WAY STUDIES:

SCENARIO 2A: SW 2ND AVE. CYCLE TRACK OPTION INTERMEDIATE

This provides a safe protected pathway for cyclists and reduces conflicts with vehicles and pedestrians. It also creates opportunities for streetscape improvements.

92'

ROW 92' typical
West of 6th Street
with roundabout

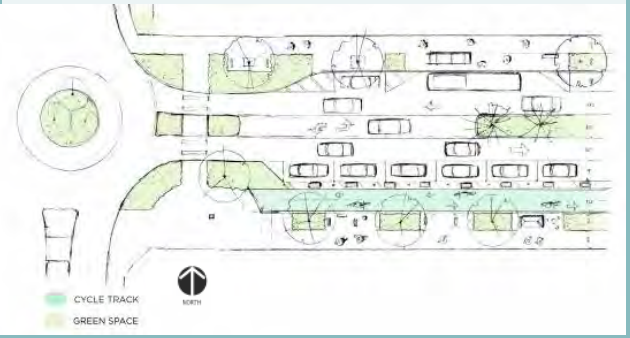


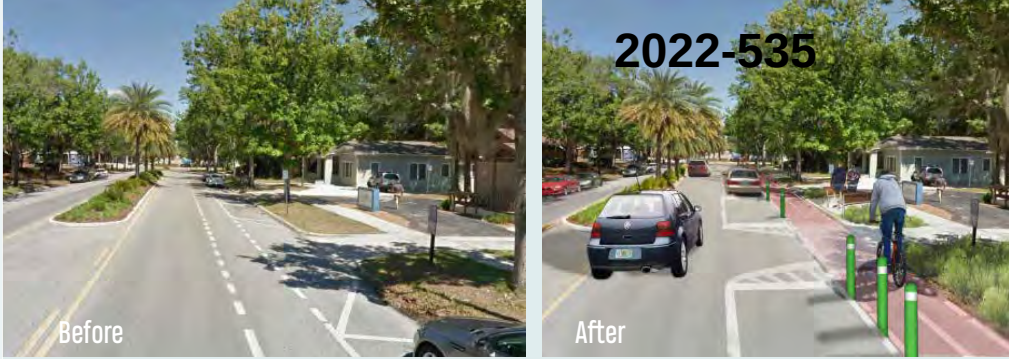
92 ft Right-of Way section looking west

- Unobstructed Pedestrian Walkway
- Pedestrian Amenity Area
- Cycle Track

SCENARIO 2A: SW 2ND AVE.
CYCLE TRACK OPTION

1. All modes allowed
2. Introduce a 2-way protected cycle track on one side of the road
3. Use cycle track buffer as opportunities for landscaping, art, signage, etc.
4. Design intersections to work as signalized intersections or roundabouts
5. Greater utility impacts





Artist impression looking east on SW 2nd Ave., showing a 2-way cycle track in place

PROS

Safe travel for bicyclists; fewer conflicts with other modes

More activated streetscape

CONS

Roadway redesign; may be capital intensive

May have several barriers to implementation

Potential conflicts when bicyclists maneuver roundabouts

Greater utility impacts

RIGHT OF WAY STUDIES:

SCENARIO 2B: SW 2ND AVE. ONE WAY PAIR

INTERMEDIATE

This allows for only one direction of vehicular travel with a contra-flow transit lane. It provides more space for other modes of transportation, and opportunities for public space design.

92'

ROW 92' typical
West of 6th Street

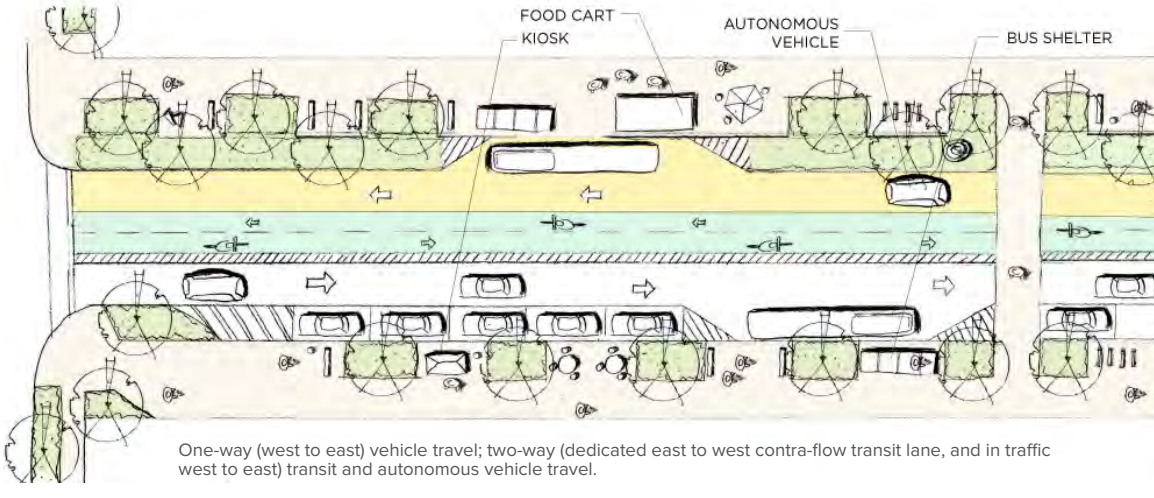
PEDESTRIAN-FRIENDLY

GREEN SPACE

CYCLE TRACK

CONTRA-FLOW TRANSIT LANE

NORTH

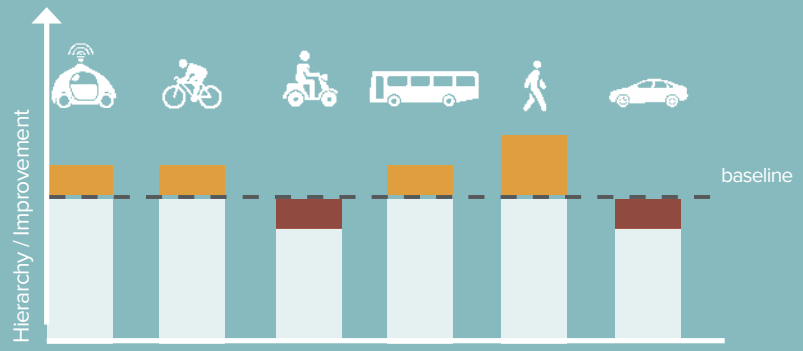


One-way (west to east) vehicle travel; two-way (dedicated east to west contra-flow transit lane, and in traffic west to east) transit and autonomous vehicle travel.

2022-535

An alternative is to have either parking on both sides or angle parking instead of the dedicated contra-flow bus lane.

Transit could circulate one-way on SW 2nd Ave/SW 4th Ave as a true circulator. Since distances between the two corridors are very short, this would still be walkable and convenient to users.



PROS

- Fewer cars in ROW
- Predictable traffic flow
- Large areas for public space; possibility of creating a linear park

CONS

- Capital intensive
- One-way pair may be hard for vehicles to navigate
- Mopeds/scooters may be inclined to use cycletrack for contra-flow
- Greater utility impacts

MOBILITY FRAMEWORK

SCENARIO 2B SW 2ND AVE.
ONE WAY PAIR

1. Create one-way east bound traffic on SW 2nd Ave.
2. Allow for two-way transit and autonomous vehicle circulation.
3. Work with adjacent uses to ensure that functional, required, access points are not jeopardized
4. Allow more right-of-way for public space.
5. Dedicated lane(s) for autonomous vehicles, buses and emergency vehicles
6. Dedicated lanes for bicycles
7. All modes allowed
8. Space dedicated to cars and scooters reduced
9. More ROW for public space including pedestrian furnishings, linear parks and bike facilities
10. Improved transit and autonomous vehicle facilities

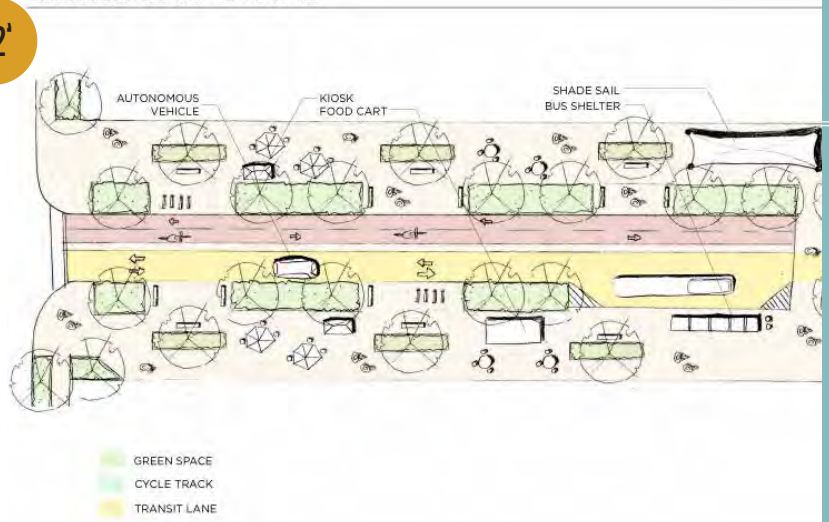
SCENARIO 3A SW 2ND AVE. NO CARS OPTION

BOLD

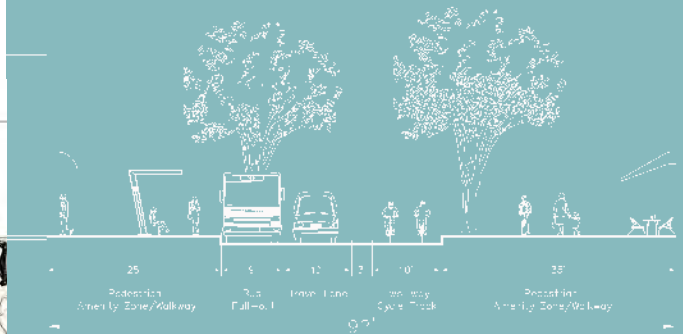
This is a pedestrian mall that allows for transit such as buses, autonomous vehicles and electric vehicles. It allows for several scales of programmed public space.

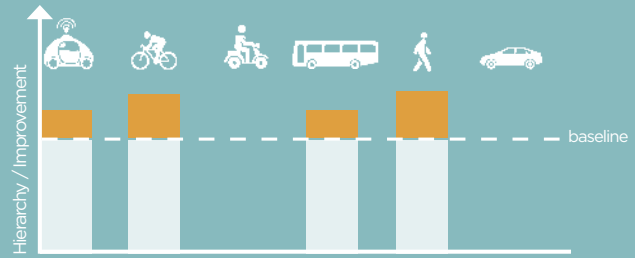
92'

SCENARIO 3: TWO-WAY - OPTION 1 - 92'



92 ft Right-of Way section looking west





SCENARIO 3A SW 2ND AVE. NO CARS OPTION

1. All modes allowed
2. Reads as one space
3. Pedestrian mall that allows for limited transit such as buses, autonomous vehicles and electric vehicles
4. Opportunities for several scales of programmed public space
5. Ability to add restaurants, art galleries, small commercial shops, gazebos, kiosks, bike service stations, electronic device charging stations, etc.
6. Potential to land lease sites along the newly gained area in the right-of-way for several future amenities

PROS

No cars in ROW; limited pedestrian/vehicular conflict

Great pedestrian placemaking opportunities

Large areas for public space; possibility of creating a linear park

More transit and autonomous vehicle use

Iconic

CONS

Strain on uses that are car dependent

Capital intensive, requires political will and change in general mindset

Major infrastructure changes to accommodate changes in traffic patterns; impacts on adjacent roads

Mopeds/scooters may be inclined to use bicycle facility

Greater utility impacts

Pearl Street Pedestrian Mall, Boulder, CO

Greenville SC, Image courtesy of Carolina Realty Guide

Auto-free street Image courtesy of Planetizen

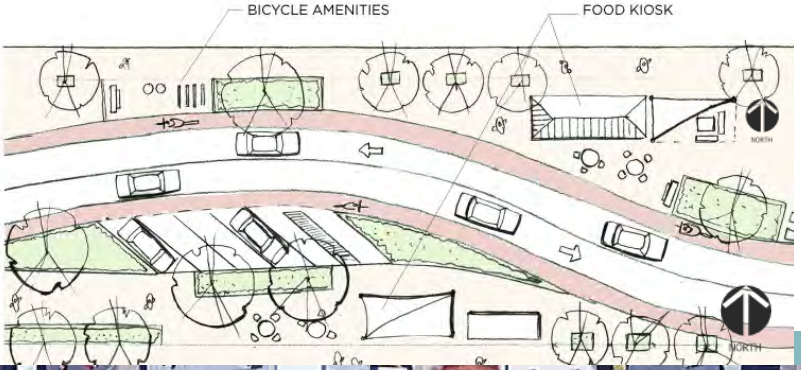
RIGHT OF WAY STUDIES:

SCENARIO 3B SW 2ND AVE. CHICANE OPTION

BOLD

2022-535

This option can be accommodated only in the 92' ROW and will have to be combined with other options/scenarios.



BIKE LANE

GREEN SPACE

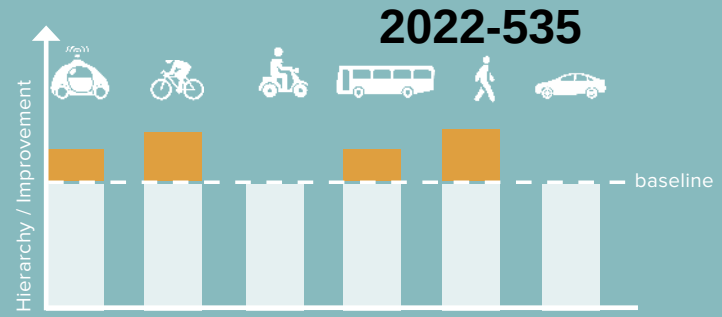
92'

ROW 92' typical

This Main Street, Grand Junction, CO utilizes chicanes to create a curvilinear roadway that offers several opportunities for multimodal mobility, pedestrian amenities and placemaking. The roadway works with roundabouts as well as as 4-way intersections. The right-of-way is similar to SW 2nd Ave west of 6th St at approximately 92 ft.

SCENARIO 3B SW 2ND AVE. (BOLD) CHICANE OPTION

1. Chicane allows for alternate public spaces and can be utilized to create variety and interest
2. Curvilinear roadway reduces vehicle speeds and is a good traffic calming strategy
3. The whole area reads as one space and the car's presence is not an intrusion
4. Allows for the inclusion of several small scale and temporary kiosks, exhibits, galleries etc.
5. Cars and mopeds allowed
6. More ROW for public space including pedestrian furnishings, linear parks and bike facilities



Main Street, Grand Junction, CO. The curvilinear roadway is 0.62 miles long. Chicanes provide opportunities for placemaking.

PROS

- Safe
- Larger pedestrian area
- Rethinks the idea of the public street
- Great placemaking opportunities
- Traffic calming

CONS

- Pedestrian space bisected by vehicular traffic
- Potential vehicular/pedestrian conflicts
- Greater utility impacts
- Major infrastructure costs

2022-535

ROAD SEGMENT CLOSURE SW 2ND AVE.

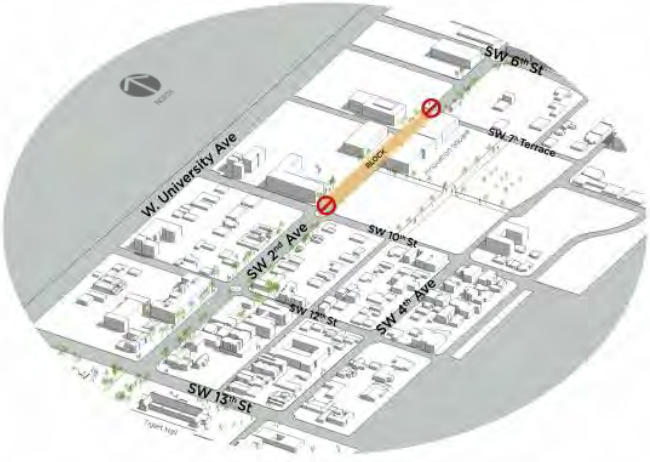
These road closures transfer traffic into roadways that are not designed to accommodate heavy traffic; they are very narrow and serve as access to adjacent uses that have parking lots off them.

These scenarios have to be further evaluated as there may be better segments to close as development activity increases and traffic patterns change.

SEGMENT 1

Through Traffic

Local Traffic



SEGMENT 1

Road closed from SW 9th St. to SW 7th Terrace

Road closure point

RIGHT OF WAY STUDIES: **BOLD**

ROAD SEGMENT CLOSURE SW 2ND AVE.

2022-535

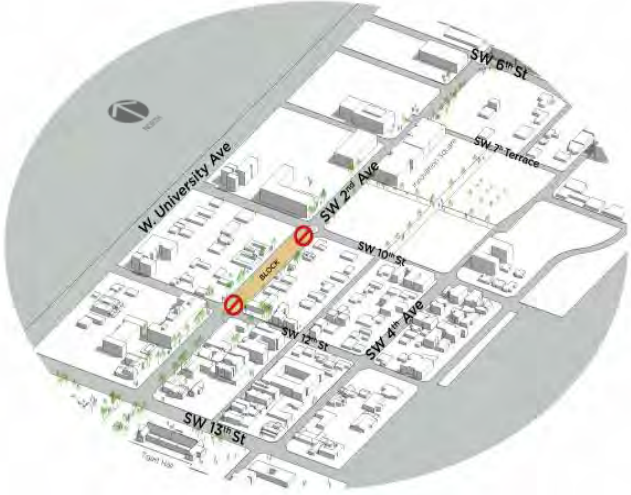
To create festival and events streets, there may be the need to completely block segments of SW 2nd Ave to through traffic on a temporary basis (or a more permanent basis in due course, if feasible). The following study looks at some areas that could be blocked off, based on the least impact to adjacent uses.

SEGMENT 1

Through Traffic

Local Traffic

Road closure point



SEGMENT 2

Road closed from SW 12th St. to SW 10th St.

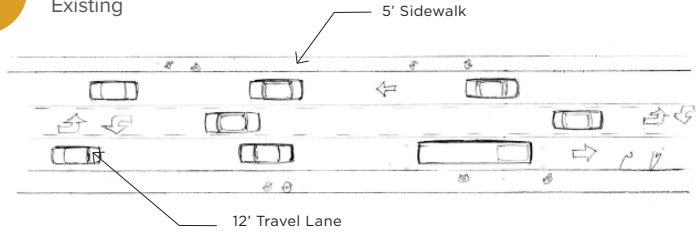
2022-535

RIGHT OF WAY STUDIES

EXISTING CONDITIONS **SW 4TH AVE.**

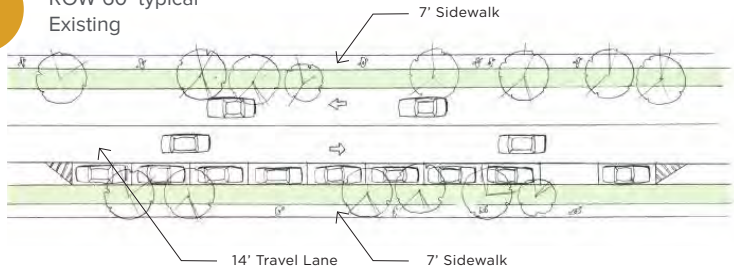
49'

ROW 49' typical
Existing



60'

ROW 60' typical
Existing

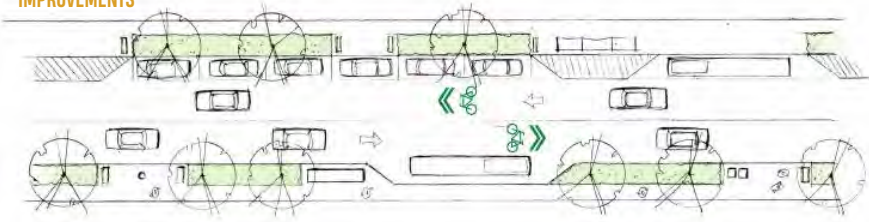


STREETSCAPE IMPROVEMENTS SW 4TH AVE. SHARROW OPTION

"Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance... it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits." - National Association of City Transportation Officials (NACTO)

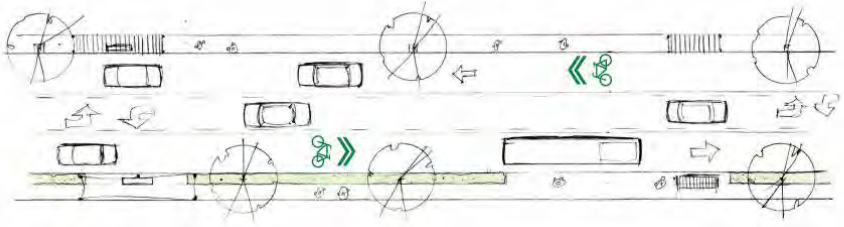
49'

ROW 49' typical
IMPROVEMENTS



60'

ROW 60' typical
IMPROVEMENTS



Sharrow signs are typically painted on pavements in the travel line or on signs in the right-of-way.

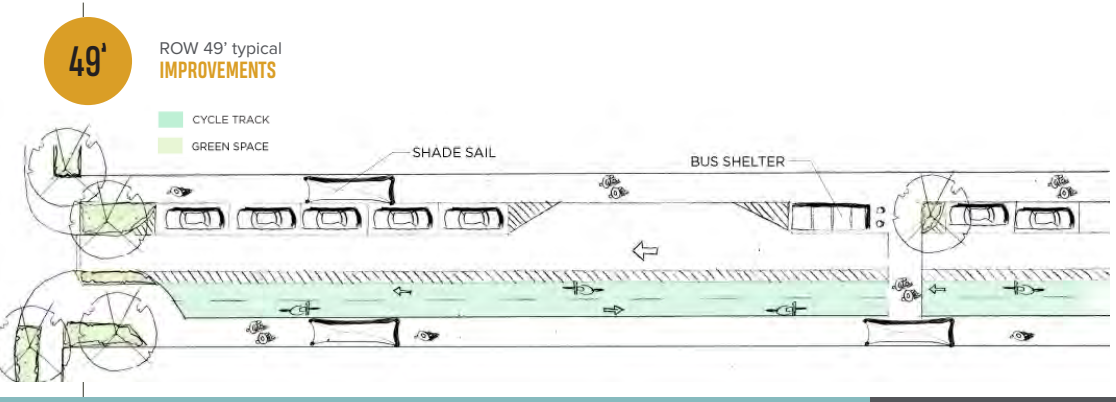
Sharrow lanes.
Image courtesy of National Association of Transportation Officials (NACTO)

Sharrow lane in use
Long Beach. CA.
Image courtesy of NACTO

RIGHT OF WAY STUDIES

SCENARIO 1.3 SW 4TH AVE. ONE WAY PAIR OPTION

An alternative scenario where traffic travels west to east on SW 4th Ave. can also be feasible if the overall one-way pair system is deemed to work better as an anticlockwise system.



PROS

Predictable traffic flow

Larger areas for public space; possibility of creating a linear park

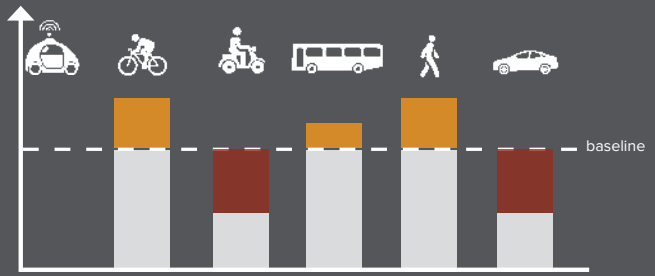
CONS

Capital intensive

One-way pair may be hard for vehicles to navigate

Mopeds/scooters may be inclined to use cycle track for contra-flow

Greater utility impacts



2022-535

1. All modes allowed
2. Create one-way West bound traffic on SW 4th Ave.
3. Allow for two-way transit and autonomous vehicle circulation.
4. Work with adjacent uses to ensure that functional, required, access points are not jeopardized
5. Allow More ROW for public space including pedestrian furnishings, linear parks and bike facilities
6. Dedicated lanes for bicycles
7. Space dedicated to cars and scooters reduced

2022-535

AUTONOMOUS/ELECTRIC VEHICLE NETWORK

Starting Terminus and
Autonomous Vehicle Importances

The project is a partnership between the University of Florida (UF), FDOT, and City of Gainesville (RTS).

The demo route is between 14-40 SW 2nd St. and 198 SW 2nd St in SW 2nd Ave corridor. Eventually the shuttle route would extend west to UF's proposed autocourt in front of Tigert Hall and east to Depot Park

The vehicles are manufactured by Easy Miles with Transdev Services, Inc as vendors.

2022-535


GAINESVILLE
MOBILITY
AUTOBUS
Gainesville.
Citizen centered
People empowered
ez10
ez10

URBAN DESIGN FRAMEWORK

2022-535

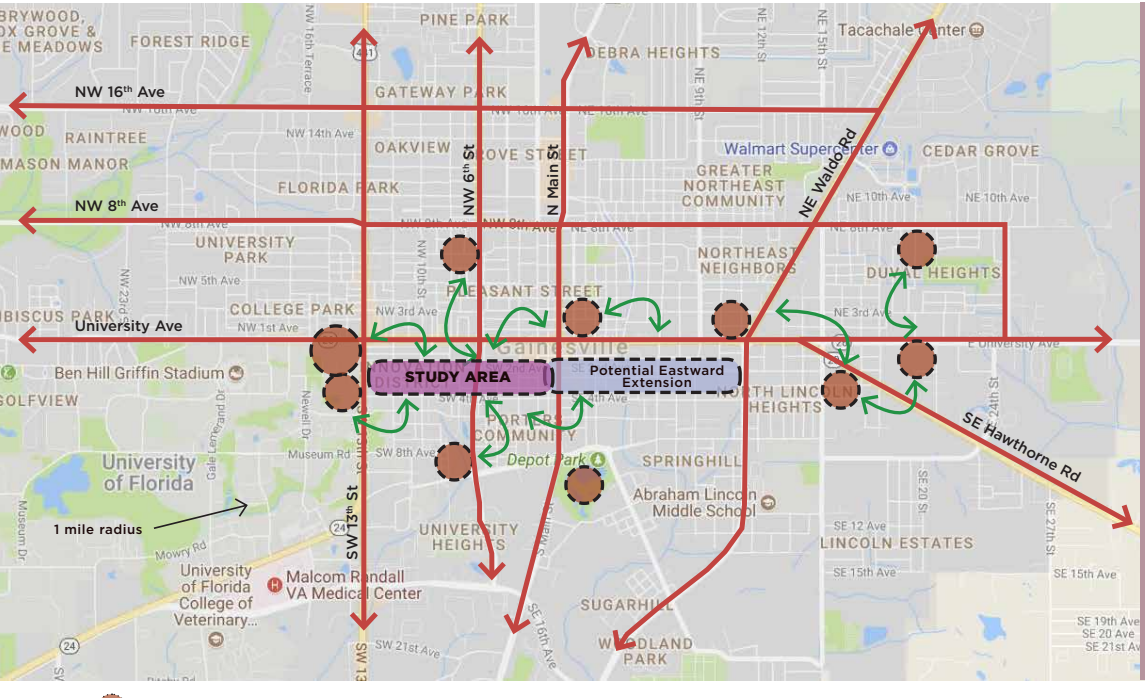
Urban Design addresses all elements of the public realm which tie together to make a place, district or city function.

Creating a successful and vibrant public realm requires a thoughtful approach to balancing these elements to provide comfort for users, support economic development and promote sustainable development.

The project site does not exist in isolation, but is one of several potential redevelopment areas within the City of Gainesville. It also lies adjacent to several parcels that have been slated for future development either by public or private entities. Care must be taken to ensure that the development language established for this corridor sets a good benchmark and precedent for future development.

REGIONAL CONTEXT

2022-535



Connections to the proposed autocourt.

Gateway features in the vicinity of Tigert Hall.

Coordination with 2018 Landscape Masterplan and Transportation and Parking Strategic Plan.

Inclusion of campus open spaces, such as Ocala Pond on SW 13th St. & SW 5th Ave into the proposed open space network to create a seamless transition to campus.

Use the corridors to celebrate Innovation Square as a central node. In other words, let activity climax at Innovation Square.

Create a destination that attracts residents, as well as local and regional visitors.

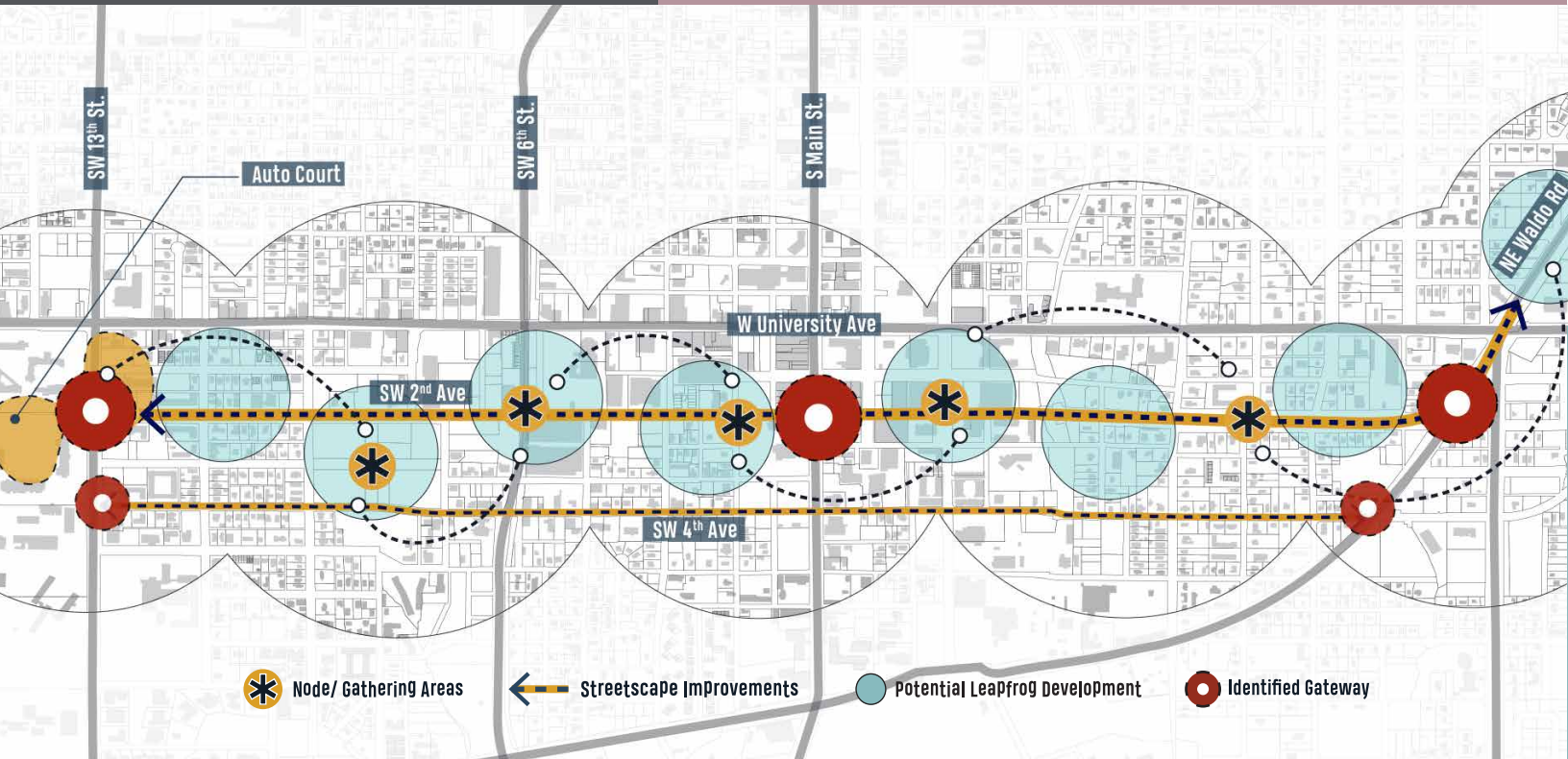
Weave into an urban fabric that spurs off leap-frog development of other districts of varying scales with different experiences.

Potential Leap-frog Development Districts within the City of Gainesville (locations are approximate)

2022-535

URBAN DESIGN PRINCIPALS

GATEWAYS
CONNECTING THE COMMUNITY "EAST TO WEST"



2022-535

UTILITIES & INFRASTRUCTURE

Capitalize on existing systems and networks for future development.

Fill gaps in infrastructure and plan to underground utility lines where possible.

AMBIANCE

Plan infill developments to tighten the street wall, reduce gaps, and encourage pedestrian activity.

Create a desirable balance of the natural and the built environments – introducing placemaking components while maintaining natural elements.

STREETSCAPE

Build upon existing initiatives for streetscape texture and materiality on both corridors (especially on SW 2nd Ave).

Introduce more pedestrian-friendly streetscape improvements and furnishings.

Identify pockets of opportunities in existing parkstrips and include tactical urbanism initiatives. Identify places for shade structures, parklets and cooling stations.

BUILDING FORM

Create massing and greater heights with consistent build-to and setback lines within the core to encourage pedestrian activity.

Locate large parking areas must be located to the side and rear of buildings to allow pedestrians to engage directly with building frontages.

Adopt building design standards that create a consistent streetscape experience. This should include providing direction on use of design elements such as fenestration, entrance locations, service access, materiality, etc.

LAND USE

Create a mix of uses and allow opportunities for 24-hour use of the area. Promote walkability to encourage walking from one activity/use to another.

TRANSPORTATION & CIRCULATION

Create more pedestrian friendly spaces and activities.

Use existing transit lines and transit infrastructure to allow for more pedestrianization of one or both corridors.

Utilize cutting-edge autonomous vehicle technology, wherever possible.

Use elements like bollards, planters and on-street parking to buffer pedestrian zones from automobile traffic.

Use one-stop parking with parking garages, and plan them within a comfortable walking radius zones from automobile traffic.

Use one-stop parking with parking garages, and plan them within a comfortable walking radius.

ENVIRONMENTAL CONTROL

Utilize existing tree canopies as part of a shade network.

Capitalize on regularity of building setbacks to incorporate shade structures, like awnings where possible.

Develop a shade network with cooling stations.

2022-535

URBAN DESIGN FRAMEWORK

RECOMMENDATIONS

Vacant or underdeveloped sites should be developed into a mix of uses to support the corridors' economic development. At the same time, these developments will bring infill to fill gaps and strengthen the street wall to encourage pedestrian activity.

Carefull infill developments along the corridor will help to compliment existing developments.

*The volumes shown do not represent specific buildings but rather development potential

800 Second building at Innovation Square

Cascades - by Trimark Properties

PUBLIC ART FRAMEWORK

Public art or works of public art are defined as, but not limited to, the following: sculptures, engravings, mobiles, mosaics, site- specific installations, cravings, murals, graffiti, statues, fresco, bas-relief, etc.

The objective of public art is to enrich and enliven the public realm, fostering a sense of community and identity of a place. Art involving local artists creates a sense of ownership which strengthens local culture.

2022-535

ART AXIS

An "Arts Axis" concept is being proposed by UF's Landscape Masterplan.

The goal of the Arts Axis is to connect the Cultural Plaza at UF with the South Main/ Depot Avenue emerging arts district via College of the Arts (Inner Dr @ SW 13th St). Parts of this route will run along/ engage the SW 2nd Ave and/or SW 4th Ave corridor.

The eventual route had not been finalized as of the publishing of this Study in 2018. The Arts Axis is intended to provide navigation and interest through a series of outdoor installations.

RETAIL, STOREFRONTS

2022-535

Sidewalk Cafe

Outdoor Dining Area

Outdoor Dining Area

Programmed Median

Cafe/Kiosks in Public Space

Sidewalk Cafe

2022-535


Dick
Mondell's
OPEN EVERYDAY
11:00 AM - 11:00 PM
BURGERS
SWEETS
DRINKS
ENTREE SALAD
A FULL LINE FOOD
DISTRIBUTOR

WAYFINDING AND SIGNAGE

Well-designed, and placed, wayfinding and signage will help all users and transportation modes to navigate the corridors. Different sign types that should be employed include

Street name signs

Informational signs

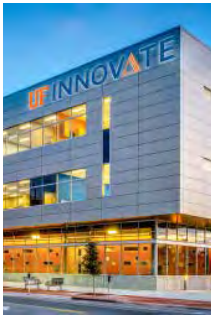
Pedestrian-oriented signs

Vehicular-oriented signs

Directional signs

Building signs

Advertising signs, etc.



2022-535

SHADE NETWORK

Designing for pedestrian and outdoor activity in the summer months in Gainesville requires a strategic approach to mitigate high temperatures and humidity. The proposed shade network incorporates elements such as shade structures, awnings, trees, cooling stations, pocket parks etc., at frequent locations along the corridors to provide relief to users.

2022-535

STRUCTURES, PAVILIONS, KIOSKS.

Small-scale and temporary structures help to animate and define urban spaces. These structures bring a variety of design and architectural styles while bringing in color, whimsical elements and engage users.

They are also very functional when programmed for activities such as the following:

- Restaurants
- Cafes; ice cream shops
- Candy stores
- Concessions
- Food carts
- Exhibitions and galleries
- Shade structures
- Umbrellas; outdoor dining
- Bookstores; newsstands
- Bike service stations
- Bike share stations
- Bike racks and bike storage
- Storage sheds; service and utility hubs
- Seasonal


2022-535

LIGHTER, QUICKER, CHEAPER (LQC) PROJECTS & TACTICAL URBANISM

Tactical Urbanism is "a city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long term change." Examples include: complete streets, parklets, pedestrian plazas etc. Also known as "DIY Urbanism, guerrilla urbanism, planning-by-doing, urban acupuncture, or urban prototyping," its main function is quick, feasible, applied action and results in highly effective LQC projects.

2022-535

Parklets

A parklet is a sidewalk extension that provides room to accommodate pedestrian amenities like seating and landscape elements.

Social Infrastructure

Social infrastructure like pocket libraries are open cultural spaces that are accessible from the street, and invite users to share the joys of reading with the community & neighbors.

Play Areas

Play areas are a pop-up space that can accommodate different types of play using art, colorful, creative materials. With its interim transformation, this can attract children to play and engage in the space.


2022-535
CLEANING · LAUNDRY
HAIR + SKIN CARE
BODY
PETS

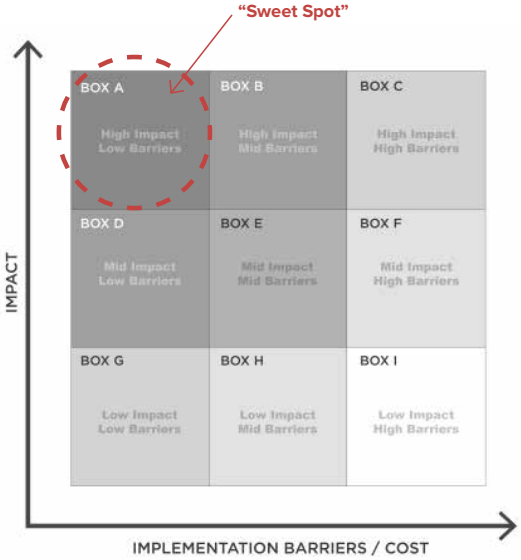
IMPLEMENTATION

In many cases, planning and visioning documents create excitement at the onset and through the visioning process; however, most projects die at this stage. Therefore, **implementation strategies are necessary** to ensure that projects are pulled 'off the shelf' and into reality.

IMPLEMENTATION

PROJECT PRIORITIZATION **MATRIX**

A Project Prioritization Matrix (PPM) is a tool that is used to identify, categorize, and prioritize a list of projects by potential impacts to the project vision, or area, and potential barriers to implementation. To implement the Vision successfully, a program of recommended measures has been established. These have been categorized under two categories: DO's & DON'TS. These will serve as an underlying 'constitution' for future work in the project area.



Box A (High Impact/Low Barriers)

Lower speed limit on 2nd Ave
Move RTS buses from 2nd to 4th
Food trucks/container shops/ 'Glass Boxes'; kiosks; cafes
Events/ Festivals/ Branding
Art (Quick; murals etc.)
Design Guidelines
Autonomous Vehicles (Free rides)
Upgrade transit stops
Incentives (Business)
Security (tactical, perception, lighting)

Box B (High Impact/Mid Barriers)

Pocket parks
Restaurants/outdoor cafes
Supporting infrastructure for autonomous vehicles
'Transit Info System'
Wayfinding

Box C (High Impact/High Barriers)

Art (Interactive fixtures; larger installations, signature art pieces)
Corridor re-design
Engage building frontages (awnings, colonnades, arcades etc.)
ROW reconstruction - Big picture/sections of roadway
4th Ave capacity reallocation
Improve street lighting
Structured parking (Public + Private)

Box E (Mid Impact/Mid Barriers)

Power for events
Corridor Wi-Fi

Box F (Mid Impact/High Barriers)

Access Control

VISION (ing)

executive summary

OCTOBER 2018

SW SECOND & SW FOURTH
MULTIMODAL CORRIDORS

STEERING COMMITTEE

Linda Dixon	UF Planning, Design & Construction
Lee Nelson	UF Innovation Square LLC
John Fleming	Trimark Properties
Sarah Vidal-Finn	Gainesville CRA

CONTRIBUTORS

Jesus Gomez	Gainesville RTS
Krys Ochia	Gainesville RTS
Scott Fox	UF Transportation and Parking Services
Erik Lewis	UF Planning, Design & Construction
Debbie Leistner	City of Gainesville Public Works

PREPARED BY
CHW PROFESSIONAL CONSULTANTS

E.J. Bolduc III, PLA	Vice President
Donald Buaku, AICP	Urban Design/Planning
Laurie Hall, PLA	Landscape Architecture
Poojitha Vadana	Urban Design
Brian Snyder, PE	Traffic Engineering
Missy Boyer, AIGA	Document Design

TRIMARK PROPERTIES — ACQUISITION • DEVELOPMENT • RENOVATION PROPERTY MANAGEMENT

INNOVATION SQUARE

UF UNIVERSITY of FLORIDA

CHW Professional Consultants

Gainesville. Citizen centered People empowered

2022-535

INNOVATION SQUARE.

DEVELOPMENT FRAMEWORK

2022-535

"It is not the strongest of the species that survive, nor the most intelligent, but the one most responsive to change."

- Charles Darwin

CONTENTS

For the past half-century commercial scientific research has been carried out in research 'parks': remote, internally focused environments. This is no longer the only model for research development. In the highly competitive world of scientific research, people want to work and live in highly connected communities.

INNOVATION SQUARE is committed to seeing this vision become a reality. By closely aligning the need for a research district with the vision and goals of the University of Florida and the City of Gainesville, this plan puts in place a clear framework for development within which opportunities for employment will emerge, capitalizing on the strength of the workforce in the region, and ultimately where research and researchers will thrive.

INTRODUCTION


GATORS

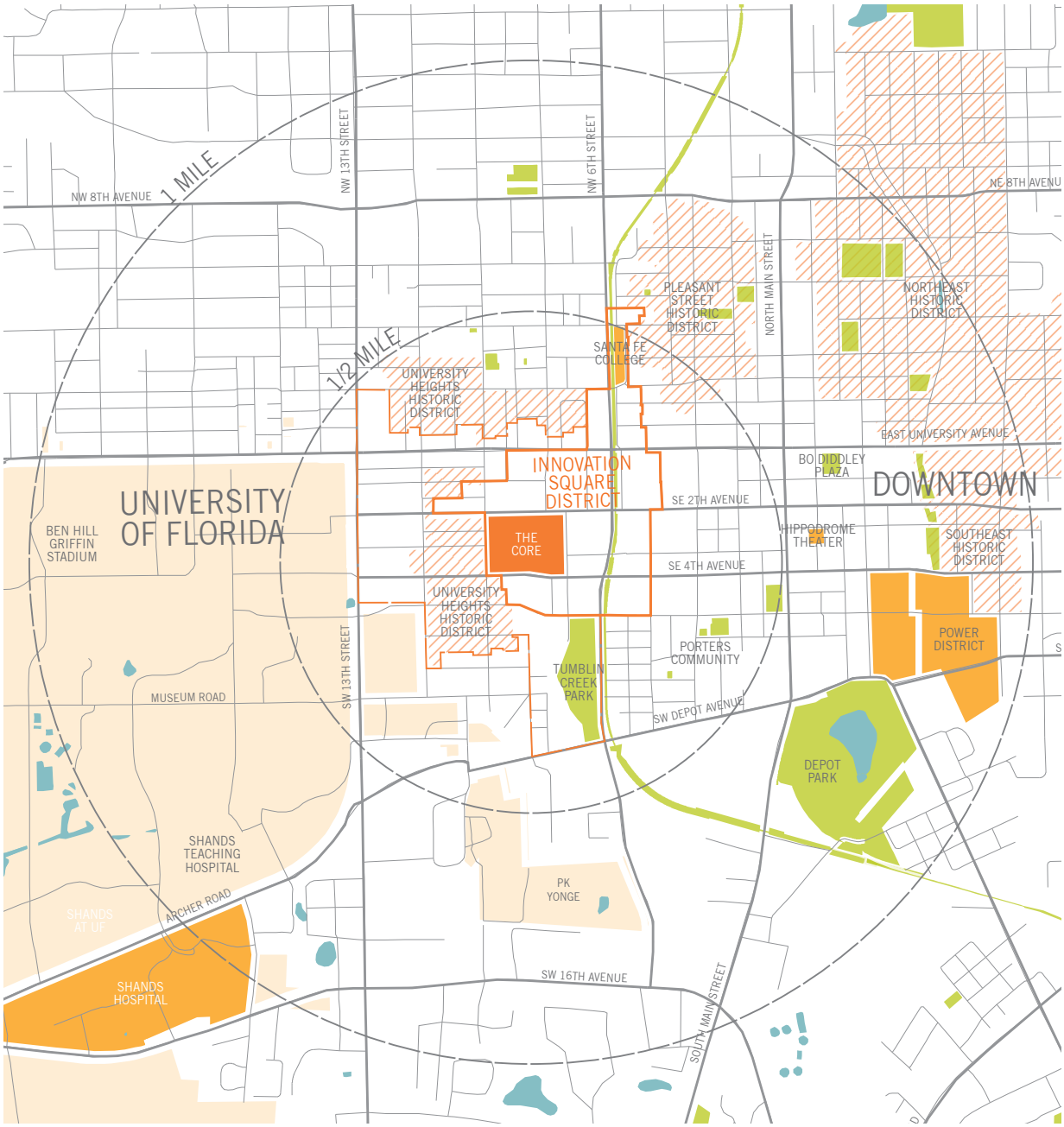
DEVELOPMENT FRAMEWORK.

INTRODUCTION

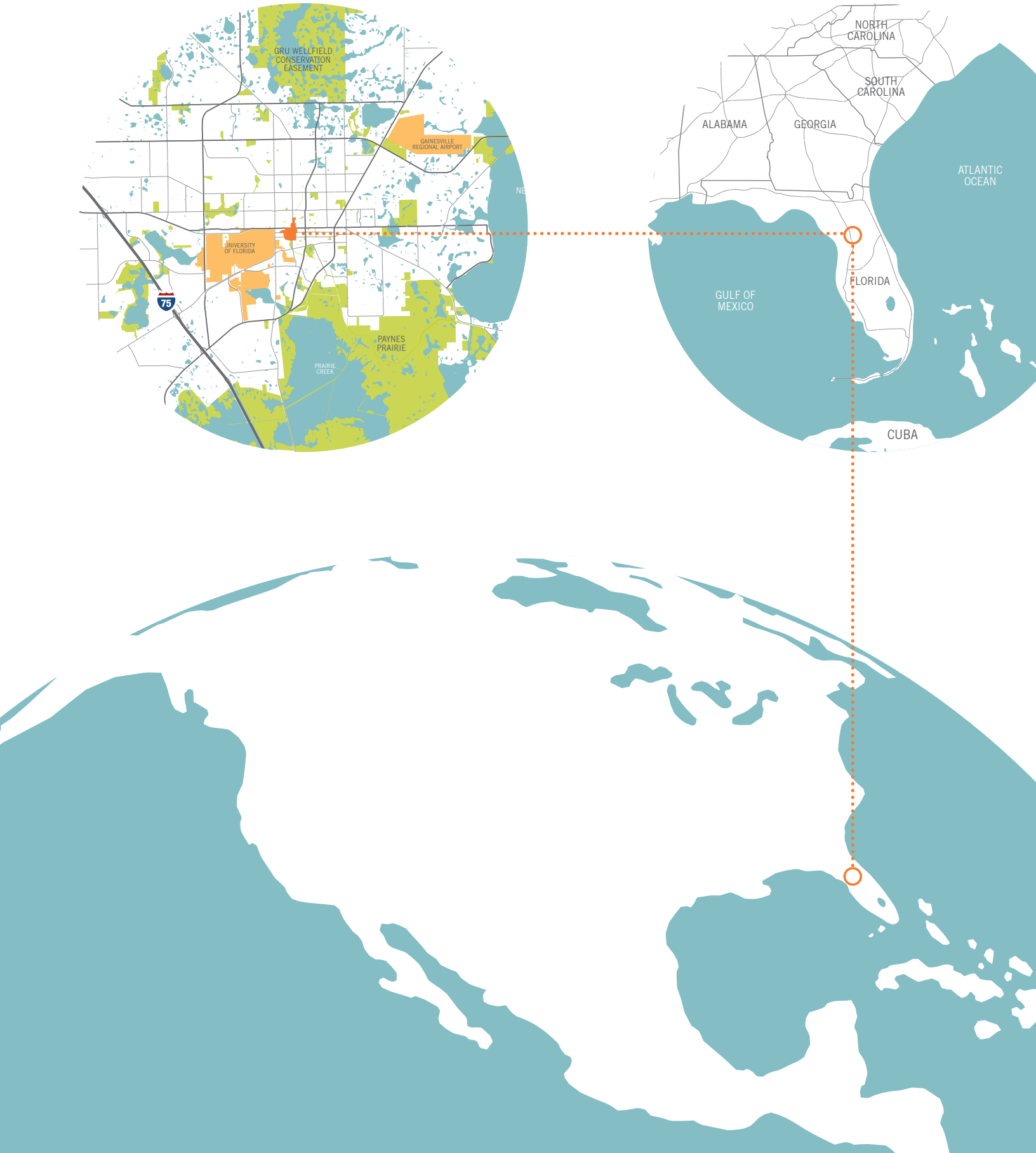
Cities are growing around the world as people are moving from rural and suburban areas to be a part of the phenomenon that is urban life. While there are many reasons for this, the primary motivation is our need for human interaction and the myriad benefits that emerge from this interaction. For millennia the trend has been for populations to congregate in order to engage with others; to create and innovate through the collision of people and ideas. There may have been dips in this progress over time, but the general trend has remained strong and continues today.

In the face of emergent technologies that would seem to promote isolation, the reverse has in fact been happening. While we spend more time online and communicating electronically, we have also been spending more time face to face with our fellow citizens; in cafes, restaurants, shops, parks, and other public places. It is this interaction that is emerging as the foundation for the heightened exchange of ideas and the proliferation of innovation.

Innovation is predicated on this human collision. Its very nature is taking ideas and making them better, in many cases through avenues that were never intended or conceived of by the originator. This interaction is critical to the process, and there is real value in creating an environment in which this is not only allowed but incentivized at every level. This incentive is captured through a heightened sense of community, through making it as easy as possible to do the things that promote innovation. Much of world makes demands on us that get us further from this goal. In this community, this district, and this project, the aim is to facilitate the great ideas, the inventions, and the information that will propel us closer to more fulfilling and sustainable communities: a better future for all of us.



Gainesville, the University of Florida, and the surrounding areas of north central Florida, contain a unique mixture of the ingredients needed for this to happen. The area has a strong community and a premiere research institution. The combination of the two provides a highly livable, walkable, adaptable and sustainable environment within which significant research and associated activities will thrive, building on past successes and expanding the positive alliances and partnerships that are precipitating some of the most creative and innovative products, companies and solutions in the world. And all in a place where people live truly fulfilled and rich lives.


GRU WELLFIELD CONSERVATION EASEMENT
GAINESVILLE REGIONAL AIRPORT
UNIVERSITY OF FLORIDA
75
PAYNES PRAIRIE
PRAIRIE CREEK
NORTH CAROLINA
SOUTH CAROLINA
ALABAMA
GEORGIA
ATLANTIC OCEAN
FLORIDA
GULF OF MEXICO
CUBA

DEVELOPMENT FRAMEWORK. INTRODUCTION.

COMMUNITY

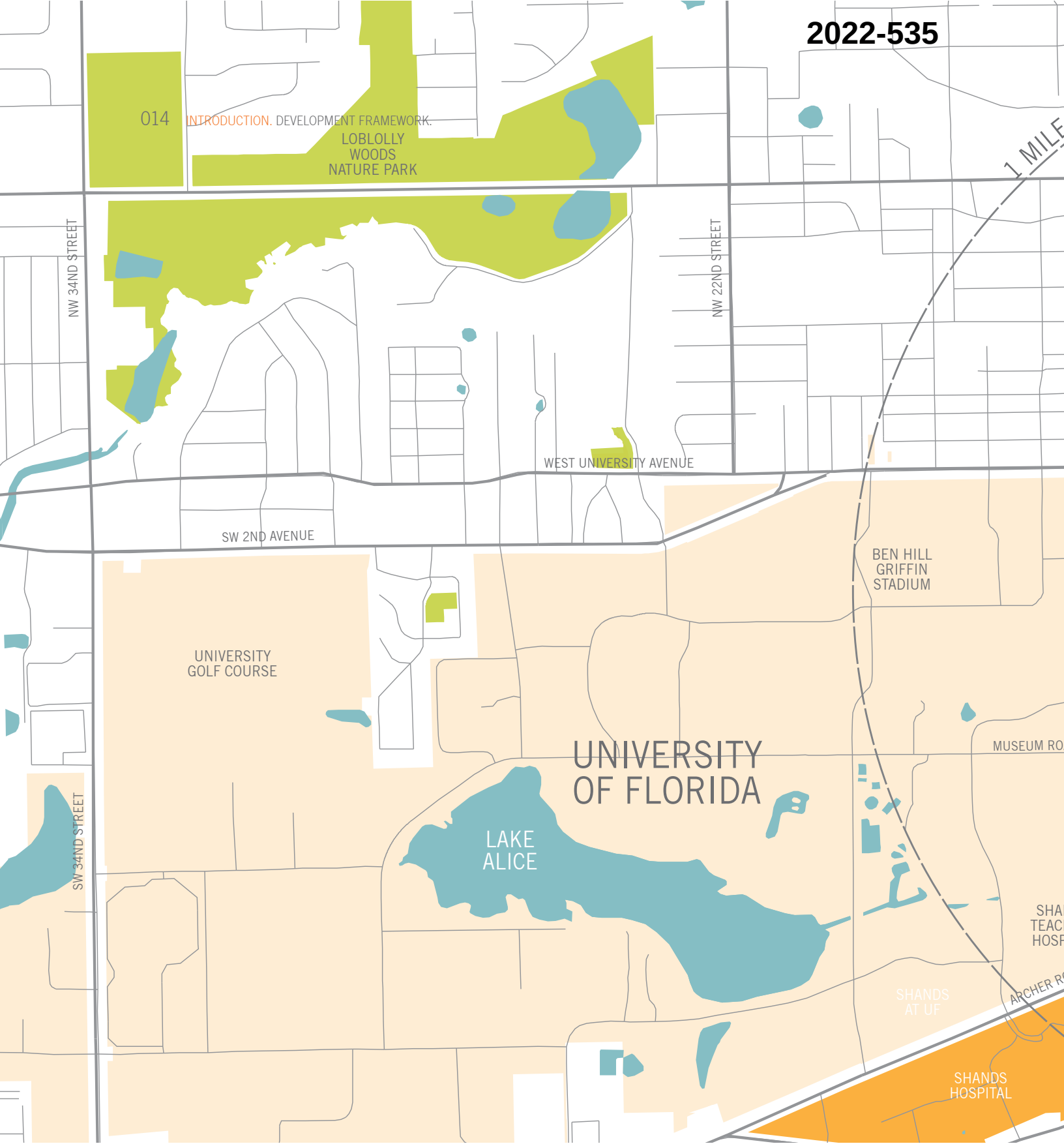
Successful communities are built on strong, lasting foundations. They last through time, building on past success, and they grow, leveraging to full advantage the breadth and diversity of elements within the geography of the community. Gainesville continues to build on its rich history and tradition, and the myriad resources of the city that have produced one of the premiere education and research environments in the world, as well as a great place to live.

Like many inland cities in the U.S., Gainesville was founded at a prime location along a proposed rail line; the Florida Railroad Company's line stretching from Cedar Key to Fernandina Beach. In the first decade of the 20th century, Gainesville lobbied for the new University of Florida by offering land, money and an agreement to "furnish water to the University without charge." This turned out to be a prescient strategy, and one that has been repeated over the years as the city continues to provide innovative ways to build a better city. The state accepted the city's offer and the Gainesville campus opened for registration on September 24, 1906. Classes began two days later for the 102 students enrolled. The city and university became models for both civic and educational excellence. Beginning in the 1970's, the university diversified and expanded into one of the top universities in the nation. Today, the University of Florida is a leading public research university situated in what Money magazine called "the best place to live" in the United States; the Gainesville community. With a focus on excellence in research, teaching, and technology, the University of Florida and Gainesville are positioned to take full advantage of the future. The community is consistently ranked in the top tier of cities to live and was even acknowledged by the AARP as the "best place to reinvent yourself."

The elements that have created this highly productive and livable environment are embedded in the fabric of the city. Unlike many emerging research communities, Gainesville is simply taking advantage of its attributes, while others must create anew that which is innately woven throughout this community. Gainesville is home to a deep and deeply talented workforce,

PAST

- 1824 — Alachua County is formed and extends from Georgia border to Port Charlotte, FL
- 1845 — Florida becomes 27th state of USA
- 1853 — Seat of Alachua County moves to Gainesville
- 1859 — Florida Railroad crosses Gainesville
- 1866 — Freedman's Bureau opens Union Academy in Gainesville



1867 East Florida Seminary relocates from Ocala to Gainesville

1876 *Gainesville Sun* publishes first newspaper

1894 Boulware Springs opens as Gainesville's first water works

1897 Gainesville's first electric light plant begins operation

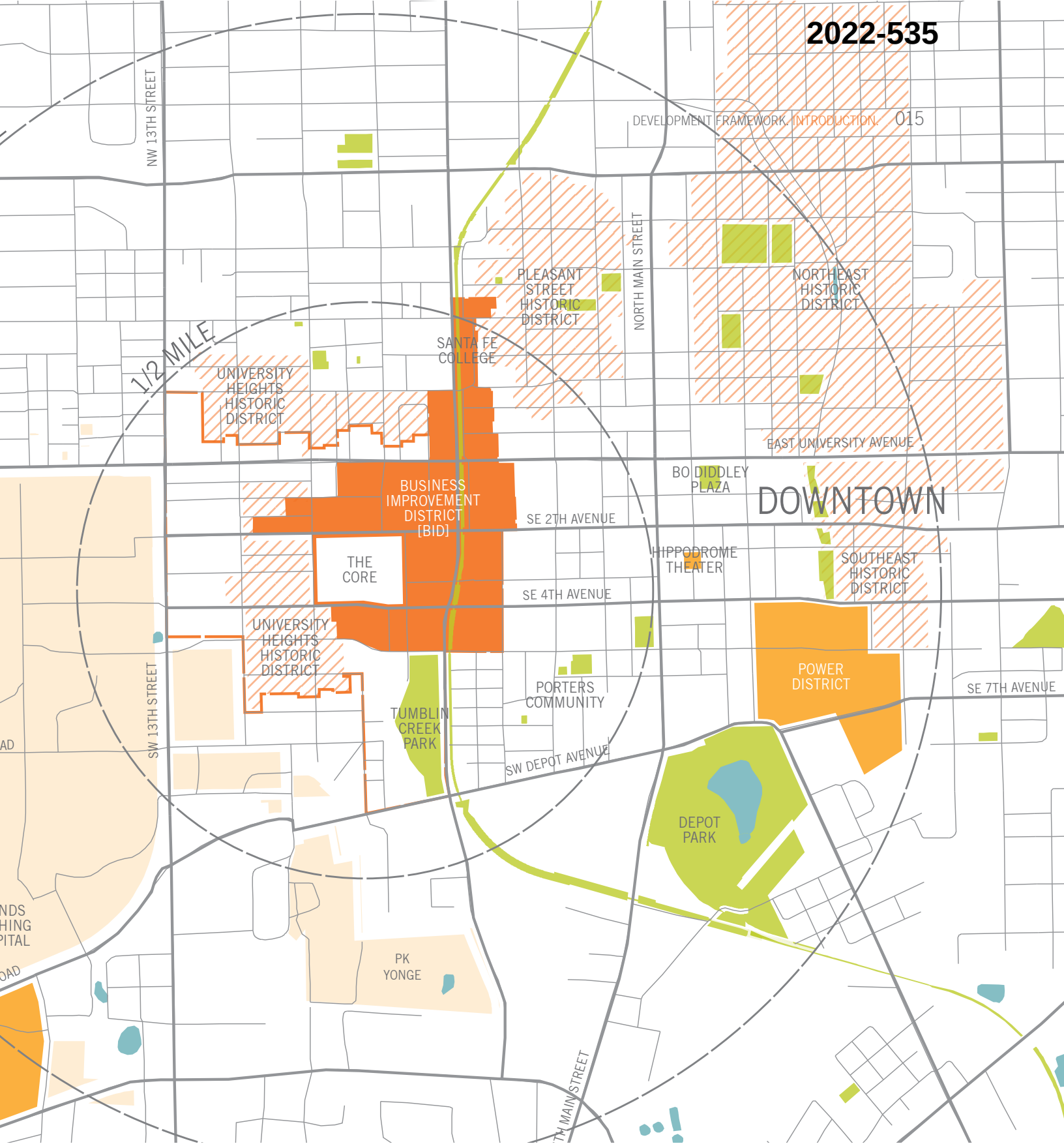
1900 Gainesville opens first public graded and high school

1906 University of Florida opens for classes

1911 Gainesville Post Office and Federal building is constructed (present day Hippodrome State Theatre)

1914 First electric power plant (John R. Kelly Generating Station) is built

1925 First female student enrolls at the University of Florida



1927	1928	1934	1940	1947	1948	1953	1958
Gainesville establishes Commission Form of Government and builds City Hall	Alachua General Hospital is built	PK Yonge Developmental Research School established on UF campus	Construction of Gainesville Regional Airport begins	University of Florida becomes fully co-educational	Last train passes through Gainesville	University of Florida celebrates centennial and constructs Centennial Tower	First African-American student enrolls at the University of Florida; Shands at UF opens

supported by the graduates of both the University of Florida and Santa Fe College. This workforce will continue to grow as the economic and scientific benefits at Innovation Square unfold in the coming years. And like the pre-existing workforce, Innovation Square has a development platform, regulatory structure and high-performing infrastructure that either in place or underway, and expanding, to accommodate development today. All of these elements combine to create an environment that is building on the foundation and history of the city and the university to move the community forward through the twenty-first century.

This community, however, is comprised of much more than just the University and the City. There is a rich fabric and diversity that propels the community beyond the typical college town as evidenced by the following examples.

Affiliated with the University of Florida Health Science Center, Shands Healthcare is one of the Southeast's premier health systems and rated in the top 50 hospitals.

Alachua County and the City of Gainesville that have both established levels of excellence and inspiration in the execution of civic and public works programs, leading initiatives in transportation, streamlined regulatory systems, and innovative systems for sustainable operations.

The astounding transformation of Gainesville's downtown is being led by the Gainesville Community Redevelopment Agency (CRA), engaging in innovative and creative programs for bringing life and diversity back into the community.

The Chamber of Commerce has formed Innovation Gainesville (iG), a community initiative to harness innovation to create jobs in health and green technologies and thereby to raise the standard of living in our community.

Santa Fe College, emerging as a premier college, offers a unique advantage to this research community, preparing students for positions within the research and associated fields.

Progress Corporate Park is a research park with a 25 year successful track record of growth and incubation, including the significant track record of the Sid Martin Biotech Incubator, all creating a productive setting for the many bioscience, tech and other companies attracted to northwest Alachua County. It has fostered growth in innovation and provides a collaborative and supportive platform for interaction with Innovation Square.

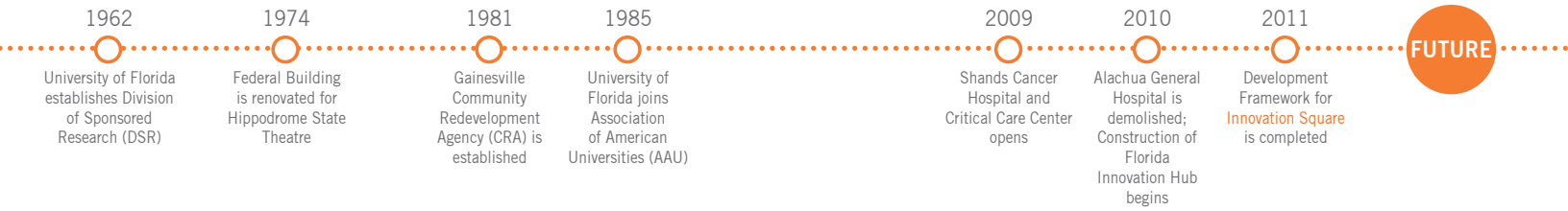
The Alachua County School System is one of the premier systems in Florida, with achievements such as the state's highest SAT scores, four of the best high schools in the nation and one of the best International Baccalaureate programs in the world.

Gainesville Regional Utilities (GRU) is advancing the platform and operation of the necessary and complex systems into an efficient and responsive framework that provides state-of-the-art support for future research-based development, including systems for communication, power, water, and others.

The Power District is a 12-acre adaptive-use and brownfield redevelopment project that is planned for parts of the existing GRU campus located just south of downtown. The district will integrate and accommodate uses that support the goals Innovation Gainesville.

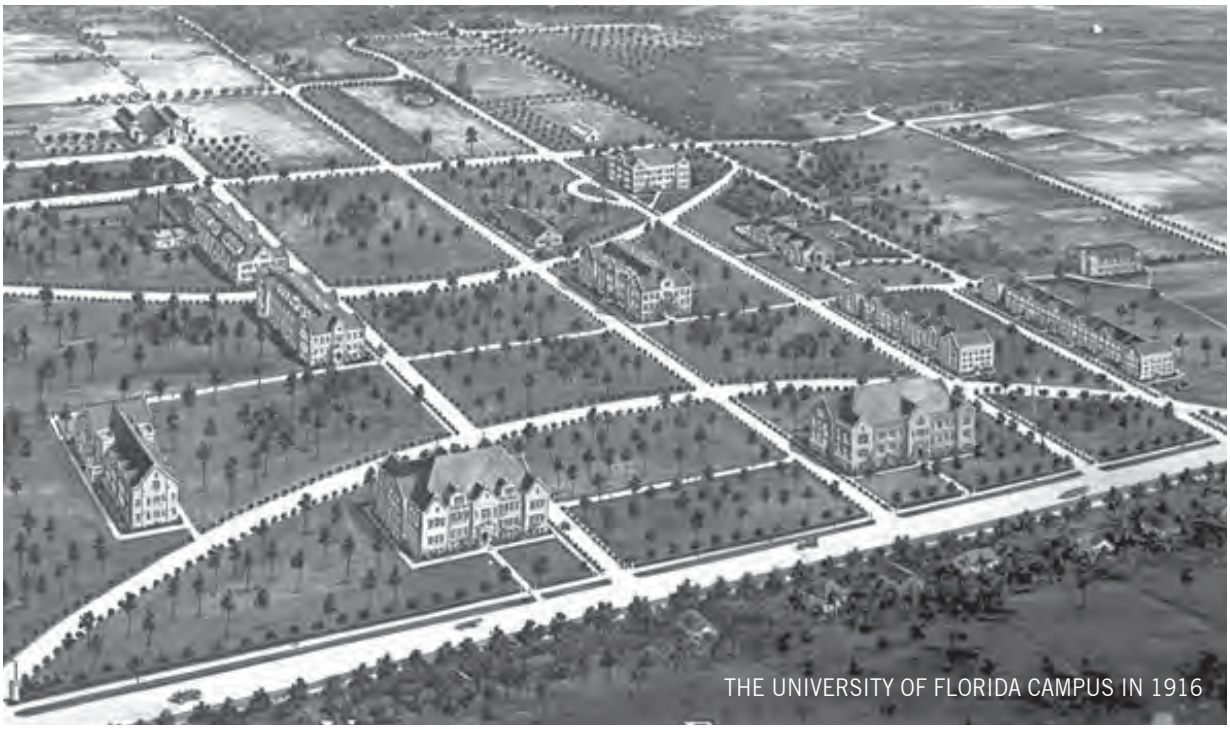
Depot Park is a former brownfield repurposed as a highly sustainable city park including the restored historic train depot and proposed home to a science and innovation museum.

This community is exceptional in ways that go beyond the individual successes of any of its distinguished elements. It is truly unique in its facility for collaboration: in the Gainesville community, strength emerges from an understanding of the benefit of collective participation; participation that includes partnerships between both the public and private sectors. The citizens' desire for livability, walkability, adaptability and sustainability are the very principles that cultivate innovation and strengthen the economic and cultural viability of the community.



THE DOWNTOWN ARTS FESTIVAL

CENTURY TOWER AT UNIVERSITY OF FLORIDA



THE UNIVERSITY OF FLORIDA CAMPUS IN 1916

THE UNIVERSITY OF FLORIDA

The University of Florida is one of the nation's largest and most comprehensive institutions of higher learning with more than 50,000 students. A top-tier research university, UF received $678 million in research awards, including $394 million of health-related research in 2009-2010, representing a significant portion of the state's intellectual and economic commitment to biotechnology. UF's sixteen colleges and more than one hundred research, service and education centers, bureaus and institutes are mostly located on the 2,000-acre campus west of Downtown Gainesville, which houses more than 900 buildings including a core Campus Historic District.

UF was created during the 1905 reorganization of higher education in Florida that consolidated public institutions into three universities segregated by race and gender. One of the four institutions included under the UF banner, and the oldest educational institution in Florida, was the East Florida Seminary (est. 1853 in Ocala) located in Gainesville. The City of Gainesville successfully lobbied to host the new campus, by offering 500 acres of land west of the City, purchase of the seminary site and free water. The core campus was constructed between 1906 and 1925 in southern collegiate Gothic style. The University's signature colors of orange and blue and alligator mascot were established soon after its creation, in the 1910s. The first female student enrolled in 1925 although the University did not become fully co-educational until 1947.

Post WWII, the University underwent a large expansion aided by the GI Bill and parallel to the population boom in Florida. Returning veterans increased the University's enrollment to 7500 students in 1947. Many high-tech industries, and most notably the Space Program, moved to the Sunshine State, fostering a vibrant research environment in the state's higher education institutions. In 1953, the University celebrated its centennial, commemorated with the construction of the

Century Tower. An ambitious, $50m expansion campaign created a new health campus (today's Health Science Center and Shands Teaching Hospital at UF), along with expanded facilities for the growing student body. The University's first African-American student enrolled in 1958, paving the way for today's racially and ethnically diverse student population.

The University's growing research environment was formalized in 1962 under the Division of Sponsored Research (DSR), established by the Florida Legislature to facilitate, manage, stimulate and expand a balanced research program at the University of Florida. In 1985, the University of Florida joined the prestigious Association of American Universities (AAU), an organization of leading research universities devoted to maintaining a strong system of academic research and education. The University of Florida Research Foundation (UFRF) was established a year later to promote, encourage and provide assistance to the research activities of the University faculty, staff and students. The UF Office of Technology Licensing (OTL) has worked since 1985 to bring UF research to the market for public benefit. UF currently leads among public universities in the transfer of research discoveries to the marketplace. Royalty and licensing income exceeds $30 million annually and technologies developed at UF have led to the founding of more than 100 companies.

Among the institutions affiliated with the University of Florida is the PK Yonge Developmental Research School, located southeast of the UF campus. Established in 1934 in what is now Norman Hall, the school serves 1150 students in kindergarten through twelfth grade, developing innovative solutions to educational concerns in the state of Florida, in collaboration with the UF College of Education. UF also owns and operates the Baby Gator Child Development Centers in Gainesville, which offer high quality care to children ages 6 weeks to five years.

Located in the heart of Midtown Gainesville in close proximity to UF and Shands, Innovation Square will help strengthen UF's leading role in transformational research in the United States.

SHANDS AT THE UNIVERSITY OF FLORIDA

Shands Healthcare, affiliated with the University of Florida Health Science Center, is one of the premier health systems in the Southeast. It operates two academic medical centers (Shands at UF and Shands Jacksonville), four community hospitals, a network of outpatient rehabilitation centers and two home-health agencies with more than 1,500 UF-affiliated and community physicians offer essential care as well as advanced diagnostic and medical services to communities throughout north central and northeast Florida.

Shands at UF is a private, not-for-profit hospital that specializes in tertiary care of critical patients with more than 500 physicians representing 110 medical specialties. It has been nationally ranked by the U.S. News and World Report and draws patients from around the nation for specialized care in cancer and trauma care, transplantation and neurosurgery. UF physicians at Shands are also the official medical providers for NASA, serving as the medical support team for every launch and landing at the Kennedy Space Center.

Shands at UF opened in 1958 through the dedicated efforts of Florida state senator William A. Shands to serve as the primary teaching hospital for the UF College of Medicine (est.1956). The College of Medicine has since grown into the J. Hillis Miller Health Science Center, encompassing six colleges, a statewide network of affiliated hospitals and clinics including Shands Hospital at UF as the flagship teaching hospital and the neighboring Veterans Affairs Medical Center of Gainesville. Shands' affiliation with the UF Health Science Center allows patients to benefit from the latest medical knowledge and technology.

In 2008, the University of Florida, H. Lee Moffitt Cancer Center & Research Institute, and Shands at UF formed a partnership to develop world-class programs in cancer care, research and prevention. The partnership has led to opening in 2009 of the 500,000 square foot Shands Cancer Hospital and Medical Center, the first hospital in the Southeast to be awarded Leadership in Energy and Environmental Design Gold Certification (LEED Gold) from the U.S. Green Building Council.

The partnership between the University of Florida and Shands at UF continues at the core of Innovation Square, located on the former site of Shands AGH (est. Alachua General Hospital, 1928).

SHANDS CANCER HOSPITAL AND MEDICAL CENTER

CITY OF GAINESVILLE

Gainesville, Florida has long been a leader in education and scientific research. It is home to the University of Florida (est. 1853, in Gainesville since 1905) and has an educated population with 39% holding bachelor's degrees or higher (national average is 24%). A small city by population (114,375 living within the City and 258,555 in the metropolitan area), Gainesville has been successful in attracting more incubators per capita than any other U.S. city, and has led U.S. cities in its exemplary implementation of solar feed-in tariffs. In 2009, the U.S. Department of Commerce recognized Gainesville for its collaborative approach to economic development through education and workforce development. Gainesville is projected to have the highest percentage growth of creative class jobs in the nation over the next decade (The Atlantic). All of this is not surprising for a City whose origins lie in private enterprise centered on railroads and state-sponsored higher education.

Gainesville is one of twelve cities built along the route of the cross-state Florida Railroad in mid-19th century. The new city, which became the new county seat for Alachua after Newnansville, was named after General Edmund P. Gaines, who commanded troops in Florida during the second Seminole war. The original city was a grid of eight blocks centered on a courthouse square. Gainesville was incorporated four years after the Civil War in 1869.

The history of education in Gainesville began in 1856 with the Gainesville Academy, which became the East Florida Seminary in 1866 when the latter, Florida's first state-sponsored institution of higher learning, moved from Ocala to Gainesville. The Union Academy, a high school, was established that same year to serve the city's black community. Gainesville's educational institutions grew as the city prospered through cotton, gin and citrus trade, and later, phosphate mining. Gainesville Sun published its first paper in 1876. The city was largely rebuilt following a series of fires in 1884, including landmark brick structures such as the 1886 redbrick County Courthouse (demolished 1961) of which the clock tower remains at the corner of Main and University Streets today.

By the turn of the century, Gainesville was the largest inland city in Florida with a population of close to 4000 people. It had public water system, and private gas and electricity service. Passenger and freight trains from six directions passed through the heart of the City, travelling down West Main Street with stops at the Atlantic Coast Line Station north of Courthouse Square (now part of Santa Fe College), or the Gainesville Depot (1850, 1907) on Depot Avenue.

In 1905, Gainesville lobbied successfully to host the campus for the University of Florida, created by the merger of public colleges, by offering land and money and agreeing to furnish water without charge. The neo-Gothic campus was erected between 1906 and 1925 west of Downtown. The City enlarged its limits, paved downtown streets and added new facilities, including its first electric power plant (now called John R. Kelly Generating Station) in 1914. Grand residences were built by the city's white elite in the northeast sector while the black community continued to grow in East Gainesville burdened by

strict segregation laws. The Alachua General Hospital opened in 1928 on West Masonic Street (today's 2nd Ave), between the Downtown and the University.

The booming City and the University went through difficult times through the Great Depression, whose economic impacts were less severe due to the emergent tung oil industry. The post-depression era brought federal investment to Gainesville, resulting in the construction of the Gainesville Airport in 1940. Gainesville, like many Florida cities, grew its population and agricultural economy during WWII to serve the numerous military bases that were established around the state.

The return of veterans after the war further boosted the city's population, as many enrolled in the University of Florida. 7500 students enrolled in 1947. Gainesville's population also doubled between 1940 and 1950, reaching 26,861 residents. The University underwent its first great expansion through the 1950s, adding new facilities and a health campus. The City also upgraded its facilities and services and replaced the old system of named streets by a quadrant system of numbered streets. Post WW-II, many high-tech industries, and most notably the Space Program, moved to the Sunshine State, advancing scientific research at the state's higher-education institutions.

Gainesville continued to grow throughout the second half of the 20th century, following the prevailing suburban model focused on the automobile. The last train passed through Gainesville in 1948. The University became the driving force behind Gainesville's economy, demographics and politics, continuing to expand with new colleges and facilities, integrated by gender and by race in 1947 and 1958, respectively.

As UF rose to national prominence into the 70s and 80s, the City focused on redeveloping its Downtown area which had suffered from decades of neglect and demolition of historic structures during decades of suburban and car-oriented growth. In 1974, City-funded planning efforts by the UF College of Architecture led to the renovation of the 1911 Federal Building (Post Office) into the Hippodrome State Theater. The Gainesville Community Redevelopment Agency (CRA) was established in 1981 to alleviate urban blight by forming innovative partnerships between communities and the private sector.

Today, the City has five Historic Districts (University Heights Historic Districts, North and South; Pleasant Street Historic District; and Northeast and Southeast Residential Districts), and fourteen registered historic structures. The 70 acre University of Florida Campus Historic District has thirty-two registered structures as well as one registered open space, the Plaza of the Americas. The Downtown and the University area has witnessed new pedestrian-oriented, mixed-use developments in the last decade. The demolition, in 2010, of the former Alachua General Hospital has provided the impetus for the development of a mixed-use research neighborhood - Innovation Square - connecting the University to Downtown along SW 2nd Avenue.


LUNCHBOX
Good
To Go
GAINESVILLE

GAINESVILLE COMMUNITY REDEVELOPMENT AGENCY

The Gainesville Community Redevelopment Agency (CRA) is engaged in innovative and creative programs to improve economic conditions and breathe life back into Gainesville's inner urban core. The CRA operates in four community redevelopment areas in the heart of Gainesville's urban core: Eastside, Fifth Avenue/Pleasant Street, Downtown and College Park/University Heights.

A healthy urban core is critical for the vitality, character, and well being of a community and the CRA's redevelopment efforts strive to improve the quality of life, as well as stimulate new investment and economic activity to support existing business and attract new businesses to the area.

Urban redevelopment is a catalyst that can bring economic benefits to the rest of the City and nowhere is that more evident than in Innovation Square's projected impact upon Gainesville. The CRA has been a mobilizing force in laying the groundwork for the vision and redevelopment efforts of Innovation Square. The CRA has taken the lead in coordinating public and private efforts to ensure that the full economic development potential of the area is maximized. Efforts have included a comprehensive infrastructure analysis to understand current and future utility, transportation, and other needs to effectively plan and execute infrastructure improvements to meet the needs of Innovation Square. The CRA has spearheaded an initiative to overhaul the zoning standards and framework for the site. The new zoning code is streamlined and simplified in order to better serve the needs of the City and developers, and to provide the flexibility and innovation necessary to support the world-class businesses and cutting edge technologies that will come to define Innovation Square.

Innovation Square will be literally supported on all sides by ambitious CRA redevelopment efforts in each of its adjoining neighborhoods including, the creation of a signature park, creative mixed-use redevelopment of soon-to-be vacated industrial lands, constructing new homes on abandoned vacant lots, new residential developments and retail options to the downtown and infrastructure upgrades to meet anticipated demands. Novel economic development programs go hand in hand with the physical infrastructure and redevelopment efforts to support the retail development, small business growth and job creation that play a monumental role in the turnaround of these neighborhoods.

The CRA's holistic approach to the redevelopment of Innovation Square which thoughtfully leverages the potential of surrounding neighborhoods is designed to support the dynamic growth and energy that Innovation Square will bring.

GAINESVILLE CHAMBER OF COMMERCE + INNOVATION GAINESVILLE [iG]

Representing more than 1,250 Gainesville area businesses with 70,000 employees, the Gainesville Chamber of Commerce (GCC) has been instrumental in charting the way for Gainesville's growth into a global center for scientific research and innovation. Founded in 1924, the Chamber has a simple mission: "to make it easier for members to do business every day." To this end, the Chamber provides business and community support, and aggressively lobbies for its members' interests at the city, county, regional and state levels. The Gainesville Area Chamber of Commerce was granted 5-Star Accreditation by the U.S. Chamber of Commerce, placing it among the top 1% of Chambers nationwide, with only six Chambers receiving this distinguished 5-Star rating this year.

Among the community initiatives supported by the GCC is the Gainesville Technology Enterprise Center (GTEC), a community organization providing early stage technology startup companies with tools, training and infrastructure to help them grow and develop into financially viable technology enterprises. As the community's high-tech business incubator, GTEC has been successful in attracting emerging companies to relocate to Gainesville to take advantage of its strategic services. The Chamber's partnership with FloridaWorks ensures the availability of the skilled workforce to meet the needs of local businesses.

Innovation Gainesville (iG) is recent community-wide initiative sponsored by Gainesville Chamber of Commerce and Alachua County's Council for Economic Outreach (CEO) to bring Gainesville to the forefront of emerging technological fields. Innovation Gainesville brings together leaders from business, academia, government and other supporting institutions, as well as hundreds of residents who are committed to Gainesville's transformation into an vibrant urban environment that fosters innovation. iG promotes the Five Elements of Innovation —Live, Learn, Speak, Invest, Celebrate— through its advocacy, events, website and blog. iG's focus on community and quality of life resonates in the planning principles behind Innovation Square, a 24/7 live/work/play urban research environment that is sought after by emerging technology companies and their employees.

HIPPODROME THEATRE IN DOWNTOWN GAINESVILLE


BOO TORE
SF SANTA FE COLLEGE

SANTA FE COLLEGE

For 45 years, Santa Fe College has focused on education and service, with an innovative spirit and a commitment to excellence.

Today Santa Fe College is a premier college with a national reputation that attracts students from throughout Florida and beyond. The College offer Associate's and Bachelor's degrees and at least 90 career and technical programs. More than 17,000 students are degree-seeking and nearly 12,000 attend non-credit classes in community education or enrichment.

Santa Fe was created in 1965 as part of the State of Florida's strategic goal to offer higher education opportunities within driving distance to all Florida residents. The College opened in 1966 with fewer than 1,000 students in an unused high school building in midtown Gainesville.

Since then, Santa Fe has grown and expanded considerably, offering a wide variety of programs and services in keeping with our mission of education and community service. The College now offer classes at seven campus sites conveniently located within the Alachua/Bradford County area. The SF Blount Center and Center for Innovation and Economic Development (CIED) is within two blocks of UF's Innovation Square in downtown Gainesville. SF's Perry Center for Emerging Technologies is located directly across the highway from Progress Park and related biotech industry clusters in Alachua.

Santa Fe is a member of the prestigious League for Innovation in the Community College and ranks among the top nationally for the number of Associate degrees awarded each year. Last year, SF ranked #1 among all community colleges in the nation, in the percentage of students who complete their degree programs.

Santa Fe partners with the University of Florida to offer several UF degrees on campus or on line. More than 1,000 SF graduates transfer each year to UF. The college also partners with area school boards, offering dual enrollment opportunities for high school students.

The faculty of Santa Fe is known for its commitment to excellence in teaching and the administration of Santa has been consistent and steady, with only four presidents over the 45 year history.

PROGRESS CORPORATE PARK

Progress Corporate Park is a research and development center located in the city of Alachua, about fifteen miles northwest of the University of Florida, bordering the 7000-acre San Felasco Hammock Preserve State Park. It was established in 1984 by the University of Florida Foundation (UFF) and private partners as a research park that brings together university technology projects and private start-up companies for the benefit of both. Its first building, the 59,000SF Progress Center was completed in 1987, followed by the renowned Sid Martin Biotechnology Incubator in 1994. The Park currently has eighteen buildings housing more than 1,200 employees and over thirty businesses and centers. Two thirds of the Park businesses specialize in bioscience or technology, and about eighty percent are spinoff companies from the University of Florida. Among them is RTI Biologics (Nasdaq: RTIX), a leading provider of sterile biological implants for surgeries around the world.

The Progress Corporate Park has contributed greatly to the commercialization of UF biomedical research for the benefit of the public. Since 1995, Sid Martin Biotech Incubator companies have attracted more than $300 million in equity investment, $175 million in contracts and grants, as well as talent, capital, and collaborative opportunities for the University of Florida. The UF Center of Excellence for Regenerative Health Biotechnology (CERHB) was established in 2003 at the Park to stimulate research and facilitate commercialization of technologies that will provide

SID MARTIN BIOTECHNOLOGY INCUBATOR AT PROGRESS CORPORATE PARK

treatments and cures for human diseases, as well as create new companies and high wage jobs for Florida. Its FDA-compliant facility, Florida Biologix®, provides biologic drug development services to companies and research institutions. Progress Park also partners with Santa Fe College and Santa Fe High School (ACPS) in providing training and education in life sciences and industrial biotechnology.

ALACHUA COUNTY

The area in and around Alachua County was inhabited by the Timucuan Indians by the time of the Spanish arrival to Florida in early 16th century. Following periods of Spanish and British colonial rule and numerous wars between the colonial powers, the Seminoles and the United States, the state of Florida became part of the United States in 1845.

Today's Alachua County includes only a portion of its lands that extended from northern Georgia to below Port Charlotte at its creation in 1824. It has an area of 970 square miles in Northern Florida centered on the county seat at Gainesville. The county population in the 2010 census was recorded as 258,555, which continues a three-decade long trend of slowing population growth that still remains above the national average (13.5% between 2000 and 2010, in contrast to 9.7% nationwide). Alachua County is part of the Gainesville Metropolitan Statistical Area (Gainesville MSA), which also includes Gilchrist County to its west. The county is crossed by Interstate-75, which connects Gainesville to Atlanta to the north, and St. Petersburg/Tampa and Fort Lauderdale to the south.

The name "Alachua" is thought to include the Timucuan word for sinkhole, a common feature of the Florida landscape. About 9.8 percent of the county area is water, including the Newnans, Orange and Santa Fe lakes. The county land outside the city of Gainesville is composed mainly of conservation areas and agricultural lands, with nine incorporated cities and towns. Its economy, which was based on sugar and cotton plantations during the colonial and early American periods, is now largely focused around education, research and services centered on the University of Florida, in Gainesville. The county has maintained a strong employment economy in the last two decades and currently has a rate of unemployment that is two points below the national average (9.3%) and more than three points above the Florida average (10.5%, June 2011).

In addition to the various natural and community benefits in Alachua County, it is also located in Florida's High Tech Corridor program, a regional economic development initiative whose mission is to grow high tech industry and innovation in the region through research, workforce and marketing partnerships.

LAKE ALICE

THE ALACHUA COUNTY SCHOOL SYSTEM

Alachua County Public Schools have led the way in preparing students for a high-tech future with their early commitment to technology use in the classroom, dedication to charter and magnet school programs. The School District includes 24 elementary schools, 7 middle schools, 7 high schools, 13 charter schools and 8 other educational centers serving a student population of 29,533 in the Gainesville area and Alachua County.

The first public high school in Gainesville, Gainesville Graded and High School, was established in 1900 on East University Avenue to accommodate white children in twelve grades. It was renamed in Eastside Elementary in 1923 and relocated to a new school building at SW 7th St and West University Avenue. (Gainesville Academy, a private school for boys and girls was established in 1856 and operated as a high school under the name of East Florida Seminary from 1877 to 1906). African-American students attended the Union Academy, a pioneering junior high school established soon after the Civil War, which was expanded and renamed Lincoln High School in 1923. In 1926, Lincoln became the second fully accredited African-American high school in Florida. Both high schools were relocated to modern buildings in the 1950s. The original Gainesville High School building now houses the ACPS offices (Kirby Smith Building), while the Lincoln High School building operates as the A. Quinn Jones Center under ACPS.

The county's educational system has received national accolades for all levels of education. The early education program, which is offered at each one of the county's elementary schools, has been nationally recognized as a model. Students at ACPS high schools have historically held the highest SAT scores and the highest passing rate in Advanced Placement tests within the state of Florida. Four Alachua County High Schools were listed in Newsweek's 2010 list of America's Best High Schools, including Eastside High School in Gainesville, which was ranked #18 in the nation based on participation in Advanced Placement, International Baccalaureate, or Cambridge exam programs. The district has one of the largest and most successful International Baccalaureate programs in the world and has pioneered the use of mobile technology labs in the nation.

The success of the Alachua County Public Schools is further testament to Gainesville community's support of education. The district holds more than 350 partnerships with local businesses and organizations which provide about $2.4 million worth of resources and 700,000 hours of voluntary service to ACPS schools and students each year. The district also has partnership programs with the University of Florida and Santa Fe College, which provide unique educational opportunities for students.

GAINESVILLE REGIONAL UTILITIES [GRU]

The distribution of utilities to Gainesville homes began in 1887 with the founding of the private Gainesville Electric & Gas Company. In 1891, the city purchased Boulware Springs to provide water to its residents: it was the offer of free water that partially convinced the University of Florida to locate in Gainesville. The sewer system was established in 1907. The City took over the electricity service in 1912 and built its first power plant, now called the John R. Kelly Generating Station, in 1914 on SE 4th Avenue.

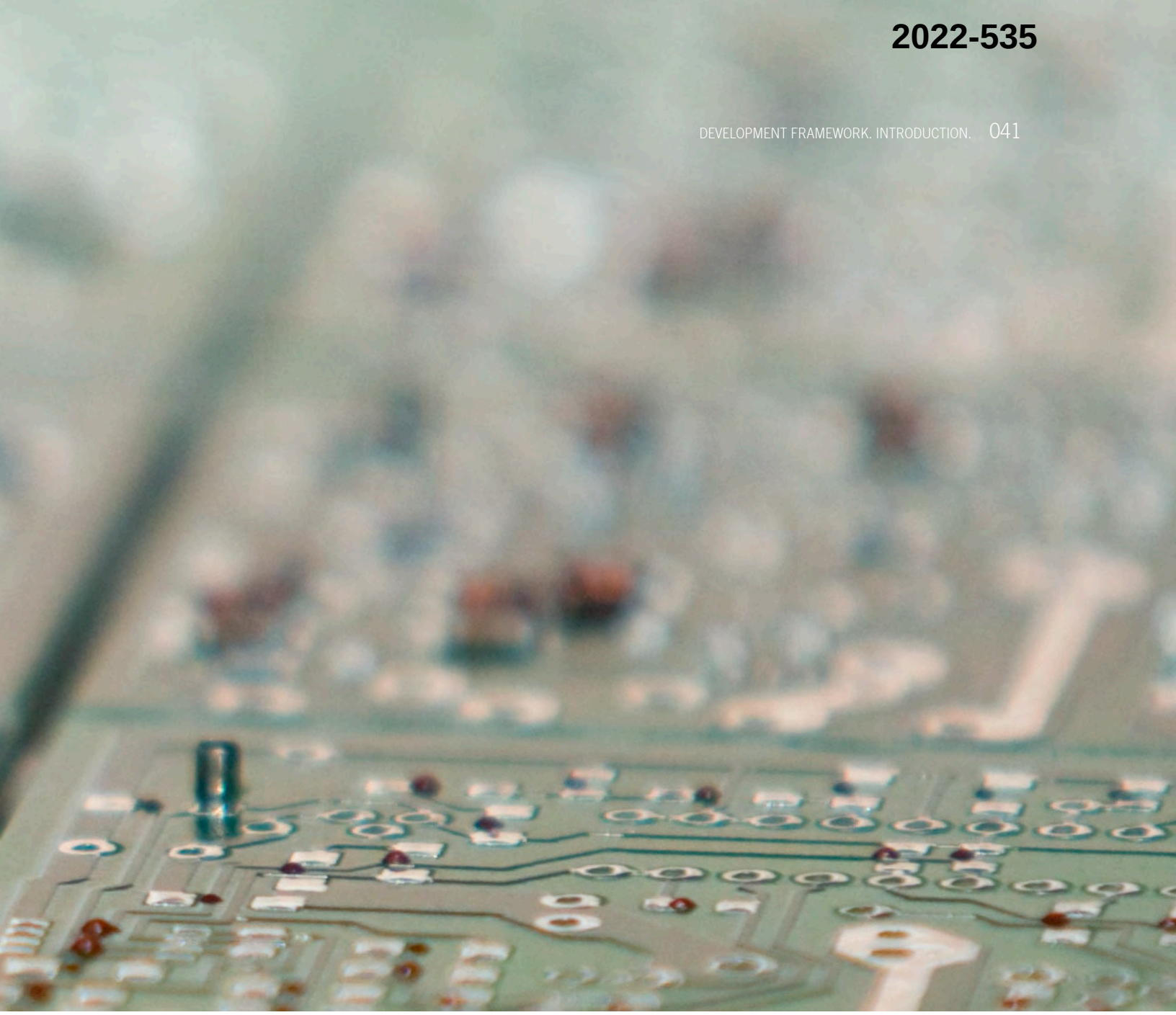
The City's utility services were organized under Gainesville Regional Utilities in 1972. Today, Gainesville Regional Utilities provides electric, natural gas, water, wastewater and telecommunications services to Gainesville homes and businesses, along with the latest technology and sustainable services including reclaimed water and landfill gas distribution, incentives and support for solar electric and water heating systems and remote metering, and infrared scanning and inspection. GRU provides direction, rebates and incentives for homes and businesses reducing energy and water use, while simultaneously implementing projects to improve power generation efficiency. In 2007, GRU built the South Energy Center for the new Shands Cancer Hospital - the second such facility built in the nation— that converts natural gas into electricity, chilled water and steam at double the efficiency of a centralized power plant.

GRU's stewardship of the environment extends beyond utilities into the community with park and water projects. The 62-acre Kanapaha Botanical Gardens is irrigated with reclaimed water provided by GRU and work is underway to create a summerhouse at the Gardens to demonstrate sustainable building practices with GRU sponsorship. GRU joined with the local Audubon Society to create one of the area's premier wildlife observatories at Chapman's Pond with water features supplied by the reclaimed water program. GRU was also instrumental in the restoration of Boulware Springs, which supplied the city's water between 1891 and 1977, into a park with nature trails that is now designated as an American Water Landmark and listed on the National Register of Historic Places. The Utilities' most ambitious program, however, is the plan to construct a 125-acre water enhancement wetland south of the city's Main Street Water Reclamation Facility to reestablish the natural sheetflow of water from the Sweetwater Branch to the 21,000-acre Paynes Prairie.

POWER DISTRICT

As Gainesville Regional Utilities (GRU) transitions its operations into its new headquarters, approximately 12 acres of land in the heart of the city becomes open for redevelopment. The Gainesville Community Redevelopment Agency (CRA), in partnership with community organizations, is working to plan the transformation of the Power District into an interesting, eclectic neighborhood that includes retail and light industrial in new structures and in adapted maintenance and service buildings from GRU's past.

The Power District enjoys a prime location adjacent to Downtown, Depot Park, and historic intown neighborhoods. Reintegrating former utility yards back into the fabric of the community is a huge redevelopment challenge; if executed properly, it will strengthen Gainesville's urban neighborhoods and provide tremendous economic development benefits to the entire community. Much work is underway to help ensure successful, thoughtful redevelopment in the Power District. Behind-the-scenes activities such as outreach, utility



coordination, planning, and regulatory framework issues continue, in preparation for GRU's vacation of the area, which is scheduled for late 2011. GRU will continue to occupy its administrative building and the John R. Kelly Generating Station will remain in operation on site.

The Power District is envisioned to host the light manufacturing components of innovation companies that are located at the proposed Innovation Square.

DEPOT PARK

Gainesville Depot Park is an EPA-supported brownfields assessment and restoration project that has been transforming the abandoned industrial zone around Gainesville's historic train depot into a public park with recreational stormwater elements.

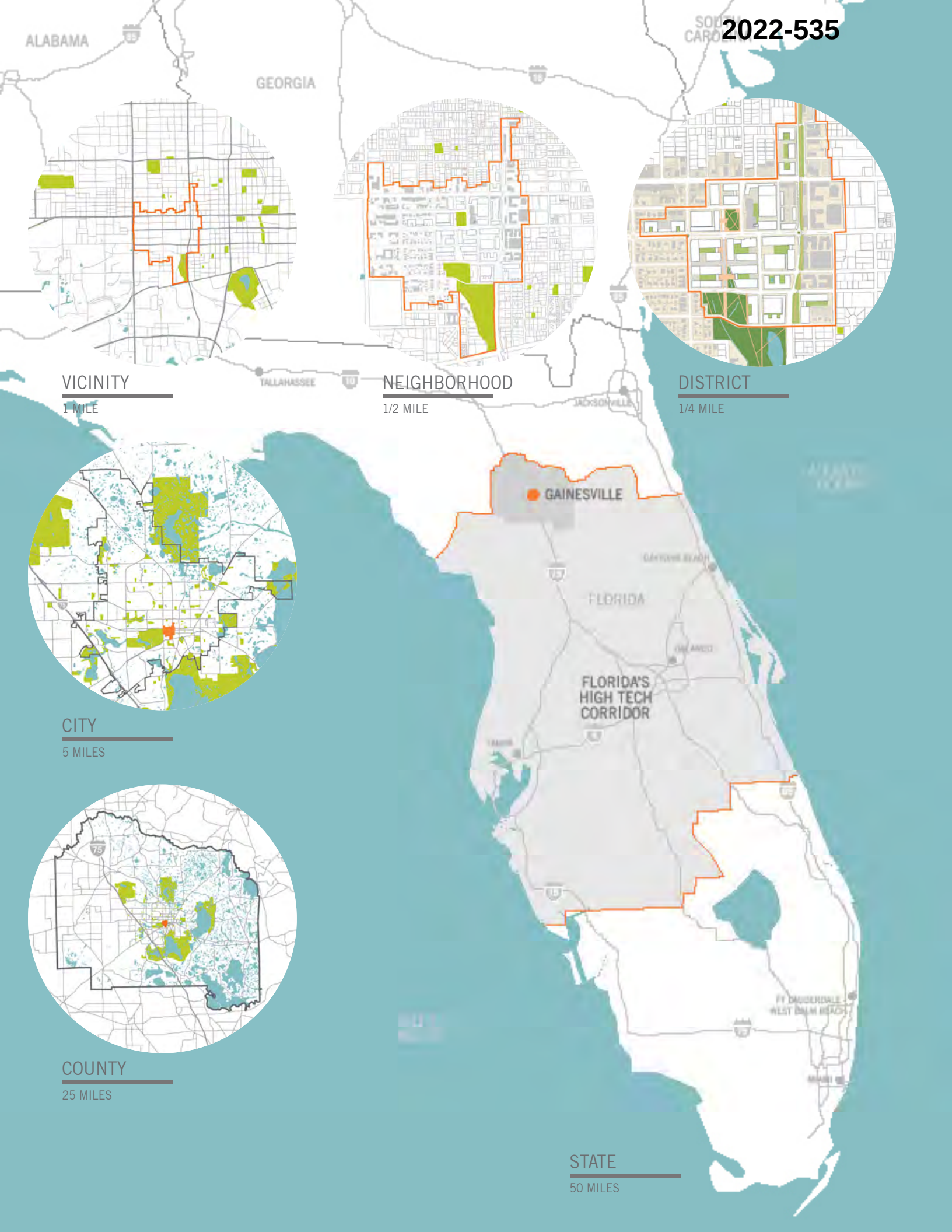
The brownfield cleanup, which began in 2000, includes the buildings and contaminants left by the operations of the former Gainesville Gas Company coal gas plant. The coal tar that covers portions of the site was excavated and removed for off-site treatment to create a stormwater basin that will capture and treat the stormwater runoff from the downtown area. The basin is one of many stormwater remediation efforts that Gainesville is currently undertaking to address the issue of environmental contamination of the Alachua Sink in Paynes Prairie, which connects to the Floridan Aquifer. The stormwater basin is also expected to reduce downtown redevelopment costs by preserving scarce land area for business creation, rather than stormwater detention. The hope is that the stormwater park will act as a catalyst for improving public health and safety, encouraging neighborhood revitalization and restoring community pride. The collaborative clean-up effort is coordinated through the City's redevelopment agency, CRA.

The project also includes the rehabilitation of the Old Gainesville Depot with city and state funds. The station is located along the Gainesville-Hawthorne Trail, a rail-to-trails project that connects the downtown Gainesville and the GRU-restored Boulware Springs Park to the Paynes Prairie Preserve State Park, Lochloosa Wildlife Management Area and the City of Hawthorne to the east of Gainesville.

The Gainesville Community Redevelopment Agency (CRA) is also exploring an opportunity/partnership with the Cade Museum Foundation to situate a science and innovation center in Depot Park in 2013. The museum concept is undergoing development and is oriented toward incorporating the themes of Inspiration, Invention, and Innovation. The museum stems from the vision of Dr. Robert Cade, a pioneering University of Florida researcher and inventor of Gatorade.

DEPOT PARK

2022-535


ALABAMA
GEORGIA
SOUTH CAROLINA
TALLAHASSEE
JACKSONVILLE
GAINESVILLE
FLORIDA
FLORIDA'S HIGH TECH CORRIDOR
VICINITY
1 MILE
NEIGHBORHOOD
1/2 MILE
DISTRICT
1/4 MILE
CITY
5 MILES
COUNTY
25 MILES
STATE
50 MILES

CORE

1/8 MILE

DEVELOPMENT FRAMEWORK. INTRODUCTION.

DISTRICTS

Innovation Square is envisioned as one among a series of interrelated districts within the larger community; districts that create symbiotic relationships, providing benefits for all. Innovation Square District, positioned as an intense zone for research and research related activities, will develop and deliver resources and opportunities beyond its boundaries. And conversely, the larger community will contribute resources that benefit the core district. These relationships are a critical element of a successful system and are the cornerstone of the project. The districts span geography and program, and provide an organizational structure within which the myriad elements of the community can be leveraged to best advantage for success in the future development of the district as well as development beyond the district into the surrounding neighborhoods into the broader region. They are organized in the following manner:

County. The entirety of the county, comprising all of the elements, inclusive, that constitutes the regional vitality of the greater Gainesville area. City. The city is the fulcrum through which regional, local, and subsidiary matters are aligned. Vicinity. The convergence of geographically proximate entities that impact and are impacted by the development of Innovation Square, including the University of Florida campus, downtown Gainesville, the Shands hospitals, and others not in the neighborhood proper. Neighborhood. The political boundary, and zoning district, generally understood as University Heights, including the surrounding residential areas, the mixed use areas along University Avenue and other establishments comprising this district. Innovation Square District (ISD). This is a newly constituted body that is comprised of mixed use properties that provide a centrally located local authority to oversee the specifics of development in this area. Core. The core is the central four-block area in which the highest intensity of research activity is located.

The districts are intended as general area distinctions that foster efficient and appropriate decision making processes to provide for successful interaction of the multiple constituencies throughout the broader community. As the project unfolds and matures, it is reasonable that the parameters of each district might be adjusted to suit future conditions.


250 ml

DEVELOPMENT FRAMEWORK. INTRODUCTION.

RESEARCH

Innovation Square is first and foremost a research-oriented development. As such, it is imperative that research is of utmost consideration in planning and implementation decisions. These decisions should be guided by knowledge of global trends and initiatives in research, general issues pertaining to the development of research communities, and specific research considerations for Innovation Square.

The global research environment is changing constantly. These changes range from specific research endeavors to global shifts in research methodology, all of which affect the planning of environments that foster innovative research. The exponential growth in scientific knowledge in the recent years, for example, has resulted in a host of "new sciences," including genomics, proteomics, bioinformatics, nanotechnology, and robotics. This growing list of scientific concentrations shows tremendous potential to radically alter the teaching and practices of medicine, engineering and agriculture among other fields and the processes of manufacture. The global evolution of research will have direct impact on the constitution of Innovation Square, as it unfolds in the coming years and decades.

THE GLOBAL RESEARCH ENVIRONMENT

In many ways, the scientific process has been turned on its head. Forget the image of the lone scientist toiling away in isolation. Today, science is collaborative on a global scale. Alliances are multinational and strategic, yet competition is fierce and speed is all-important.

The scientific workforce is globalizing as well. Science is no longer the stronghold of a few privileged countries. Nations worldwide have awakened to the fact that economic growth is now fueled by knowledge and ideas, and that realization is transforming global economics. Governments in many countries are generating strategies to develop research within their country to improve their citizens' quality of life. Recognizing the growing value of this human capital, newcomers to research science are creating incentives and increasingly attracting

non-native scientists to their growing job markets. Now aided by technology, advances in science and a heightened awareness of research and collaborative opportunities, the global research landscape is changing as nations commit their most important resources to developing their scientific capabilities. Many developing countries are focused on becoming players in the global economy, and this will have impact upon the decisions that are made at Innovation Square, and in the broader Gainesville community.

Interdisciplinary research worldwide has revolutionized science as researchers now routinely collaborate with the well-founded expectation that new ideas will develop from multiple scientific fields. Behavioral sciences involve three-dimensional virtual models of spaces that stimulate a specific activity to better understand how a patient reacts to a specific issue or condition. Highly sophisticated imaging equipment is also helping to provide answers and opportunities. Translational research is the bridge from discovery to delivery. In medicine it has a clinical goal or target, while in other fields there are more practical applications such as plant genomes, improved crops and biofuels.

Education is the international foundation of success for individuals as well as for nations. Recent models for education include hands-on research, interactive classrooms

and the use of the latest technologies. In this globalized and interdisciplinary research environment, research institutions such as the University of Florida are emerging as regional leaders while creating national and international partnerships with governments, private industry and other universities. An urban research neighborhood such as Innovation Square creates those opportunities for collaboration and will be successful in attracting the creative workforce that is reshaping the way that scientific research is conducted today.

The key for many investors and research institutions navigating this changing environment is to determine which research studies are the most important. Since the creation of its Division of Sponsored Research (DSR) in 1962, the University of Florida has strategically grown its research in the biosciences and technology in collaboration with Shands HealthCare (est. 1958). The University invested heavily in a robust research framework in the 1980s by establishing the University of Florida Research Foundation (UFRF), Office of Technology Licensing (OTL) and Progress Corporate Park, which have been instrumental in elevating UF to its globally-recognized position of importance in bioscience and technology research today. These institutions have been critical to UF's success in transferring research discoveries to the marketplace for public benefit, providing funds to further advance research at UF labs. Two UF-affiliated centers located at Progress Corporate Park - Sid Martin Biotech Incubator (est. 1995) and The UF Center of Excellence for Regenerative Health Biotechnology (est. 2003) - have placed Gainesville on the global map of biotech research and business hubs. The Florida Innovation Hub, which is soon to be completed at Innovation Square, will be the latest addition to UF's globally connected web of sophisticated research facilities. Already successful in aligning federal, state and local resources and institutions, Innovation Square is in a unique position to succeed at a global level.

GROWING A RESEARCH COMMUNITY IN THE 21ST CENTURY

As the nature of research changes, it is critical that the planning framework for designing the spaces that house the research accommodates these changes. As collaboration becomes paramount, research conversations move out of the confines of the laboratory and into the community at large. Research buildings transition into research communities, uniquely structured to support interdisciplinary research and development on a world-class level within the confines, at least geographically, of a dedicated village.

Research parks, clusters of high-tech research, development and/or manufacturing concerns, are nothing new, of course. The world's first research park started in the early 1950s and foreshadowed what is known today as Silicon Valley. North Carolina's Research Triangle Park was another early innovation. In the ensuing decades, the world took notice of the wealth creation potential and technology-spurred growth of these clusters, especially Silicon Valley, and research parks became commonplace in the USA, Western Europe, and Japan.

Research parks foster innovation through knowledge partnerships among businesses, academia and economic development organizations. They are best known for nurturing startup companies "spun out" from a university or company. Whether hosting large or small players, research parks enable unique, symbiotic relationships that speed and enhance the development of all parties. They also create new jobs, new industries and new solutions. According to a 2007 study by

Battelle Memorial Institute nearly 800 US firms had graduated from park incubators in the previous five years, while only 13 percent failed. About one-quarter of those graduate companies remained in their park, while fewer than 10 percent left the region. The study also found that each job created in a research park generates 2.57 local jobs.

The key to creating a top-talent science community in the 21st century lies in attracting the right people. To that end, no premium lifestyle amenity is spared. Leading research communities today integrate science, business and academics into holistic environments that include residential lifestyles and amenities. In this way, the design of a progressive research center is a task of community formation. Beyond creating the best-in-class research infrastructure, today's research districts are creating idyllic, multi-cultural communities whereby work and play are fascinatingly intertwined.

In today's model research environment, amenities such as housing, retail, schools and recreation all center around research facilities. Traffic is minimal as researchers and other community members easily walk or bike to work and other destinations. Because everything is close at hand researchers can take a midday break to exercise, relax, lunch with family, or tend to a simple chore. Researchers have more time to think, see what others are doing and share ideas outside the lab environment, all of which provides fertile ground for discoveries to be accelerated and life to be enjoyed to the fullest.

RESEARCH AT INNOVATION SQUARE

These issues outline the general conditions used to create a successful research community. They are used as a guide to understanding and implementing development strategies for research communities in general. However, all sites are not the same, nor do they all have the same existing conditions, or even programmatic intent. In order to reconcile the general recommendations with the specifics of this project, the recommendations and information outlined in this broad strategic document must be translated into a clear, simple, usable set of guidelines for the development of Innovation Square that recognize and respond to the particular opportunities and challenges in this community.

Innovation Square presents a number of unique opportunities as well as several challenges in planning for a highly integrated environment. First among the opportunities is the location directly adjacent to the University of Florida. This co-location provides future research professionals with unequaled access to research infrastructure and technology at the University, as well as the intellectual capital of the academic researchers. The relationship between the two will foster increased innovation and productivity within the research and academic communities. It is this relationship, and the open exchange of ideas between the two that offers opportunities beyond those found in a traditional research park setting. Because of this, it is critical the project is designed to reinforce this dynamic framework in every way possible.

Successful research districts will require continuous investment of capital by universities, non-profit institutions, private industry, government agencies (local, state, and national) as well as individuals who understand the long-term nature of this type of opportunity. The investment is returned to the community by the creation of new jobs, services and tax revenue. Just like the Research Triangle leveraged the


CAUTION

universities around it, and Silicon Valley grew out of Stanford Industrial Park, Innovation Square will leverage influential organizations in the area – bringing together the collective influence of The University of Florida, Shands Healthcare, Progress Corporate Park and other local and regional players like Santa Fe College, CRA, GRU and the City of Gainesville.

Innovation Square is being planned as a sustainable urban neighborhood with green, energy-efficient buildings that provide state-of-the-art laboratories with ample natural indirect light, thoughtful interior design, inviting work spaces and support spaces to encourage interaction and promote blue-sky research, or "curiosity-driven science". Innovation Square is also envisioned to become a leading center of green technology research in alignment with the global mobilization of scientists to find solutions to climate change, high energy costs and the diminishing of energy sources, especially with the rapid growth of developing countries. New discoveries in these areas will be key drivers in the global economy for the next 10 to 12 years. In addition to offering environmental benefits, "green collar jobs" are expected to create employment opportunities. Discoveries in this field will be faster to market than discoveries focused on human health because the review process will be easier than what is required for new drugs, encouraging a strong focus on green research in the next decade.

A RESEARCH BAZAAR

In the district setting itself, interaction will be facilitated through the careful disposition of the various elements that

provide an armature for discourse. Simply put, the district will be designed to make meeting and exchanging ideas and information a commonplace. It is accomplished with centrally located, highly animated public spaces that foster collaboration, much as a local market in a traditional town facilitates interaction among its citizens. The remote laboratory will no longer be the only theater for research, but the streets, courtyards and common interior spaces will themselves be literal extensions of the laboratory. And these areas will have ancillary programs: cafes, restaurants, boutiques, technology centers, conference facilities, as well as shaded outside areas that are required to see this vision fulfilled.

Along with these opportunities there will be challenges. Innovation Square is located in a very specific place in the world and development guidelines, requirements and codes must be calibrated to respond to the particular ecological, climatic, cultural and economic realities of the region to insure that the places created are as usable and comfortable as possible. Care must be taken to consider these attributes and address them in appropriate ways to align the vision for Innovation Square with the reality of living in it.

These and other challenges are carefully considered and tested to guide the development of the city through regulation. The following section describes in detail the conceptual framework and application of these principles for the transformation of the existing redevelopment area into a rich and vibrant community.

Innovations cluster in places like Silicon Valley because the ideas cross corridors and streets more easily than continents and seas.

- Edward Glaeser, “The Triumph of the City”

DEVELOPMENT FRAMEWORK.

PRINCIPLES

"All truly great thoughts are conceived by walking."

- Friedrich Nietzsche.

DEVELOPMENT FRAMEWORK.

PRINCIPLES

The primary act of city building, whether for a new city or research district, is the creation of the physical public realm. This act deals specifically with the conversion of land into an urban framework of streets and infrastructure, public spaces and buildings, and block and lot configurations. The urban framework, particularly the configuration of streets and blocks, provides a long-term structure for changing patterns of land use, building form and building occupancies. How this structure is designed is vital to the performance of a city. Small yet easily developable blocks are the key to creating a city that not only allows, but promotes public activity through its walkability. The formation of such a public framework is the first step toward livability, sustainability, and adaptability; all within the context of a strong community. The strategic projection of a public framework has a long history in the constitution of enduring cities, from the Roman use of the 'cardo' and 'decumanus' to Oglethorpe's plan for Savannah, or the Commissioners' Plan of 1811 for the city of Manhattan. These plans all passed from regulatory documents to constructed places, and have all survived adaptations throughout the maturation of each.

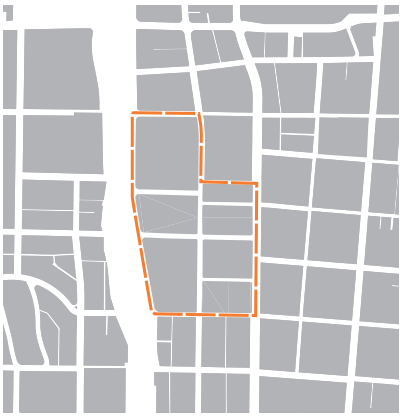
In the Commissioners Plan of 1811, the solution to the challenge of projecting the future city lay in a framework that simply described the parts of the city that would be public and the parts that would be private: its streets and its blocks. The streets had the dual purpose of accommodating the collective needs of the citizenry, while also locating these elements in a place that would remain forever fixed and thus predictable. The fixed nature of the public infrastructure ensured an inherent sustainability within the urban system; whereby little or no modification is required for public infrastructure to accommodate almost limitless variation in private development. Due to the time in which the plan was created, the city also had to remain walkable; the blocks were designed to be small enough to facilitate the movement of people through the city. In this plan, private parcels (blocks) were left open to various endeavors as needed or desired, from small brownstones to the Empire State Building. While Gainesville is not Manhattan, the principles are the same. Gainesville has evolved over time such that it is, a highly livable, walkable, adaptable and sustainable community, and it will continue to strengthen these characteristics into the 21st century.

LIVABILITY

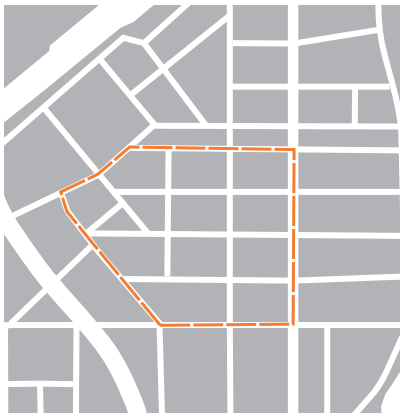
Livability is simply the state of well being of the citizens of a community. This well being emerges from the presence of those components of our city that provide us with an environment within which we can thrive mentally, physically and socially. In the context of Innovation Square, livability is predicated on the notion that it should be as easy as possible to live a rich and interactive life without relying on an automobile for the majority of one's daily routine. Places to drop off laundry, provide day-care for children, throw a ball with the dog, buy groceries, grow vegetables, see a play and meet friends for dinner should be located within the immediate community; an area that is within walking distance of homes. And those places that lay outside the comfortable walking distance should be accessible by multiple means of transportation.

In this scenario livability requires the existence of a highly functional system of moving people and goods that is focused on the quality of the process, not the speed at which these events unfold. The success of this requires a number of focused efforts. The design of the streets is predicated on ease of walking and pedestrian safety, not solely efficiency of moving cars. The proliferation of mixed uses is incentivized, even demanded, at all levels to ensure ease of access to a multitude of daily needs by the inhabitants and users of the district. In order to ensure the success of this environment, decisions must be predicated on results that contribute to the stated goals of the district.

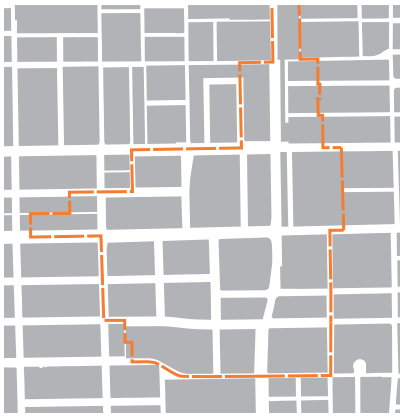
Ultimately this is a strategy for creating a place where people want to live, and where they thrive as a result living in this place.



TECHNOLOGY SQUARE
ATLANTA, GEORGIA



MISSION BAY
SAN FRANCISCO, CALIFORNIA



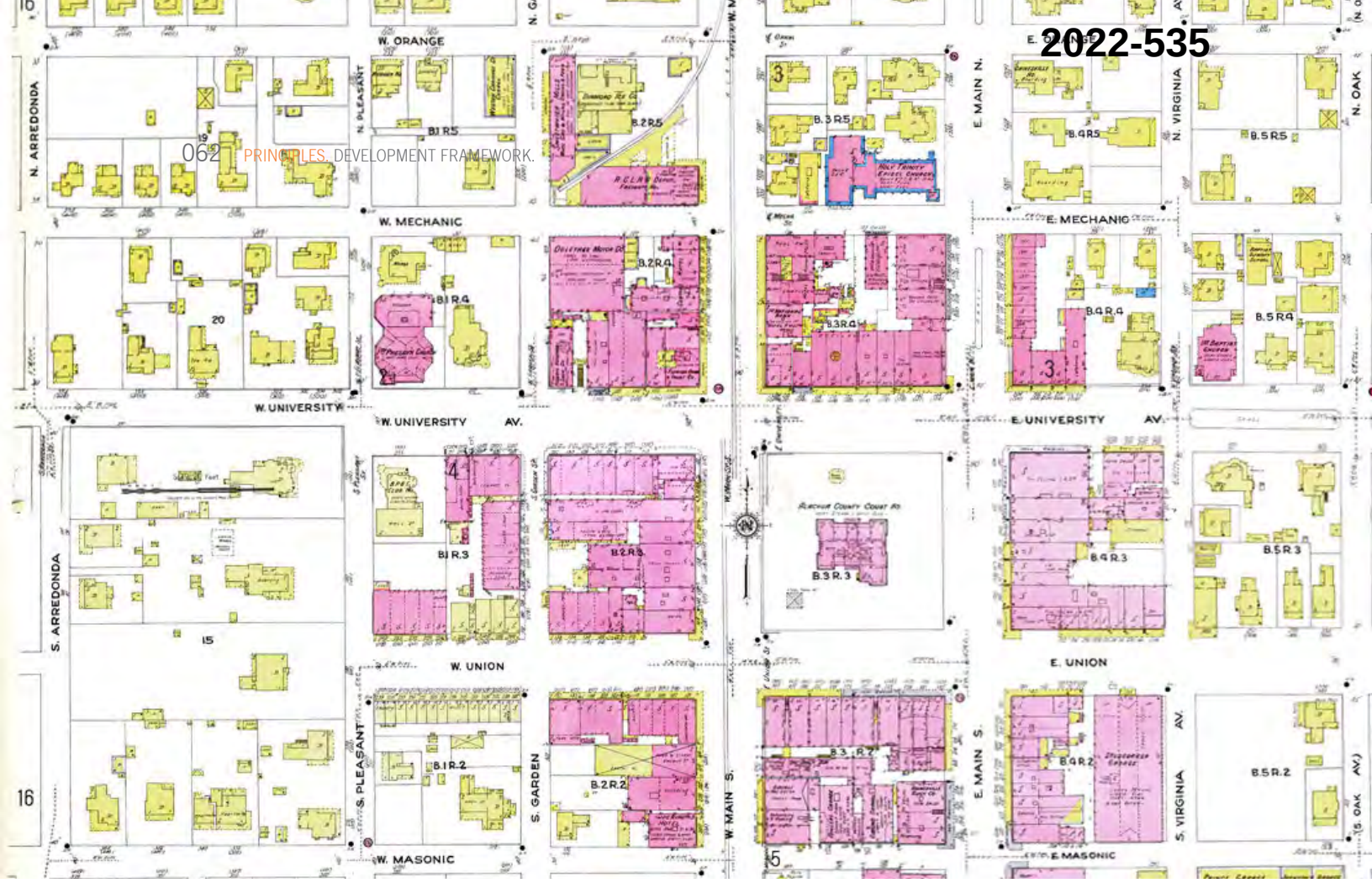
INNOVATION SQUARE

WALKABILITY

Walkability is critical to the success of a community and to the health of its citizens. If one can, and desires, to walk in a particular place it indicates that there is alignment of a number of factors that make successful cities and towns. A walkable community is made up of a highly connected system of streets that supports healthy activity. Walkability is a bellwether for the success or failure of communities. If streets are highly animated with pedestrian activity, it is a clear indication that the ingredients of an urban system have successfully. Things are happening in the streets.

But beyond the physical attributes of a walkable city is the crucial nature of human interaction that occurs in places where there are many people on the streets, and by extension in those places that line the streets; cafes, restaurants, shops and parks. Great care must be taken to ensure that the spaces created in this district provide the highest level of physical comfort for pedestrians. Buildings should always be built close to the street, creating that sense of enclosure that foments a feeling of safety, and ground floor uses should be as highly interactive and animated as possible, providing a rich mixture of events and textures to the passer-by. And the streets should be designed with this in mind, with appropriately sized sidewalks, ample tree canopies, and other elements that provide a backdrop for this critical activity.

In the design and execution of this district these critical elements must remain at the center of the process. As these ideas are reinforced, the potential of the entire district is greatly expanded.


W. ORANGE
E. ORANGE
N. ARREDONDA
N. PLEASANT
N. MAIN N.
N. VIRGINIA
N. OAK
W. MECHANIC
E. MECHANIC
W. UNIVERSITY
W. UNIVERSITY AV.
E. UNIVERSITY AV.
S. ARREDONDA
W. UNION
E. UNION
S. PLEASANT
S. GARDEN
W. MAIN S.
E. MAIN S.
S. VIRGINIA AV.
S. OAK AV.
W. MASONIC
E. MASONIC


NW 2ND AVENUE
NW 1ST AVENUE
UNIVERSITY AVENUE
SW 3RD STREET
SW 2ND STREET
SW 1ST STREET
MAIN STREET
SE 1ST STREET
SE 2ND STREET
SW 1ST AVENUE
SW 2ND AVENUE

ADAPTABILITY

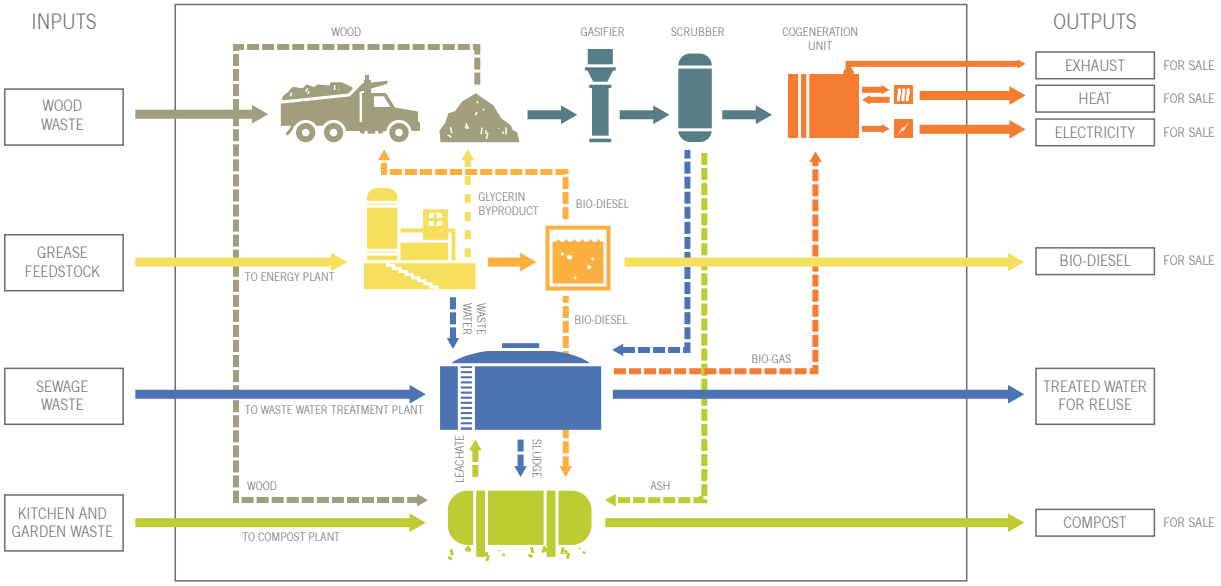
Adaptability is key to the continued success of any community. Adaptability relies upon the existence of a framework into which components can be inserted, changed, modified and replaced with minimal impact on the larger framework. The framework, if it is to be successful in accommodating this adaptation, must provide the collectively produced resources that each of the individual entities needs to operate. It requires that the framework is permanent. Permanence of the framework is the characteristic of this relationship that allows for the adaptability and flexibility of individual projects. This system allows for measured and appropriate responses to the multitude of conditions - economic, technological and cultural - that are susceptible to change over time.

There is a hierarchy of importance of the elements of the city that leads to the creation of an adaptable system. Some things are more important than others in consideration of the operation of the whole environment. Seemingly benign decisions that are made for the expediency of a particular project can cause significant damage to the future operation of the district.

The public rights-of-way are the single most important element in this composition. They are the repository for everything that serves the individual development; infrastructure, people, visibility, service, and context. Along with streets, the block itself is of critical importance. Each block must be of a dimensional capacity that allows for a wide variety of uses, and facilitates ease of development, but must never be larger than is required for this purpose. In the hierarchy of adaptability streets and blocks are the key.

It is important to remember that sometimes people just have to cross the street to get from one place to another.

Right. Gainesville in [1] 1922 and [2] 2011.



SUSTAINABILITY

Sustainability is the aligning one's goals; to reduce carbon output, to increase healthy food production, to create a lasting community, for instance, and one's actions such that the result of the actions is the realization of the goals. It is simply the alignment of our actions with our goals.

As such, sustainability is not a single project but a comprehensive strategy for creating better communities; from the energy sources used to power appliances to the way waste is removed from the site. In many ways this is a constant process of experimentation. There are no absolute answers to the questions posed by each project. But if each is assessed relative to itself and other projects, and each is rigorously tested through the life of the project, courses can be changed to address those less successful strategies, tactics, and components of the projects. As important as low energy consumption may be, the quality of life of the residents of the community and their long-term economic well-being are also critical to the creation of sustainable communities.

Sustainability is a principal that is embedded in the foundation of Innovation Square. The district itself is envisioned as a testing area for sustainable initiatives and investigations, not just in the labs, but throughout the community. Each element of the district is part of the experiment and research, and each should be thought of as a platform for innovation.

This district is an opportunity to clearly and successfully align our goals and actions as they relate to sustainability.

Lowly, unpurposeful and random as they appear, sidewalk contacts are the small changes from which a city's wealth of public life must grow.

- Jane Jacobs, "The Death and Life of Great American Cities"

DEVELOPMENT FRAMEWORK.

ELEMENTS

"As we envision it, Innovation Square will be unlike anything you've seen. In fact, it will be nothing short of a complete re-invention of the town square concept."

- UF President Bernie Machen

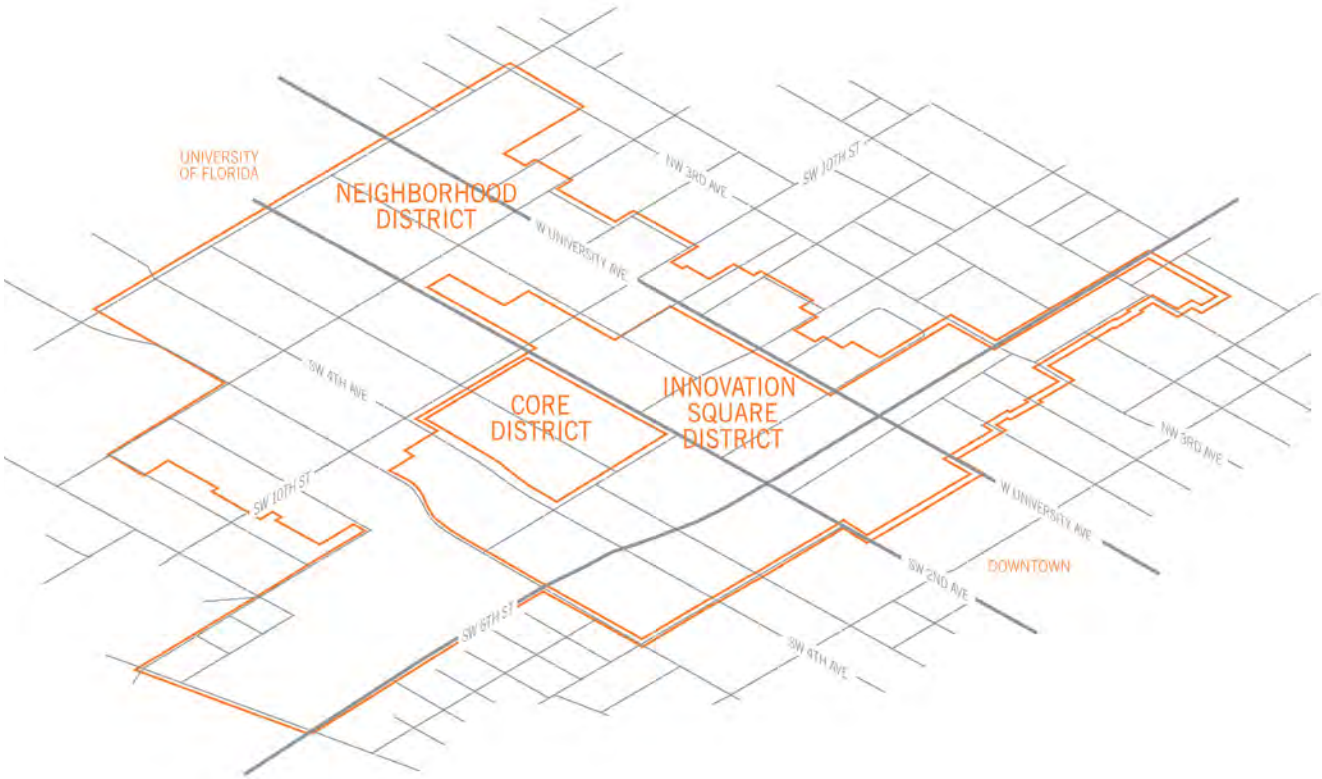
DEVELOPMENT FRAMEWORK.

ELEMENTS

The development framework for Innovation Square consists of six critical elements; districts, grid, greenway, streets, parking and uses. Layered together, these elements are vital in implementing a sensitive and systematic approach to creating a dynamic research community within the existing urban fabric of midtown Gainesville.

Districts. The districts define the three areas within and contributing to the operation of Innovation Square. The core is the high intensity area of science and technology research; the Innovation Square District (ISD) is the lager self regulating collection of commercial landowners within which the research and its associated development will unfold; and the vicinity district is the larger area of influence including the residential neighborhoods along with other areas that comprise this part of Gainesville. Grid. The grid is the underlying physical structure that clearly delineates between the public and private realm, it is permanent, establishing mobility and development within the district. Greenway. The greenway gives a geographical as well as emotional center to the district. Streets. The streets define the level of hierarchy within the district, establishing areas of activity, access, recreation and reflection, as well as design criteria for these critical elements. Parking. Parking strategically addresses the reality of a needed infrastructure, addressing the needs of today by insuring adequate levels to promote development, but further providing a strategy that addresses the future of a changing and as-yet undefined market, along with a realignment of accessibility and modes of transportation throughout the city. Uses. Uses provide a roadmap for providing he richness of activity and collision of members of the community, and for the myriad elements needed to successfully live and work in a particular city district.

The precise implementation of these critical elements establishes a layered relationship between differing urban systems. While each of the elements maintains individual operational characteristics, when they are appropriately combined, they provide the means to achieving the commonly held vision that is the foundation for Innovation Square, a diverse and vibrant community that provides a backdrop for innovation.



DISTRICTS

Innovation Square itself is envisioned as one of three symbiotic districts within the larger context of the region. These central districts define, benefit, and support each other: the Vicinity district, the Innovation Square District (ISD) and the Core District.

Core District. The Core District, controlled exclusively by the University of Florida, is the heart of the research community and is at the physical center. It is the catalyst for redevelopment and investment within Innovation Square. While the Core District is the central research and innovation center, the surrounding ISD is a mixed-use improvement district focused on supporting the Core District with support services as well as additional research opportunities.

Innovation Square District. The ISD is a self-regulating body that is constituted to ensure a higher level of design, service, collaboration and sustainability in the area's redevelopment process, thus ensuring a comprehensive approach to overall development. The ISD shares in the responsibility of implementing the vision for the district, maintaining the common public realm, proactively engaging businesses and residents within the community and recruiting new users to not only the district but to the larger Gainesville community.

Vicinity District. The Vicinity District includes parts of the surrounding University Heights historic district, a neighborhood of predominately single-family homes and the West University Ave commercial corridor, areas that are of direct benefit to Innovation Square and that will benefit from the ISD redevelopment.

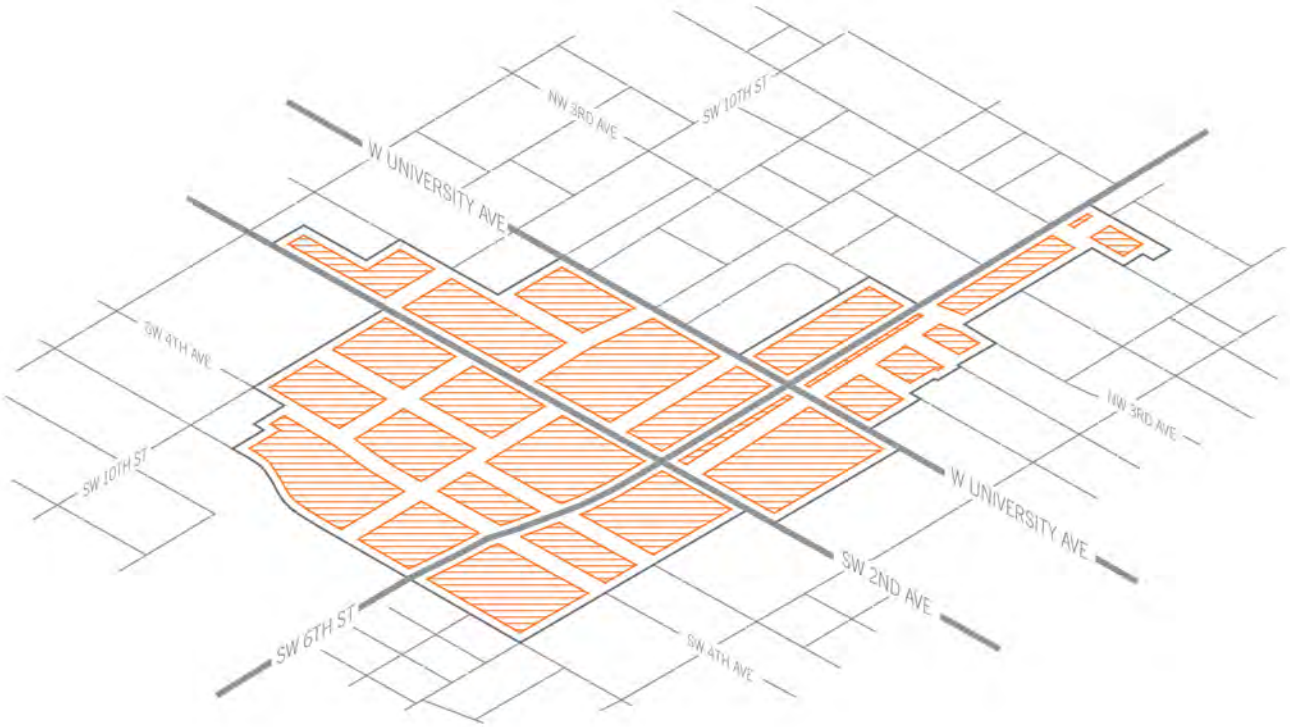
Innovation Square is not merely that area bounded by the ISD. It is made up of the myriad benefits and opportunities that the city and region have to offer.


STOP
HONDA


AUSTIN


BOULDER


PORTLAND



GRID

The grid is a sustainable framework that allows for adaptation of uses, programs and development types over time. The relationship between Innovation Square and the surrounding community is unified through the presence of the grid, a series of permanent public rights-of-way. The interconnected grid of streets promotes movement within the district, the surrounding neighborhoods and larger Gainesville community.

The grid allows for researchers, residents and visitors to traverse the district easily. In this movement, multiple variations in paths and path types are essential in creating spaces that add a level of richness that can only be found in cities.

The projection of new streets across the existing "superblock" within the district subdivides the larger former Alachua General Hospital site into smaller development blocks. This process of subdivision increases the flexibility in use, type and phasing for future development while protecting the commonly held structure of the grid as the foundation of the public framework.

The grid further allows for adaptation of program based on the fluctuation of the market and of unforeseen district needs and opportunities. The grid encourages a conservative, phased approach to development, focusing infrastructure improvements on what is needed at a particular time. This approach is what has allowed the physical structure of the City of Gainesville to successfully evolve over time and will continue to allow for the program of Innovation Square to unfold with positive and lasting impact to the existing structure of the City.

GREENWAY

The Greenway is the principal physical organizing structure within Innovation Square. It is the binding element and central focal point within the district. It creates a pedestrian connection between the active northern mixed-use section of the district and southern, predominately residential and recreational edges of the district. It is a series of varying gathering spaces such as squares, plazas, parks, and streets; all for researchers, residents and visitors to interact and collaborate.

The series of spaces are within the public realm, defined by the presence of public streets and reinforced as discrete spaces by the placement private buildings along its edges. Plazas promote activity; streets allow for accessibility; squares encourage assemblies; while parks allow for reflection. The greenway connects to the individual building lobbies, commercial uses, research labs and other active ground floor uses, all in the service of promoting collaboration and collision. While the greenway resides within the structure of the grid, it modulates vehicular access, allowing for north south connectivity to occur with limited service opportunities, thus giving character to particular areas of the development and promoting richness through variation. The central square will allow for informal gatherings as well as large events. The use of materials will be minimal, used to the define edges of spaces, provide opportunities for seating and include flexible lawn areas.

The greenway also addresses a significant stormwater initiative within the district. The infrastructure system in the greenway allows stormwater to be addressed before entering the underground system with varying integrated water quality measures, as well as provides an armature for experimentation in water quality and quantity mitigation initiatives.

Within a dense urban fabric, it provides a vital, public, greenspace, encouraging walkability within a comfortable and rich outdoor environment.


Cafe Tu-O-Tu
CALE ME LA REUSE
café
tu-o-tu
Catering

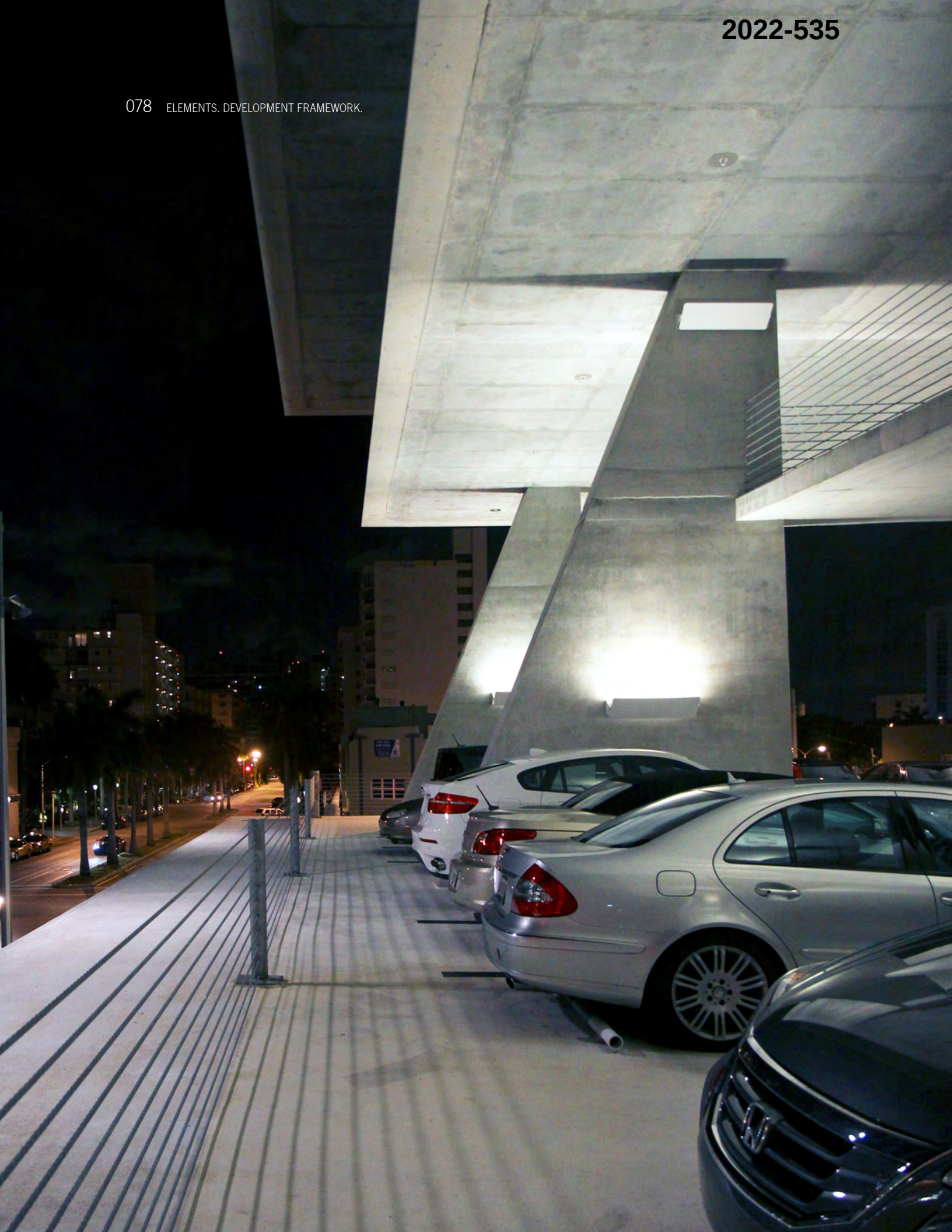
STREETS

Streets are based on the hierarchy of space within Innovation Square. The existing conditions, as well as the vision for the district, define the function of each street and how new development and existing uses connect to the public realm. Streets must be addressed as spaces for people and most importantly for the success of Innovation Square, for socializing and interacting.

Higher intensity streets encourage more active uses, influencing building program, design and accessibility in order to create a more vibrant public realm. Secondary streets have fewer requirements allowing greater flexibility to address many of the necessary functions and requirements of varying land uses and building programs such as service and utilities.

In the plan for Innovation Square, West University Avenue, Southwest 2nd Avenue, and Southwest 6th Street are prioritized; significant in how they function, how they are used and how they are perceived. They are the streets that provide the highest level of public interaction and are the repositories for the highest intensity of commercial activity.

Streets are critical to the formation of Innovation Square. They are the first impression of Innovation Square for future researchers, residents and visitors. Along with addressing the basic level of operation, they must also be programmed, well designed, well maintained and safe. These elements are crucial in creating a place that encourages not only collaboration among researchers but clearly defines a unique sense of place unlike that of other typical research parks commonly developed in the past.



PARKING

To create a vibrant district, encourage walkability and promote alternative forms of transportation, parking has been removed from the Core District of Innovation Square and has been reduced within the overall ISD. Shared parking decks have been strategically placed based on walking distances, flexibility of the block structure, transportation considerations and adjacent uses.

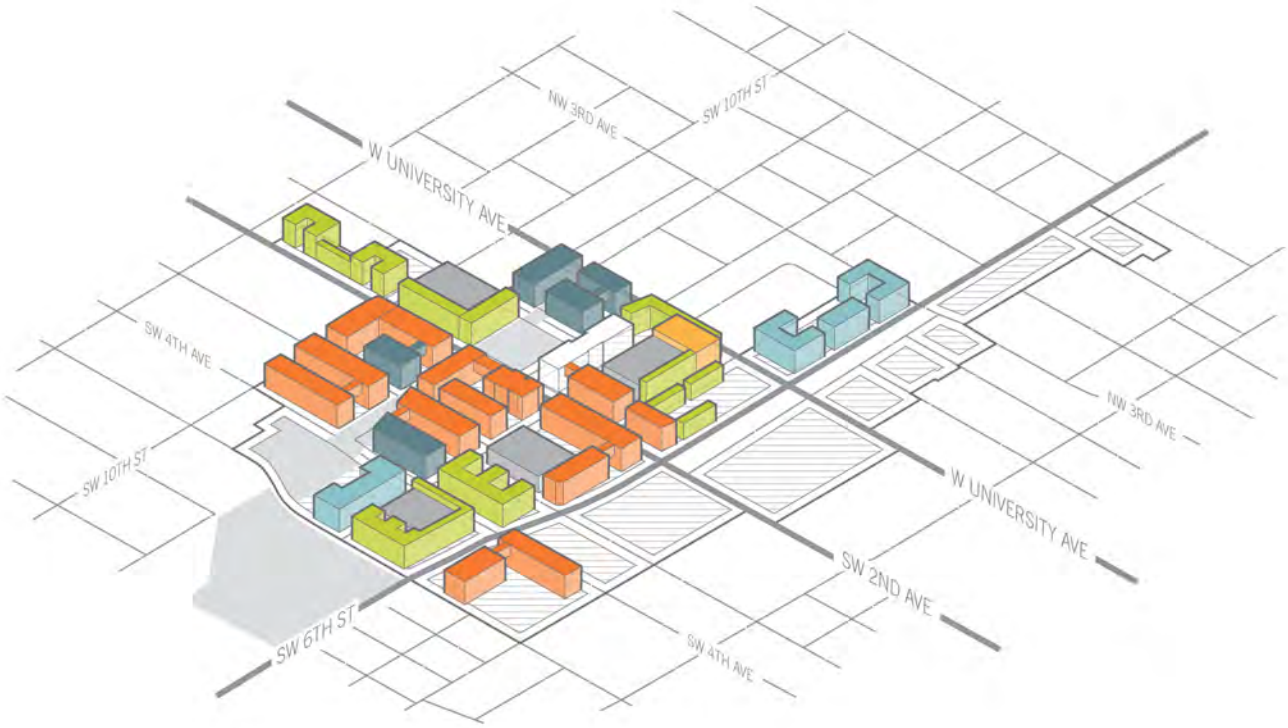
Decks have been located on blocks that allow for maximum flexibility in size, design and accessibility. Uses with higher traffic demands, such as retail and hotel have been located in closer proximity to the parking structures.

The phasing of parking implementation and alternative transit initiatives are part of the basic strategy relative to addressing current and future parking needs. Initially an adequate amount of parking is provided through existing and repurposed parking lots to provide for an influx of commuters.

As new projects are developed, existing surface parking lots will be transformed into buildings. Along with the development of additional buildings, new parking structures within the ISD will be phased to coincide with new development. As the district becomes denser additional parking demands should decrease, on a per-capita basis, as alternative modes of transportation increase. As such, new parking might not be necessary, reinforcing the goal of reducing the cost and impact of vertical parking on the character of the neighborhood and realizing more varied opportunities for transportation.

The disengagement of parking requirements from the individual development or building allows for these events to unfold in the most appropriate manner possible, and not result in too little or too much parking. As with the block structure, the system allows for flexibility moving into the future to insure that development decisions align with the vision and operation of the district.


Gainesville
The Gainesville Sun
For Home Delivery
Call 378-1416
1-800-443-9493



USES

Innovation Square integrates varying land uses and building programs that serve not only the larger goals of the research community but those of the community. While the core district will be the center of the research focused uses, significant retail, restaurant, residential and hospitality as well as additional lab and supportive space shall be integrated throughout the district.

Retail and restaurants shall be located along major street corridors and key intersections, complimenting existing surrounding uses. In addition, these amenities will be integrated into the research and residential buildings. The stores shall be accessible from the street with outdoor areas designed to generate activity. Retail and restaurants are externally focused; designed as essential elements of the street and the life of the street.

The residential program and buildings will address research focused residents and the needs of their families as well as address diversity of citizens, creating a richer environment. The district will allow researchers to be located in close proximity to work, encouraging walkability to work as well as to supporting locations of goods and services throughout the district. Various public spaces, such as parks and plazas are dispersed throughout the district offering opportunities for active and passive recreation and enjoyment.

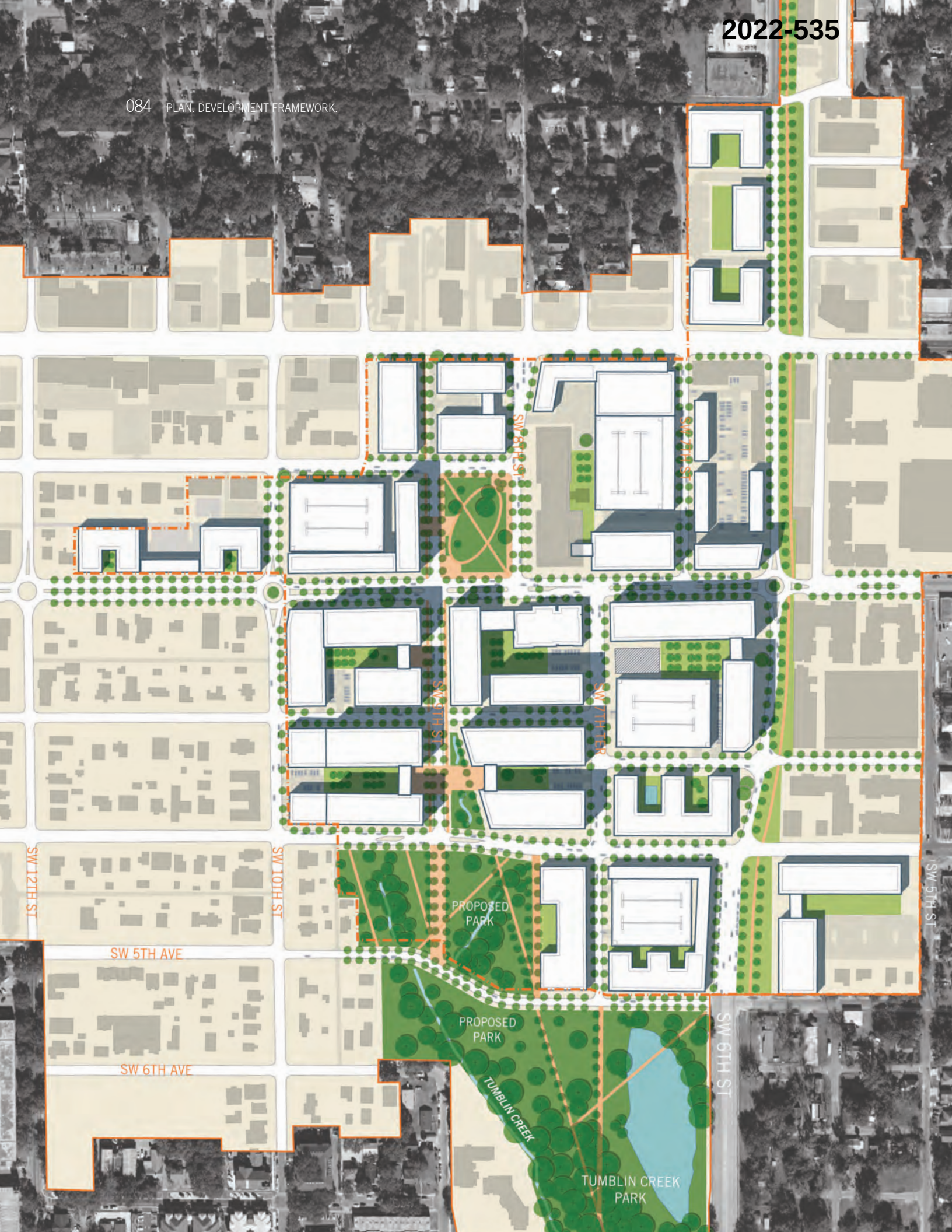
The high level of mixed uses will allow the district to provide a long-term and sustainable foundation for a lifestyle that is predicated on the health and well-being of the citizens of the district. And it will provide the various components that are necessary for living out day-to-day lives all within easy access to residents, researchers, and visitors alike.

A hundred years after we are gone and forgotten, those who never heard of us will be living with the results of our actions.

- Oliver Wendell Holmes

DEVELOPMENT FRAMEWORK.

PLAN


SW 8TH ST
SW 9TH ST
SW 8TH ST
SW 7TH TER
SW 12TH ST
SW 10TH ST
SW 5TH ST
SW 5TH AVE
SW 6TH AVE
PROPOSED PARK
PROPOSED PARK
TUMBLIN CREEK
SW 6TH ST
TUMBLIN CREEK PARK

DEVELOPMENT FRAMEWORK.

PLAN

The elements of the district, as described in the previous section, are the constituent parts of any successful urban development strategy. These elements, however, must be allocated both geographically as well as temporally; they must unfold across an area and emerge through time in a well-choreographed process that ensures the alignment of the vision and the execution of the project. As such, plan can be considered both a noun and a verb. As a noun, the plan is a document that delineates where and how the parts of the district are located. As a verb, the plan is an active process and a series of projections that indicate the number of elements and the frequency with which they appear. Each of these characteristics of the plan will change over time, but while many elements of the plan are changeable, it is the plan that sets in place the relative importance of each of these elements; those that may change more freely, and those that may not.

The plan clearly delineates the development framework for Innovation Square. It defines the physical elements of the vision and how each element interacts within the plan. The plan also clearly describes a preferable relationship among the elements of the plan and the sequencing of their implementation. The plan anticipates that the elements that constitute the public realm will be less open to change; more permanents, while allowing for significant flexibility within the private realm, allowing each building's design and program to vary while adhering to the broader requirements of the plan.

The essential elements within the plan include: Uses. The types of uses as well as the desired mix; Phasing. The larger strategy for implementation over time; Projections. The degree of development and population growth that might occur as the project is developed; Landscape. Regulating the elements within the public realm; Transportation. A strategy to balance projected growth with multiple accessibility opportunities and options; Utilities. A general district-wide strategy for sharing resources and minimizing redundancies of resources, as well as providing an operational framework.

2022-535

Left. This image is a detail aerial of the Innovation Square District (ISD) that indicates the envisioned vibrancy and overall potential for the area. It describes the general character and quality of the area, and it should act as a visual guide for future development.

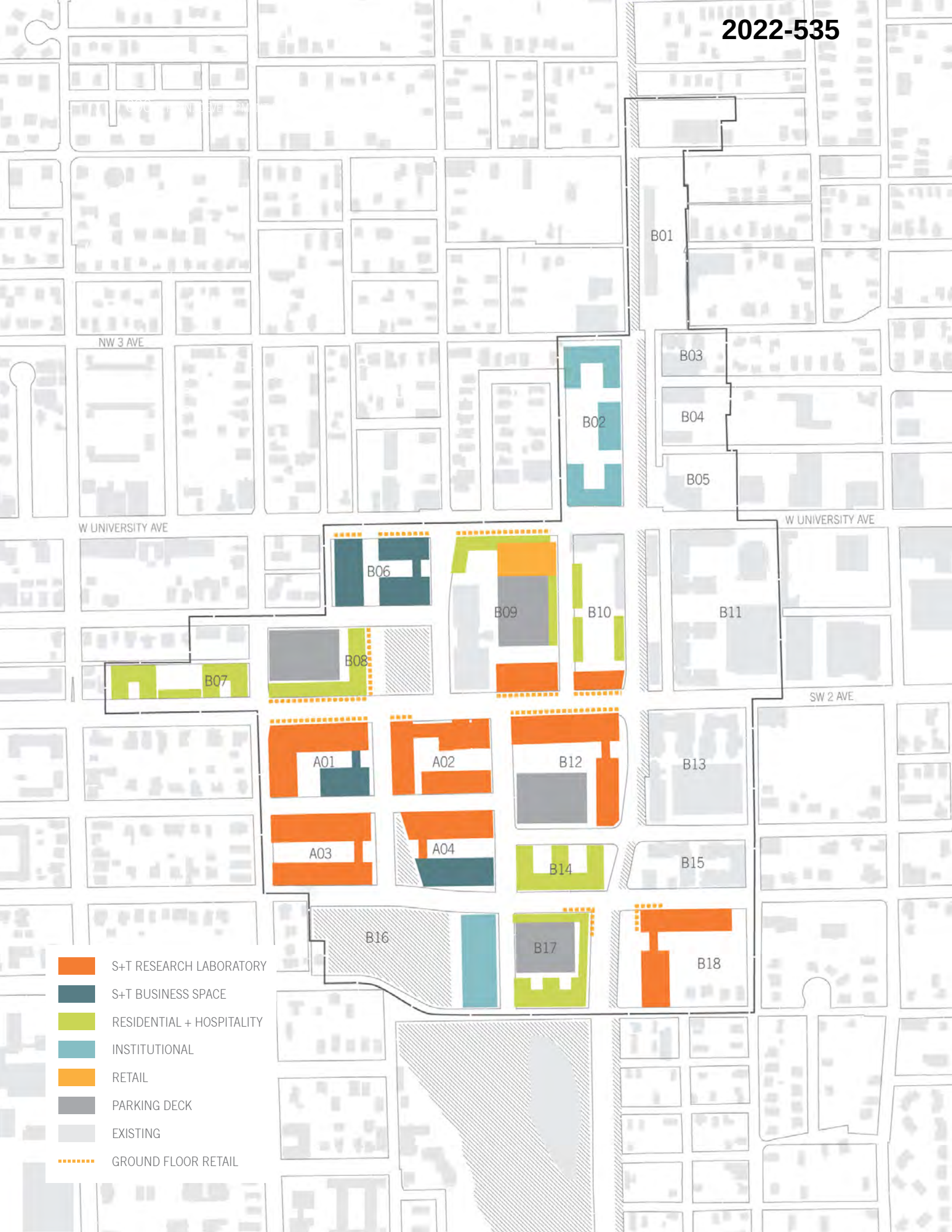
Above. This image is a broader aerial view that indicates the proximity of the ISD to both downtown Gainesville and the University of Florida. The district, as is clearly evident in this image, will provide a seamless link between downtown and the University, as well as a stage for innovation.

Above. This image is a perspective view of the proposed greenway through the heart of the Core District, as well as a threshold to Tumblin Creek and the trail systems beyond. It clearly describes the intention of bringing a flexible and well-designed natural component into the urban framework.

Right. This image, across 2nd Avenue, and into the new square, describes the vibrant pubic framework, the people, the landscape, the commuters, the residents all harmoniously creating the context for a truly collaborative and rich living and working environment.


GATORS

2022-535


NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 2 AVE
B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
S+T RESEARCH LABORATORY
S+T BUSINESS SPACE
RESIDENTIAL + HOSPITALITY
INSTITUTIONAL
RETAIL
PARKING DECK
EXISTING
GROUND FLOOR RETAIL

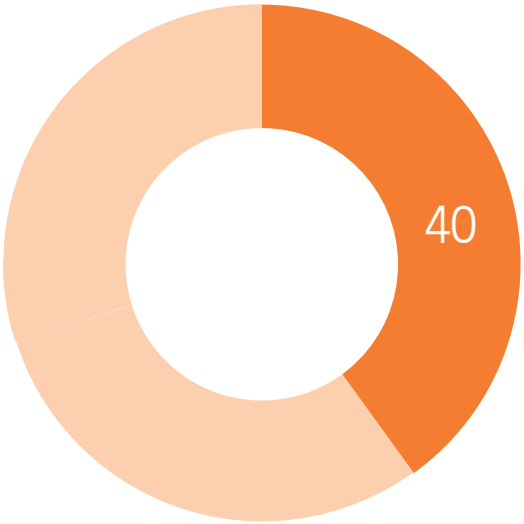
DEVELOPMENT FRAMEWORK. PLAN.

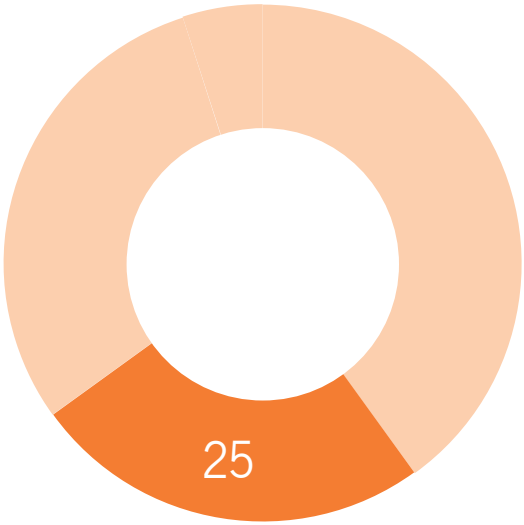
USE

Supported by recent initiatives such as the Partnership for Sustainable Communities (PSC) at the federal level, many US towns and cities today are seeking to reverse their half-century long focus on remote, disconnected development patterns that have been correlated with countless adverse health and environmental effects ranging from epidemic obesity to air and water pollution. Following this logic, the US Centers for Disease Control and Prevention (CDC) has described a "healthy community" as one where homes, business, schools, churches and parks are found in close proximity to each other, allowing reduced automobile use and increased physical activity and social engagement; or more simply, a mix of uses all located in the same area. It is with this in mind that Innovation Square addresses the dispersal of uses throughout the district.

Such walkable and mixed-use environments are not new to Gainesville. Downtown Gainesville has gained new life in recent years with the addition of new residences, hotels and storefronts to its historic mix of government buildings, offices, entertainment and single-family homes. The City of Gainesville has recently created the Urban Mixed Use – 2 (UMU-2) Zoning District to enable a similar transformation of midtown, the area in Gainesville in which Innovation Square is located. This will transform midtown from an area dominated with surface parking and empty lots to a 24/7 live/work/play environment that promotes retail and office uses that serve surrounding neighborhoods and enhance the development of the local innovation economy, as well as the broader regional economy. The proposed land use plan for the Innovation Square District (ISD) demonstrates the process through which mixed-use development can be achieved within the ISD.

The zoning ordinance, in concert with the urban block structure, allows for great flexibility in the distribution of uses within the area. But along with this flexibility, it is critical to ensure that enough of each of the uses emerges to facilitate the broader goals of creating a district that provides a foundation for innovation and economic development based on the associated industries.





40%

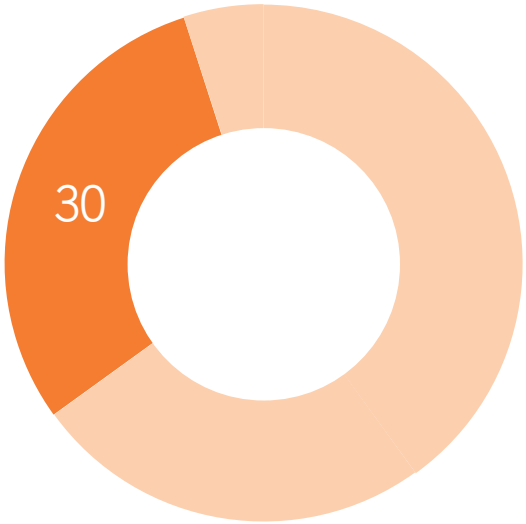
SCIENCE + TECHNOLOGY RESEARCH LABORATORY

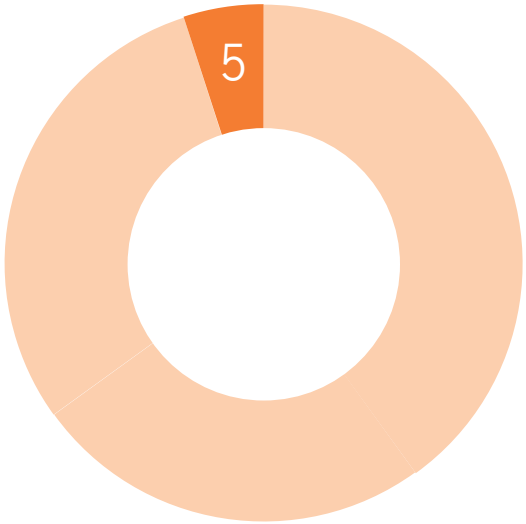
Science and technology research and laboratory uses comprise the greatest percentage of projected development and remain at the core of the district vision. The uses in these areas are primarily organized to facilitate scientific research, as both wet and dry lab faclities. The structures will house principal investigators, researchers, and support staff for the myriad research avenues that emerge in the district. These users represent the critical group that will benefit significantly from the addition and dispersal of the other uses in the vicinity. In addition, these uses require enhanced physical and technological support and infrastructure beyond other typical uses found in cities.

25%

SCIENCE + TECHNOLOGY BUSINESS SPACE

Science related start-up companies or more established companies working in the science and technology fields will utilize this office space for meeting and collaboration space that is primarily concerned with the business of technology, research and innovation. These users might be associated with laboratory facilities within the ISD, at affiliated sites such as Progress Park, provide primary office and dry-lab space for the company, or serve as an area for light manufacturing associated with the particular research. These uses may be located throughout the entire district, and they are incentivized to provide additional, ancillary uses, such as restaurant, retail, cultural and other uses that enhance the vibrant mix of uses in the district.





30%

RESIDENTIAL + HOSPITALITY

Residential and hospitality uses are critical to the success of the district; for researchers support staff, and visitors alike. While residential uses are located throughout the ISD, they are envisioned as being more heavily located at the edges of the District. This strategy helps insure that there is a transition between the district and established residential neighborhoods such as University Heights.

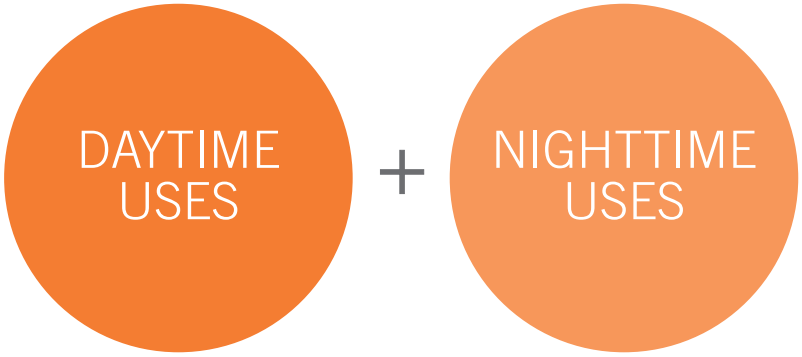
In addition, the plan envisions residential programs such as themed housing that brings together innovators, entrepreneurs and others in a live/learn/work environment that encourages the collision that drives innovation. And hospitality uses ranging from boutique hotels to flexible rentals for visiting scientists and business people will help spur further collaboration and provide the District with a vibrant mix of long and short-term residents and visitors.

5%

COMMERCIAL RETAIL

Pedestrian-oriented, ground-floor uses; restaurants, cafés, retail stores, galleries, boutiques, local services, and other staples of highly animated street life are incentivized, and in specific areas, required as a critical part of providing goods and services to those working and living within the district. These uses will expand in number and scope as the area is developed, ultimately providing a mature level of services that responds to the needs of those living and working in the area.

TYPICAL DEVELOPMENTS



INNOVATION SQUARE

Above. Historically research has taken place in areas that are remote from residential districts, and moreover, remote from day-to-day uses such as restaurants and retail. At Innovation Square uses will converge with each other such that all of one's needs; work, community, living, cultural institutions, will be located within easy walking and biking distance. Daytime and nighttime uses will merge into a seamless relationship among all the various parts. As such, the methodology for projecting growth is highly interactive between the uses, and support elements; parking, services, and others, are complementary, no longer based on a direct ratio, but rather based on a fluid response to district needs as opposed to an individual project need.

DEVELOPMENT FRAMEWORK. PLAN.

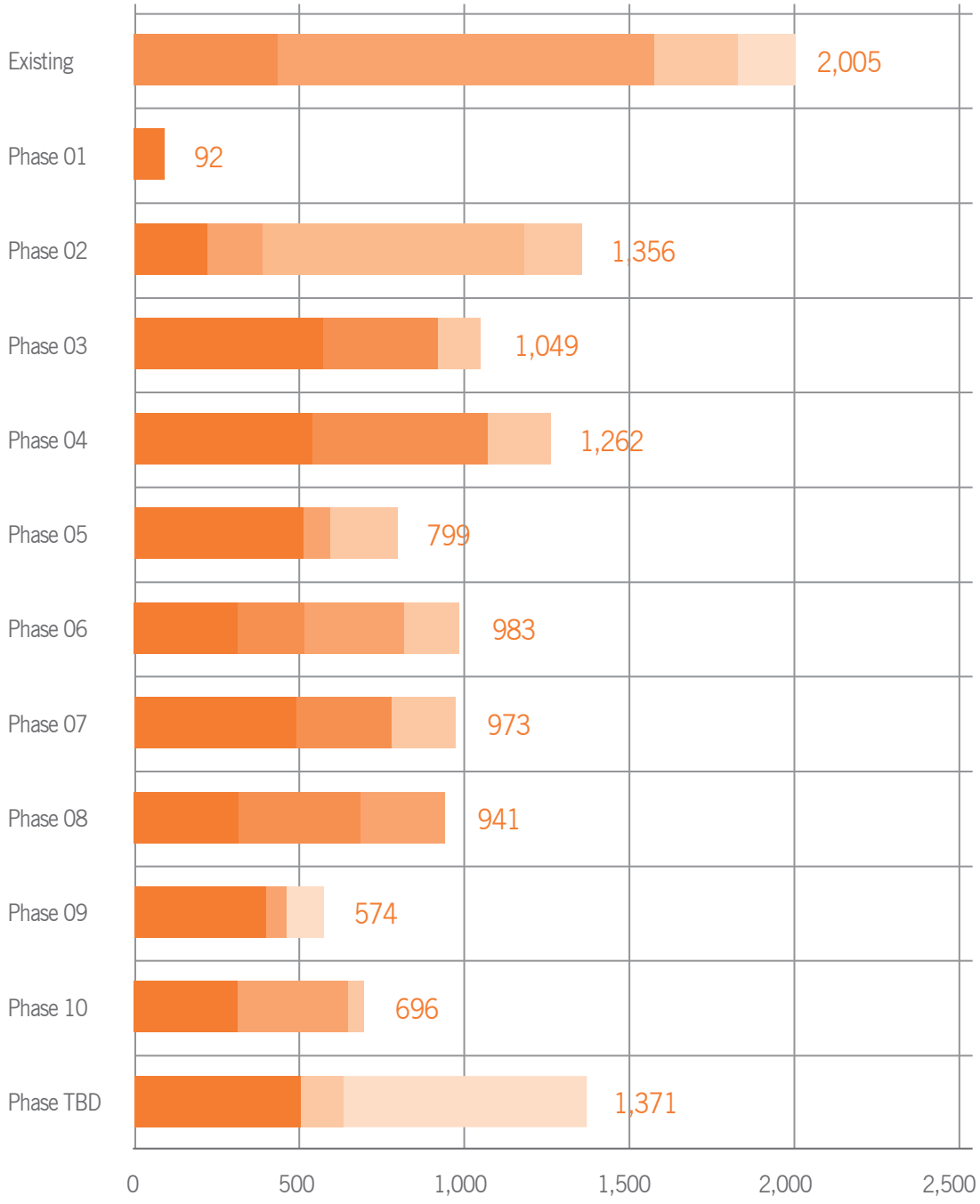
POPULATION PROJECTIONS

Projecting into the future is by nature an inexact science, but in the process of planning for the redevelopment of a district, it is essential. While the exact population growth, building square footage build-out, or number of new restaurants may be unknowable, there are general parameters that can be utilized to provide the basis for making decisions moving forward. Projections offer not only an estimate of what might come to pass, but also a characterization of what is preferable in the disposition of a district. Projections are also critical for preparing for service requirements, from transportation to power. Infrastructure and utilities must be constructed prior to the majority of development in such a way that it accommodates specific development but minimizes the expenditure of resources beyond that which is needed. With these projections public utilities can be sized, power capacities can be allocated, mitigating systems implemented, and other elements of the redevelopment can be organized to provide a fluid response to development pressure as it emerges.

The projections detailed in the following pages reflect a combination of uses and mixes that will provide the rich interaction necessary for the district to thrive, as well as a realistic magnitude of development based on current capacities, and market conditions. They represent overall development projections in terms of the number and types of people that will be occupying the spaces, especially as these are associated with the development phase projections. They are categorized as overall, research, residential, and support; restaurants, retail, cultural and other collectively utilized uses. Further specificity is applied to each of the broad categories as appropriate.

These numbers are sure to change both in composition as well as magnitude as the future unfolds, and as such, the following charts, graphs and spreadsheets are simply a snapshot of the potential at a particular time. The operational asset in the projection structure is the database behind the graphic representation. This database should be managed throughout the development process, refining projections based on changing market trends, successes and failures in the development process, as well as updating current development. In this way, a tool that is typically rendered obsolete shortly after its implementation can become an adaptable and useful indication of the trajectory of the district as it unfolds over time.

POPULATION GROWTH, PER PHASE



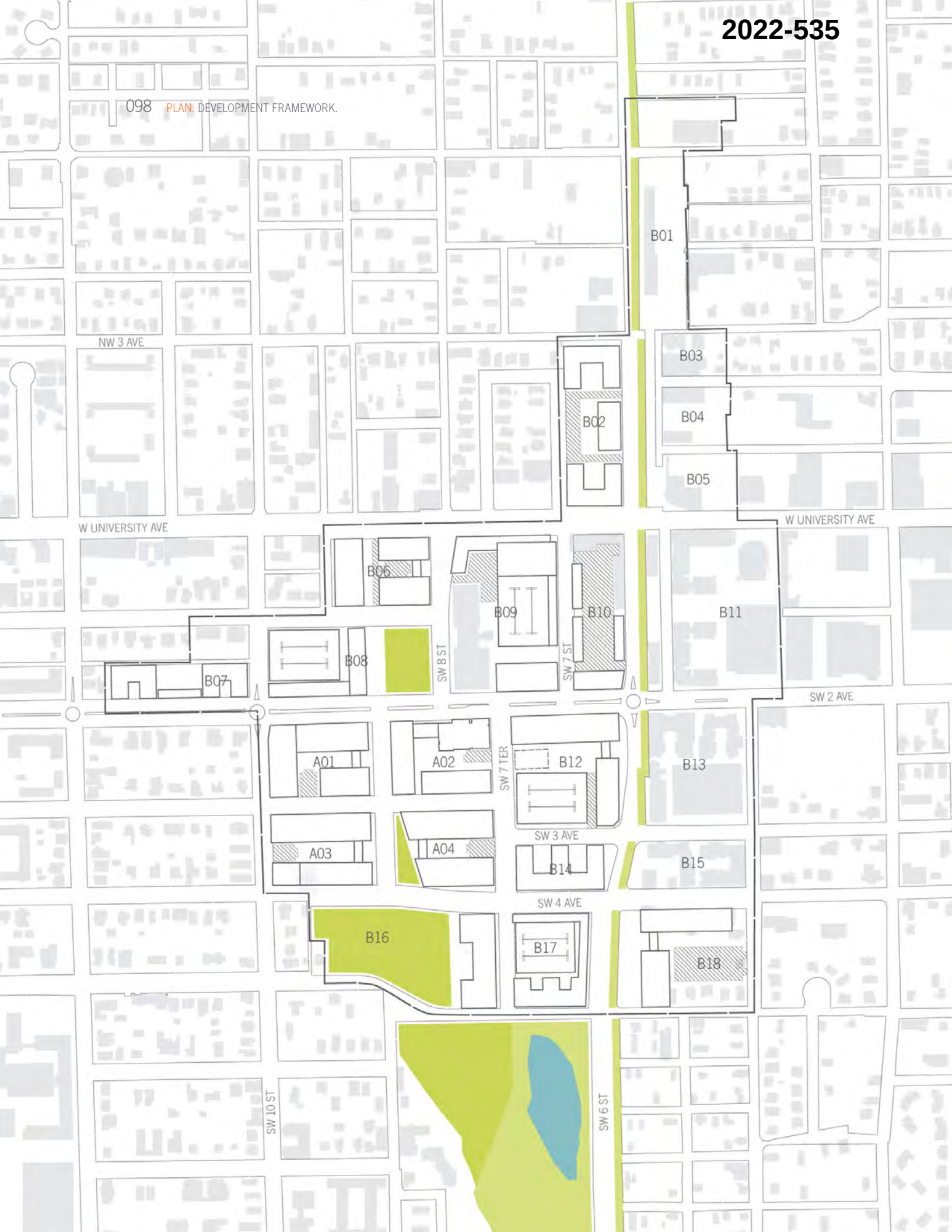
POPULATION BY PHASE

These graphs and charts represent a general projection of population increase in a phased structure. The projections are for general guidance with respect to planning for services and utilities that will be required to accommodate this growth. They are further categorized by the proposed major uses in the district. The phases are not tied to a specific time frame as the project will ultimately unfold due to both internal and external conditions.

POPULATION GROWTH, PER PHASE

	SCIENCE + TECHNOLOGY		RESIDENTIAL + HOSPITALITY				
	RESEARCH LABORATORY	BUSINESS SPACE	RESIDENTIAL	HOTEL	RETAIL	INSTITUTIONAL	TOTAL
Existing	0	435	1,139	0	255	177	2,005
Phase 01	92	0	0	0	0	0	92
Phase 02	220	0	169	792	175	0	1,356
Phase 03	571	350	0	0	128	0	1,049
Phase 04	538	531	0	0	192	0	1,262
Phase 05	512	0	81	0	207	0	799
Phase 06	313	200	304	0	167	0	983
Phase 07	490	290	0	0	193	0	973
Phase 08	316	369	256	0	0	0	941
Phase 09	399	0	63	0	0	113	574
Phase 10	313	0	333	0	50	0	696
Phase TBD	503	0	0	0	130	738	1,371
TOTAL [new]	4,267	1,740	792	1,243	10,096	850	8,853
TOTAL [existing+new]	4,267	2,175	792	1,497	12,101	1,027	10,603

2022-535


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

DEVELOPMENT FRAMEWORK. PLAN.

PHASING

With multiple stakeholders, various landowners and fluctuating market conditions, Innovation Square must maintain flexibility in its approach to implementation. While the emphasis is on science and technology research, it is important to develop services in conjunction with the core uses in order to create a diverse and vibrant community. Phasing focuses on developing a strong central identity for the district while also allowing growth to occur organically over time. The growth projections are based on numerous factors including future building program, infrastructure improvements, existing building life spans and other critical relationships. Each phase has multiple components allowing for options on building type and schedule.

Initial investment concentrates on developing the research element within the Core District. Subsequent phasing continues to focus on investment within or immediately adjacent to the core, building a concentration of activity and shared resources. Significant infrastructure, including stormwater upgrades and public space delineation, are targeted early allowing future flexibility and quickly defining a sense of place for the district. Parking is served by existing surface lots initially. Parking structures are timed to maintain a conservative parking to building ratio until such time as the projected density supports alternative transportation opportunities.

There are several key drivers in the projection process, including an initial focus on completing a substantial segment of the research program, identifying and implementing critical infrastructure upgrades, aligning the parking structures with time-critical development needs, and finally, organizing the phasing is such a way as to continually reinforce the sense of place that is envisioned for the district. The relationships outlined in the phase process should result in a development strategy and execution that addresses both the quality of the place and the degree of economic development, both metrics for the return on the community's investments.

These phases are not tied to a specific time frame as the project will ultimately unfold due to both internal and external conditions.


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE ONE

The initial phase is scheduled for completion in the fall of 2011, with the construction of the Innovation Hub - a 45,000 s.f. incubator space comprised of research lab spaces and business spaces located on Block A2. Parking for the facility will be located in Block A4 and other the surrounding surface lots. The Ayers Building will be renovated providing a mix of retail, lab and business space totaling approximately 170,000 sf.* The district chiller plant will be strategically located within Block B12 to maintain future flexibility within the block and provide a water source backbone for future development. This phase will also include public investment in the W. 6th Street Rail-Trail.

NEW DEVELOPMENT, PER PHASE

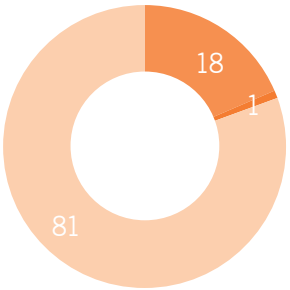
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 1	CUMULATIVE	PHASE 1	CUMULATIVE
S+T Research Laboratory	46,000	46,000	92	92
S+T Business Space	0	0	0	0
Residential + Hospitality	0	0	0	0
Commercial Retail	0	0	0	0
Institutional	0	0	0	0
Total Development	46,000	46,000	92	92

PARKING, PER PHASE

	PHASE 1	CUMULATIVE
Surface Lot	42	977
On-Street	-	220
Deck	-	1,560
Total Available	-	2,757
Total Needed	-	2,079
Difference	-	678

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



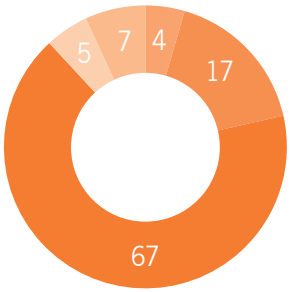
18 Percent Existing

1 Percent In Current Phase

19 Total Developed

81 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



4 S+T Research Laboratory

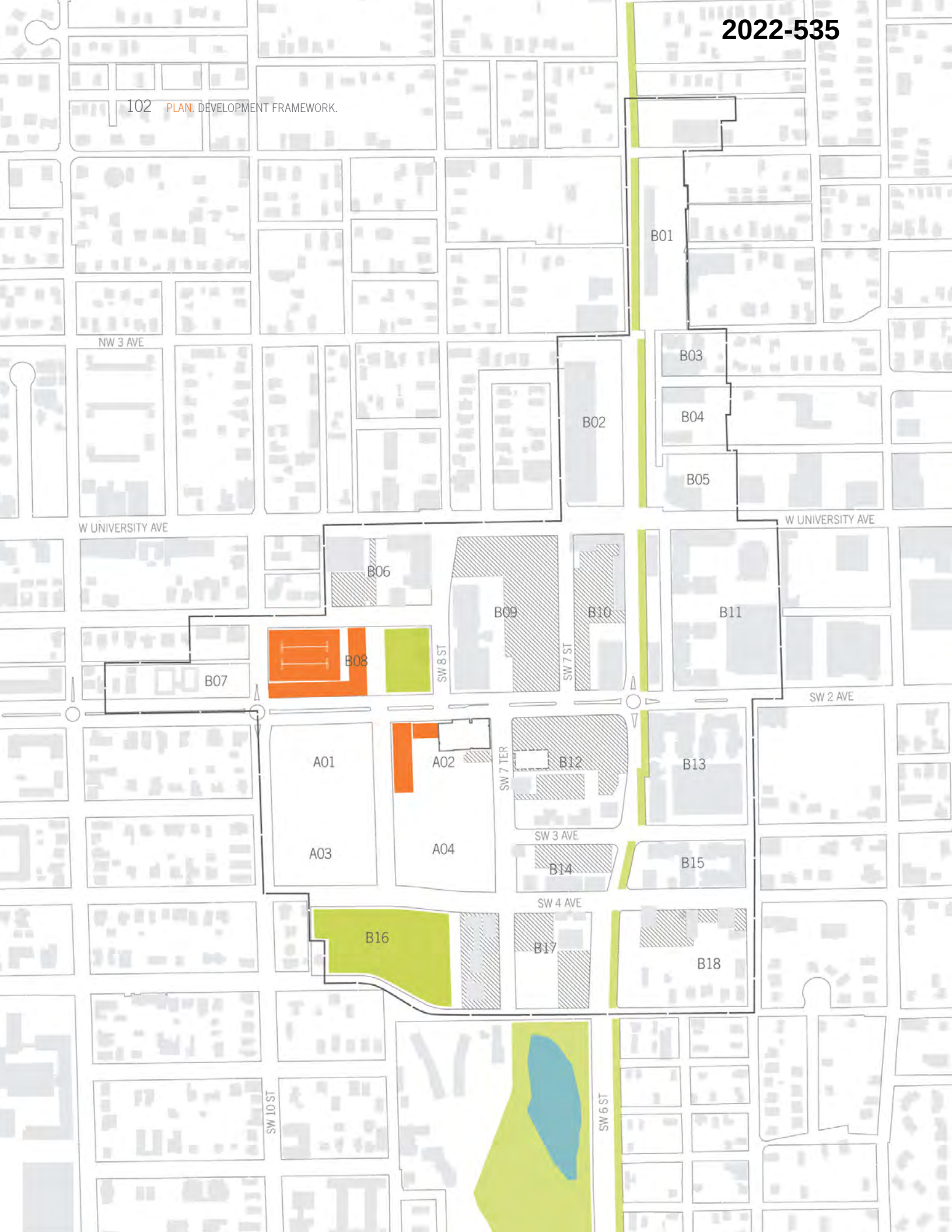
17 S+T Business Space

67 Residential + Hospitality

5 Commercial Retail

7 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

PHASE TWO

Phase Two includes the proposed, privately developed, Infusion Technology Center located at the corner of Southwest 2nd Avenue and Southwest 4th Avenue. Parking for the facility will be located in Block A3 and Block A4 as well as other surrounding surface lots. This phase includes the hotel and residential incubator. Ground floor retail fronting Southwest 2nd Avenue is included but may remain flex space until the market matures. The development of the central square is a key element in defining a sense of place within the district. In addition, the development of the northern expansion of Tumblin Creek Park will help address critical infrastructure issues.

NEW DEVELOPMENT, PER PHASE

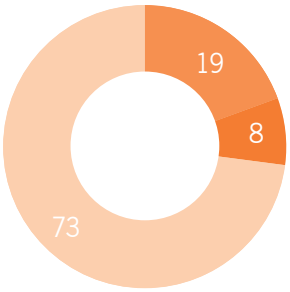
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 2	CUMULATIVE	PHASE 2	CUMULATIVE
S+T Research Laboratory	110,000	156,000	220	312
S+T Business Space	0	0	0	0
Residential + Hospitality	260,000	260,000	960	960
Commercial Retail	35,000	35,000	175	175
Institutional	0	0	0	0
Total Development	405,000	451,000	1,356	1,448

PARKING, PER PHASE

	PHASE 2	CUMULATIVE
Surface Lot	133	1,110
On-Street	0	220
Deck	771	2,331
Total Available	-	3,661
Total Needed	-	2,484
Difference	-	1,178

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



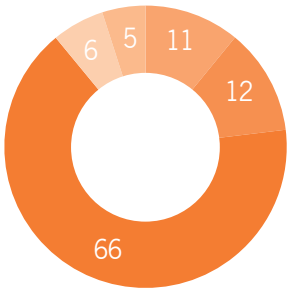
19 Percent Existing

8 Percent In Current Phase

27 Total Developed

73 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



11 S+T Research Laboratory

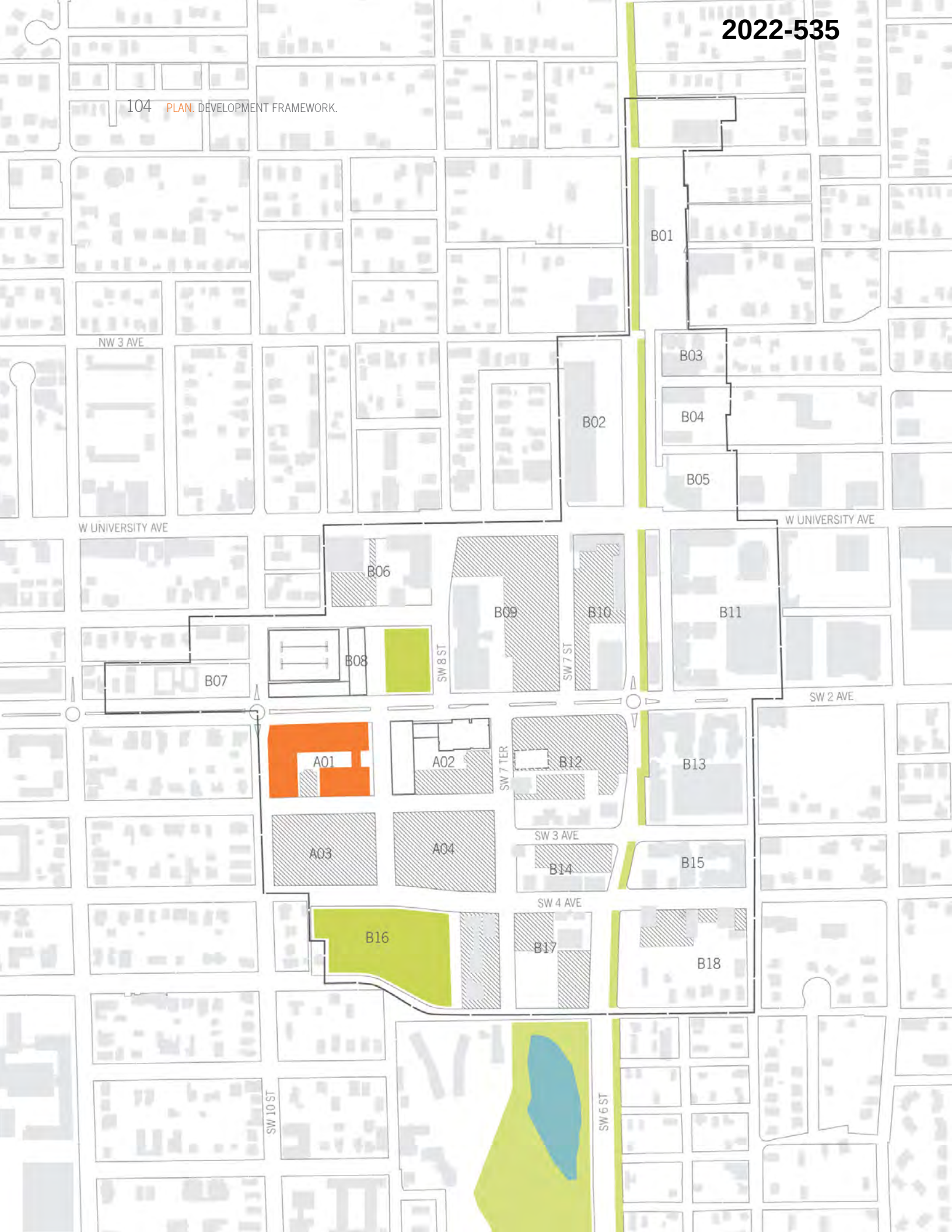
12 S+T Business Space

66 Residential + Hospitality

6 Commercial Retail

5 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
SW 7 TER
B12
B13
A03
A04
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE THREE

Development is focused on completing block A1. Significant infrastructure includes the implementation of the Southwest 3rd Avenue between Southwest 10th Street and Southwest 7th Terrace. This street is defined as a local street and will be used primarily for circulation and service access to adjacent blocks. Building program includes additional S+T research lab space as well as supporting services. Ground floor retail will front Southwest 2nd Avenue. A common lobby will front the proposed greenway. Parking for the facility will be located in Block A3 and Block A4 as well as other the surrounding surface lots.

NEW DEVELOPMENT, PER PHASE

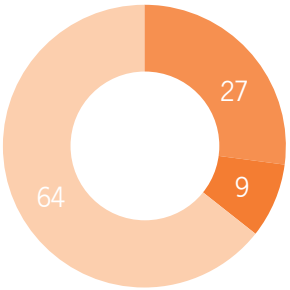
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 3	CUMULATIVE	PHASE 3	CUMULATIVE
S+T Research Laboratory	285,000	441,000	571	883
S+T Business Space	140,000	140,000	350	350
Residential + Hospitality	0	260,000	0	960
Commercial Retail	25,700	60,700	128	304
Institutional	0	0	0	0
Total Development	451,000	902,000	1,049	2,497

PARKING, PER PHASE

	PHASE 3	CUMULATIVE
Surface Lot	198	1,308
On-Street	0	220
Deck	0	2,331
Total Available	-	3,859
Total Needed	-	2,935
Difference	-	925

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



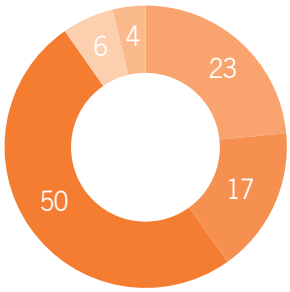
27 Percent Existing

9 Percent In Current Phase

36 Total Developed

64 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



23 S+T Research Laboratory

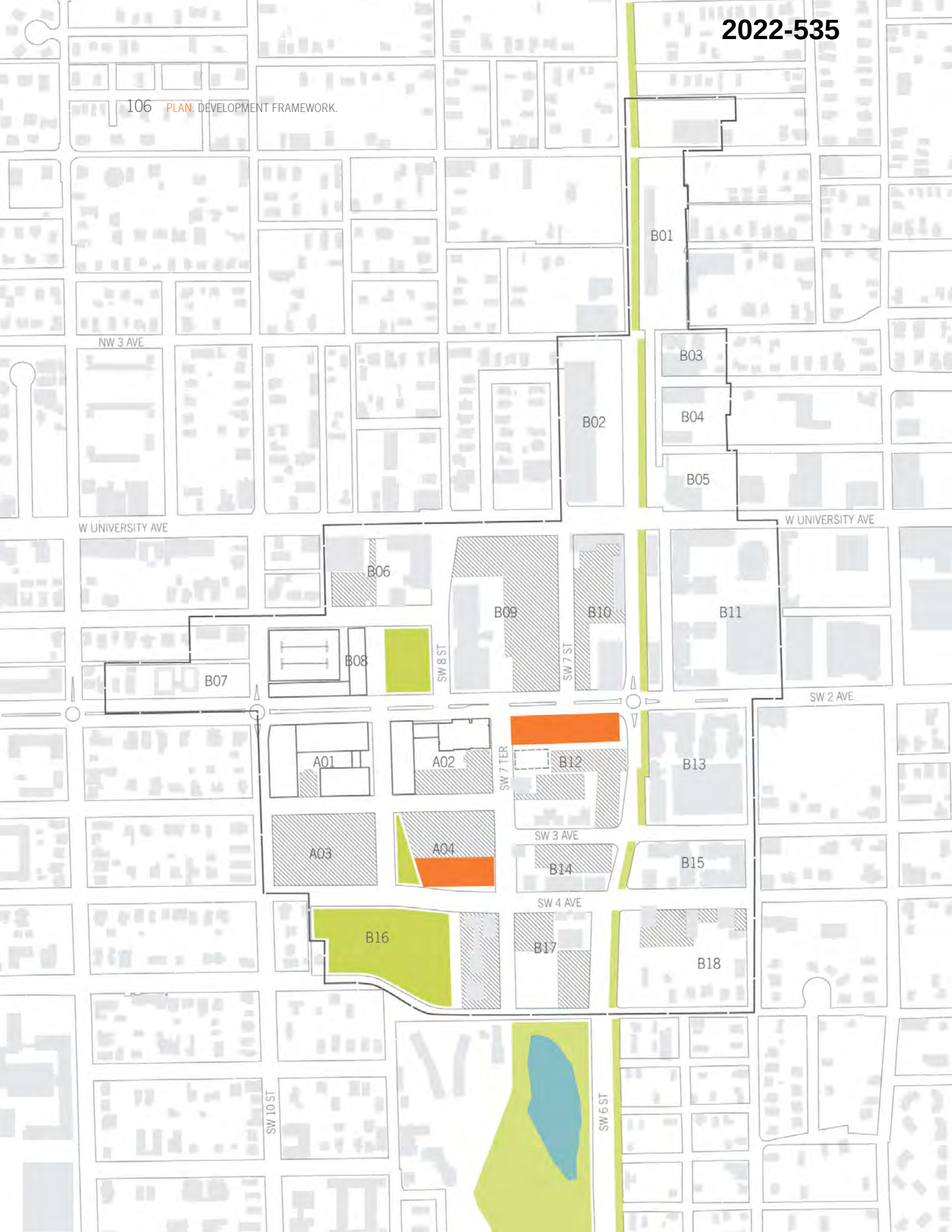
17 S+T Business Space

50 Residential + Hospitality

6 Commercial Retail

4 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

PHASE FOUR

Development is concentrated on building synergy along the two major axes within the district. The first building on Block B12 will be developed to include new research lab space with ground floor retail fronting Southwest 2nd Avenue. Building services shall be accessed from Southwest 7th Terrace.

A second building will be developed on Block A4, fronting Southwest 4th Avenue. Building program will include S+T office and supporting services. Key infrastructure will include additional pedestrian spaces along the greenway.

NEW DEVELOPMENT, PER PHASE

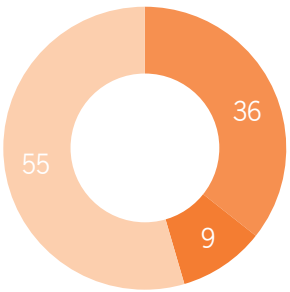
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 4	CUMULATIVE	PHASE 4	CUMULATIVE
S+T Research Laboratory	269,000	711,000	538	1,421
S+T Business Space	212,000	352,000	531	881
Residential + Hospitality	0	260,000	0	960
Commercial Retail	38,500	99,200	192	496
Institutional	0	0	0	0
Total Development	520,000	1,420,000	1,262	3,759

PARKING, PER PHASE

	PHASE 4	CUMULATIVE
Surface Lot	-264	1,044
On-Street	0	220
Deck	0	2,331
Total Available	-	3,595
Total Needed	-	3,455
Difference	-	140

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



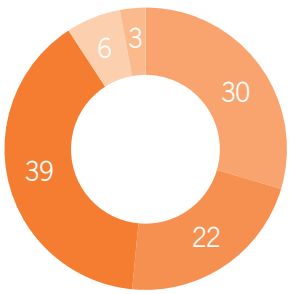
36 Percent Existing

9 Percent In Current Phase

45 Total Developed

55 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



30 S+T Research Laboratory

22 S+T Business Space

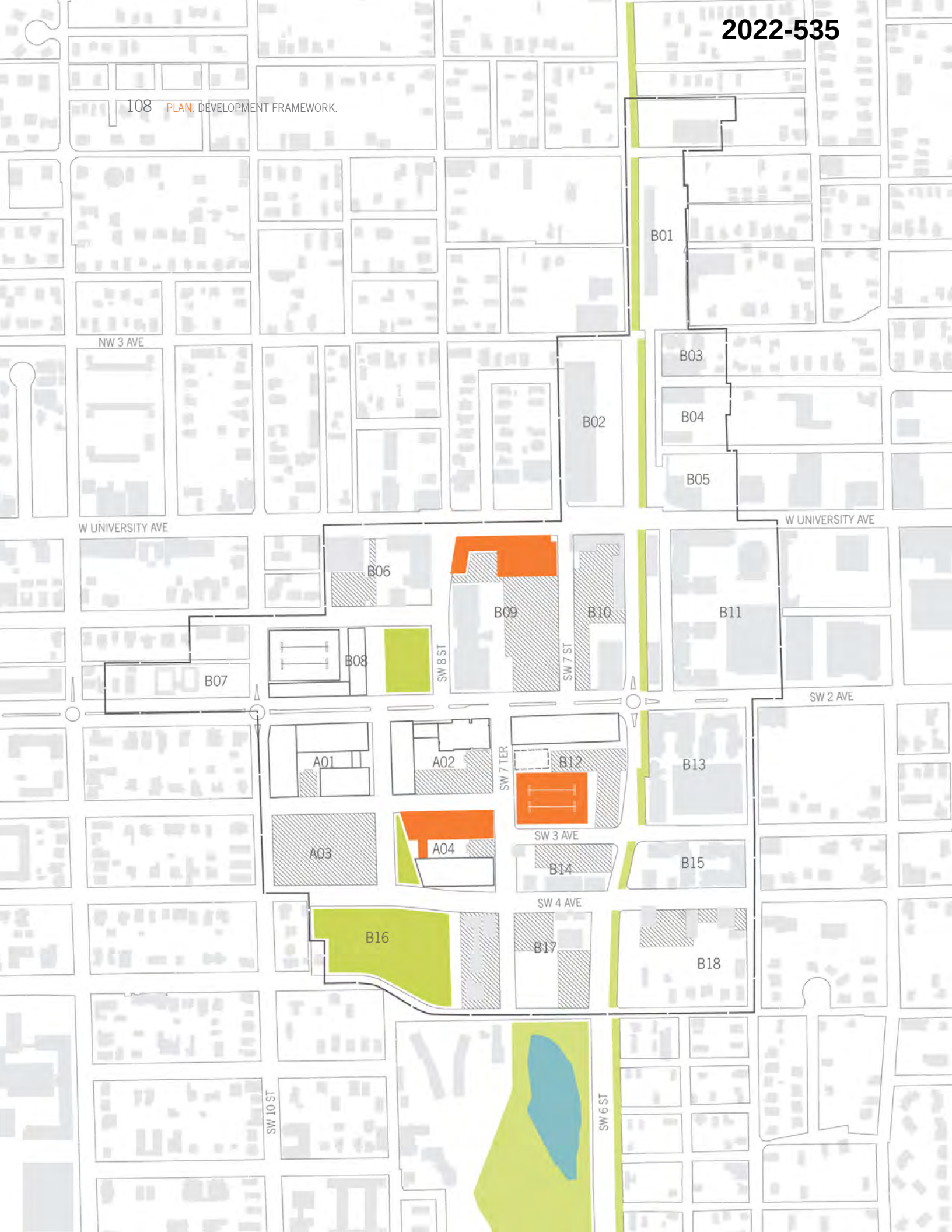
39 Residential + Hospitality

6 Commercial Retail

3 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.

2022-535


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE FIVE

Development is concentrated on expanding goods and services vital to a growing community and addressing future parking needs. New buildings include a grocery store with ancillary retail fronting University Avenue, creating an edge to the district along the City's major east - west corridor. The grocery store will share the existing surface parking lot with the adjacent Ayers Medical building within Block B9. In addition a proposed building on Block A4 will complete the development of the block. Program uses include new lab and research space. The parking deck on Block B12 will serve the developing core of the district.

NEW DEVELOPMENT, PER PHASE

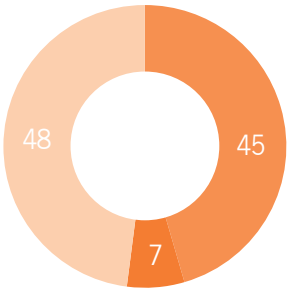
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 5	CUMULATIVE	PHASE 1	CUMULATIVE
S+T Research Laboratory	256,000	966,000	512	1,933
S+T Business Space	0	352,000	0	881
Residential + Hospitality	48,500	308,000	81	1,041
Commercial Retail	41,400	141,000	207	703
Institutional	0	0	0	0
Total Development	346,000	1,770,000	799	4,558

PARKING, PER PHASE

	PHASE 5	CUMULATIVE
Surface Lot	-226	818
On-Street	0	220
Deck	780	3,111
Total Available	-	4,149
Total Needed	-	3,801
Difference	-	349

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



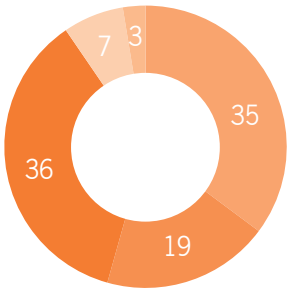
45 Percent Existing

7 Percent In Current Phase

52 Total Developed

48 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



35 S+T Research Laboratory

19 S+T Business Space

36 Residential + Hospitality

7 Commercial Retail

3 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

PHASE SIX

Development is concentrated along the eastern edge of the district towards Southwest 6th Avenue. New residential on Block B14 will define the southern edge of the district. Parking for the facility will be located temporarily on Block B17. New buildings will be developed within Block B9 and B10 providing research lab, administrative, and residential as well as ground floor retail fronting Southwest 2nd Avenue. This will complete the build out along Southwest 2nd Avenue. A significant infrastructure improvement will be the development of a parking structure on Block B9. Development area will be preserved to allow for a residential liner to be built fronting Southwest 7th Terrace.

NEW DEVELOPMENT, PER PHASE

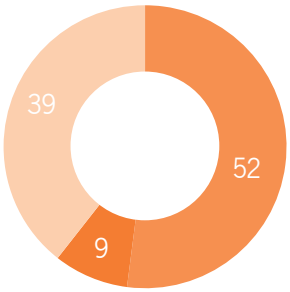
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 6	CUMULATIVE	PHASE 6	CUMULATIVE
S+T Research Laboratory	156,000	1,120,000	313	2,246
S+T Business Space	80,000	433,000	200	1,081
Residential + Hospitality	182,000	490,000	304	1,345
Commercial Retail	33,300	174,000	167	869
Institutional	0	0	0	0
Total Development	452,000	2,220,000	983	5,541

PARKING, PER PHASE

	PHASE 6	CUMULATIVE
Surface Lot	65	883
On-Street	4	224
Deck	771	3,883
Total Available	-	4,990
Total Needed	-	4,253
Difference	-	737

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



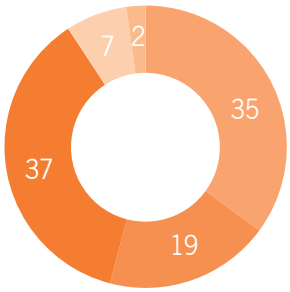
52 Percent Existing

9 Percent In Current Phase

61 Total Developed

39 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



35 S+T Research Laboratory

19 S+T Business Space

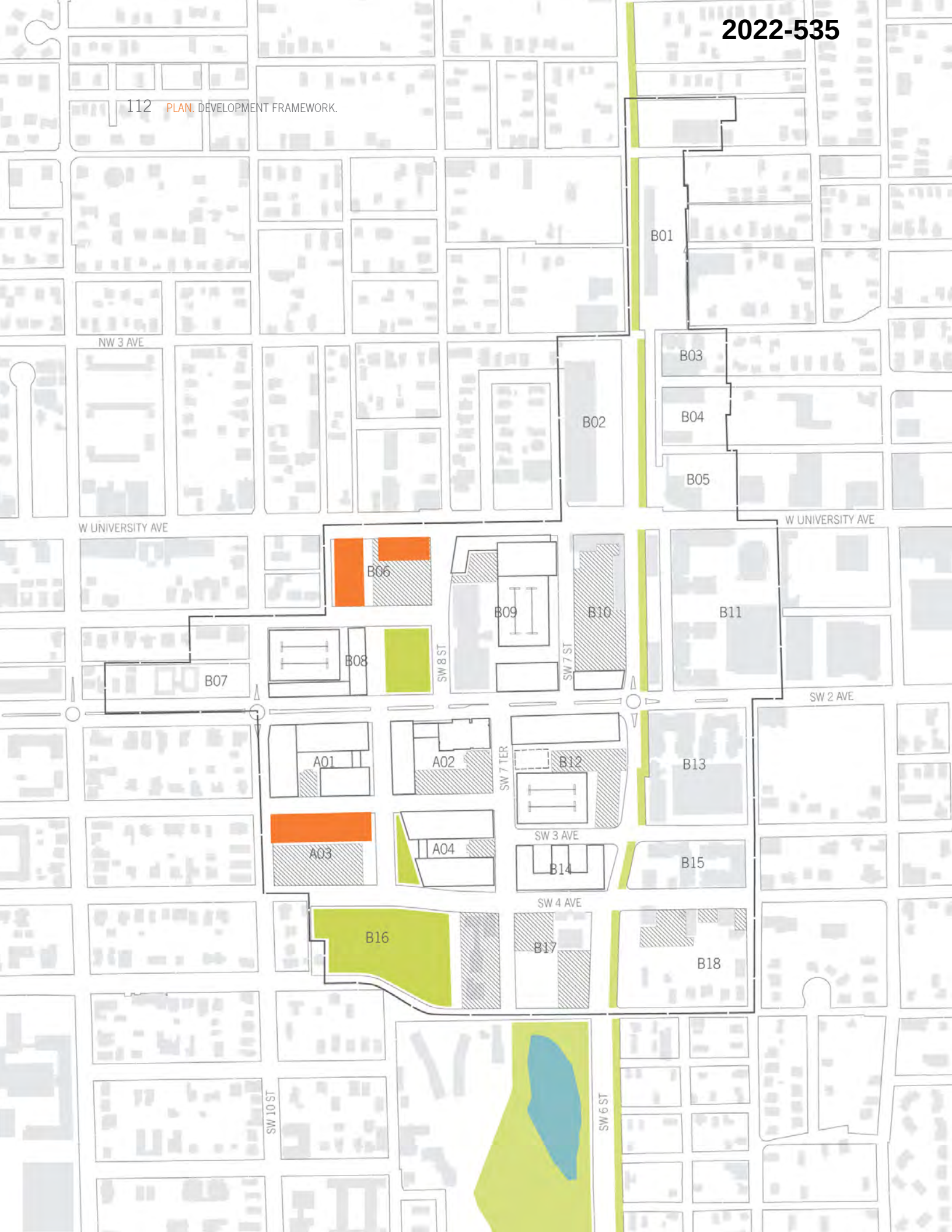
37 Residential + Hospitality

7 Commercial Retail

2 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.

2022-535


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

PHASE SEVEN

Development is concentrated on upgrading the existing facilities with new development fronting University Avenue. Building program will include additional S+T administrative uses as well as ground floor retail. Parking will utilize the adjacent parking structure within Block B8. In addition, new building program within Block A3 will include additional S+T lab research space. Parking for the facility will utilize the existing parking structure on Block B12. Building service and loading shall be accessed from Southwest 10th Street or Southwest 3rd Avenue.

NEW DEVELOPMENT, PER PHASE

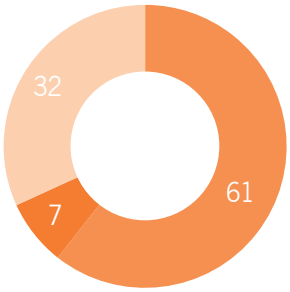
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 7	CUMULATIVE	PHASE 7	CUMULATIVE
S+T Research Laboratory	245,000	1,370,000	490	2,736
S+T Business Space	116,000	548,000	290	1,371
Residential + Hospitality	0	490,000	0	1,345
Commercial Retail	38,700	213,000	193	1,063
Institutional	0	0	0	0
Total Development	400,000	2,620,000	973	6,515

PARKING, PER PHASE

	PHASE 7	CUMULATIVE
Surface Lot	-183	700
On-Street	0	224
Deck	0	3,883
Total Available	-	4,807
Total Needed	-	4,652
Difference	-	154

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



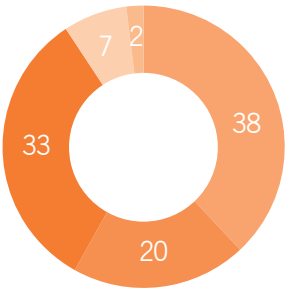
61 Percent Existing

7 Percent In Current Phase

68 Total Developed

32 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



38 S+T Research Laboratory

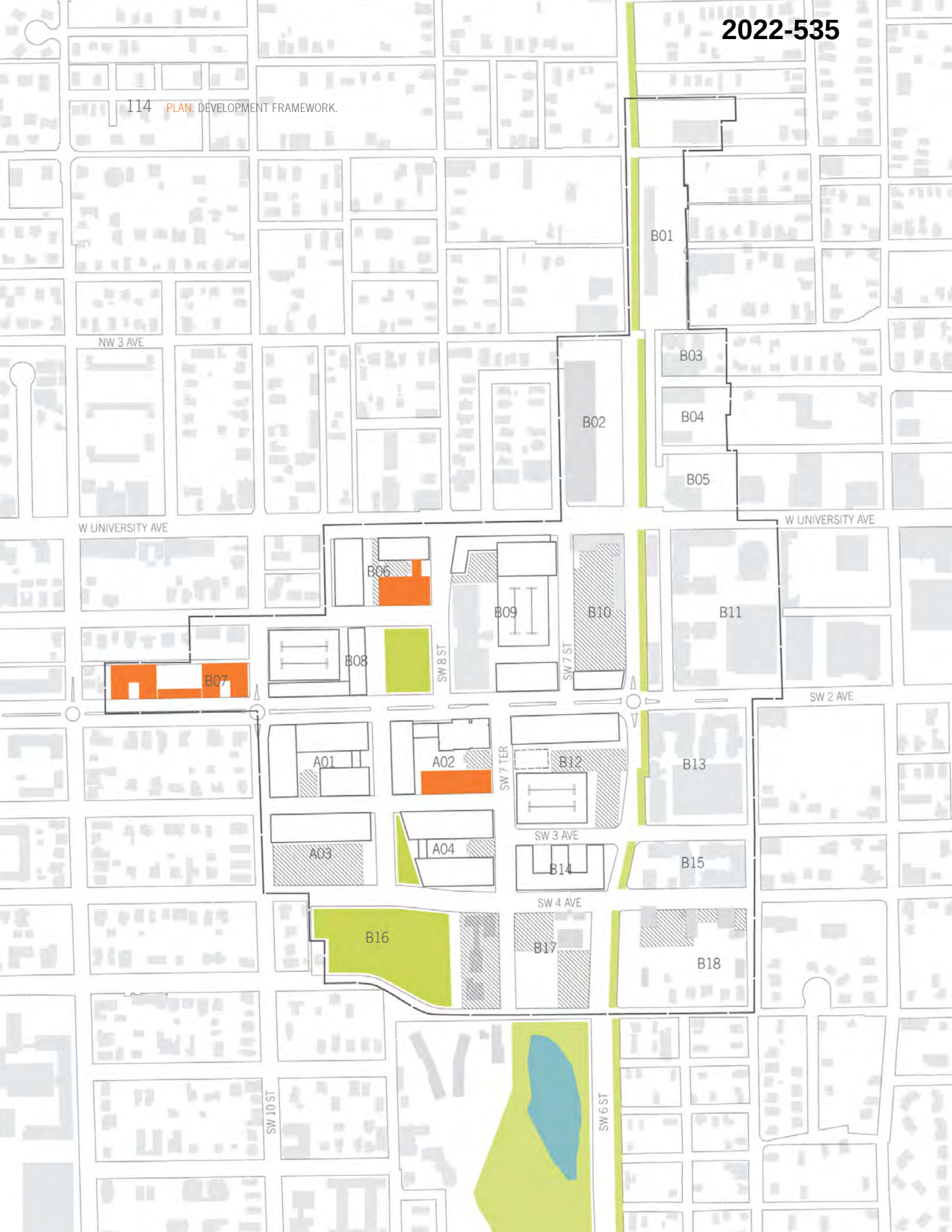
20 S+T Business Space

33 Residential + Hospitality

7 Commercial Retail

2 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE EIGHT

New buildings on Blocks A2 and B6 will include both S+T research lab and office program. There is opportunity for additional retail on Block B6 fronting the central plaza. The development of residential elements for Block B7 will allow for a transition between the core of Innovation Square and the adjacent University Heights neighborhood. A key infrastructure element is the pedestrian connection from the central plaza to University Avenue through Block B6. Parking will be accommodated in the existing parking structures within the district.

NEW DEVELOPMENT, PER PHASE

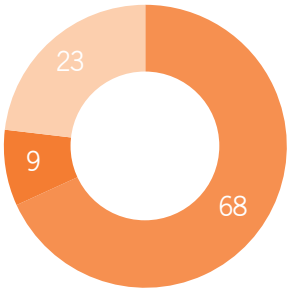
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 8	CUMULATIVE	PHASE 8	CUMULATIVE
S+T Research Laboratory	158,000	1,530,000	316	3,052
S+T Business Space	148,000	696,000	369	1,740
Residential + Hospitality	153,000	644,000	256	1,601
Commercial Retail	0	213,000	0	1,063
Institutional	0	0	0	0
Total Development	459,000	3,080,000	941	7,455

PARKING, PER PHASE

	PHASE 8	CUMULATIVE
Surface Lot	-44	656
On-Street	0	224
Deck	0	3,883
Total Available	-	4,763
Total Needed	-	5,111
Difference	-	-349

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



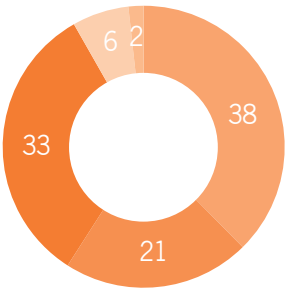
68 Percent Existing

9 Percent In Current Phase

77 Total Developed

23 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



38 S+T Research Laboratory

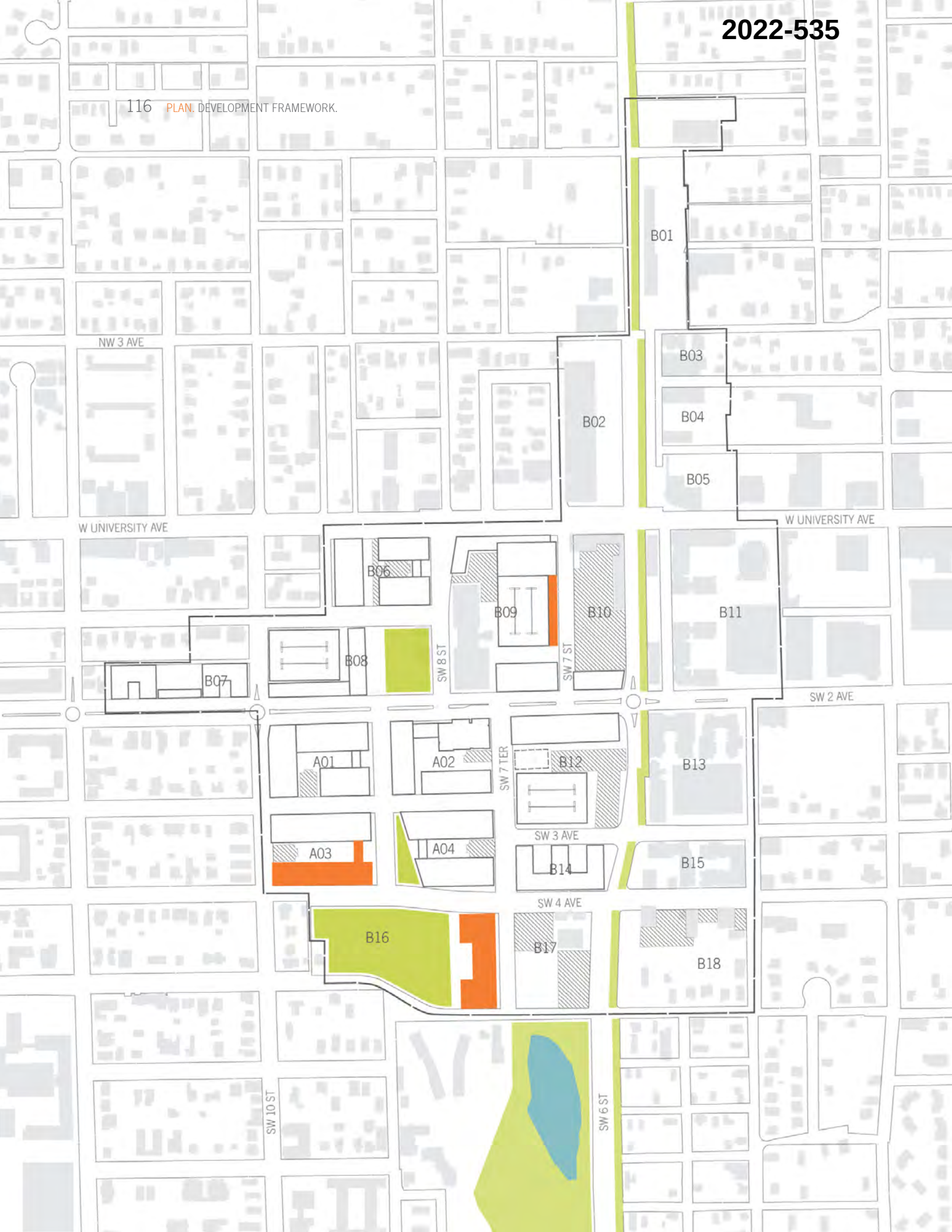
21 S+T Business Space

33 Residential + Hospitality

6 Commercial Retail

2 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE NINE

Development is concentrated on framing the expanded Tumblin Park with development. New program includes a Baby Gator Child and Research center on Block B16, optimizing adjacency to the park and favorable vehicular circulation. Baby Gator may be included in an earlier phase depending on funding. Additional S+T research lab space shall be located in Block A3. Parking will be accommodated in the existing parking structures within the district.

NEW DEVELOPMENT, PER PHASE

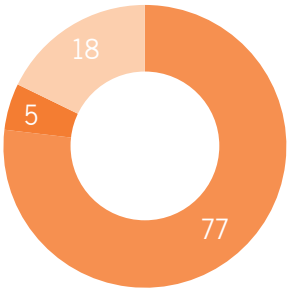
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 9	CUMULATIVE	PHASE 9	CUMULATIVE
S+T Research Laboratory	199,000	1,730,000	399	3,450
S+T Business Space	0	696,000	0	1,740
Residential + Hospitality	37,500	681,000	63	1,663
Commercial Retail	0	213,000	0	1,063
Institutional	45,000	45,000	113	113
Total Development	282,000	3,360,000	574	8,029

PARKING, PER PHASE

	PHASE 9	CUMULATIVE
Surface Lot	-104	552
On-Street	0	224
Deck	0	3,883
Total Available	-	4,659
Total Needed	-	5,393
Difference	-	-734

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



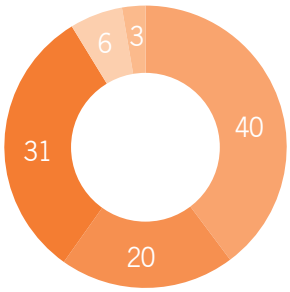
77 Percent Existing

5 Percent In Current Phase

82 Total Developed

18 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



40 S+T Research Laboratory

20 S+T Business Space

31 Residential + Hospitality

6 Commercial Retail

3 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
SW 10 ST
SW 6 ST

PHASE TEN

Development is concentrated on infill development along Southwest 6th Avenue. New residential program shall be located on Blocks B10 and B17. S+T research lab space shall complete Block B12. There is an opportunity for retail at the corner of Southwest 4th Avenue and Southwest 6th Street creating a small activity node. Block 10 will include a new parking structure that will also serve block B16.

NEW DEVELOPMENT, PER PHASE

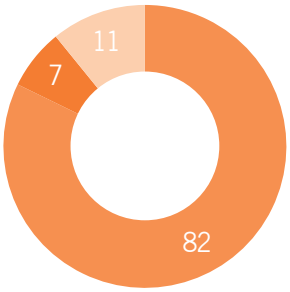
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	PHASE 10	CUMULATIVE	PHASE 10	CUMULATIVE
S+T Research Laboratory	157,000	1,880,000	313	3,764
S+T Business Space	0	696,000	0	1,740
Residential + Hospitality	200,000	881,000	333	1,996
Commercial Retail	10,000	223,000	50	1,113
Institutional	0	45,000	0	113
Total Development	366,000	3,730,000	696	8,725

PARKING, PER PHASE

	PHASE 10	CUMULATIVE
Surface Lot	-120	432
On-Street	0	224
Deck	648	4,531
Total Available	-	5,187
Total Needed	-	5,759
Difference	-	-573

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



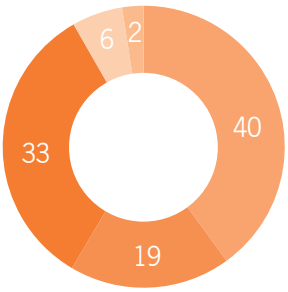
82 Percent Existing

7 Percent In Current Phase

89 Total Developed

11 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



40 S+T Research Laboratory

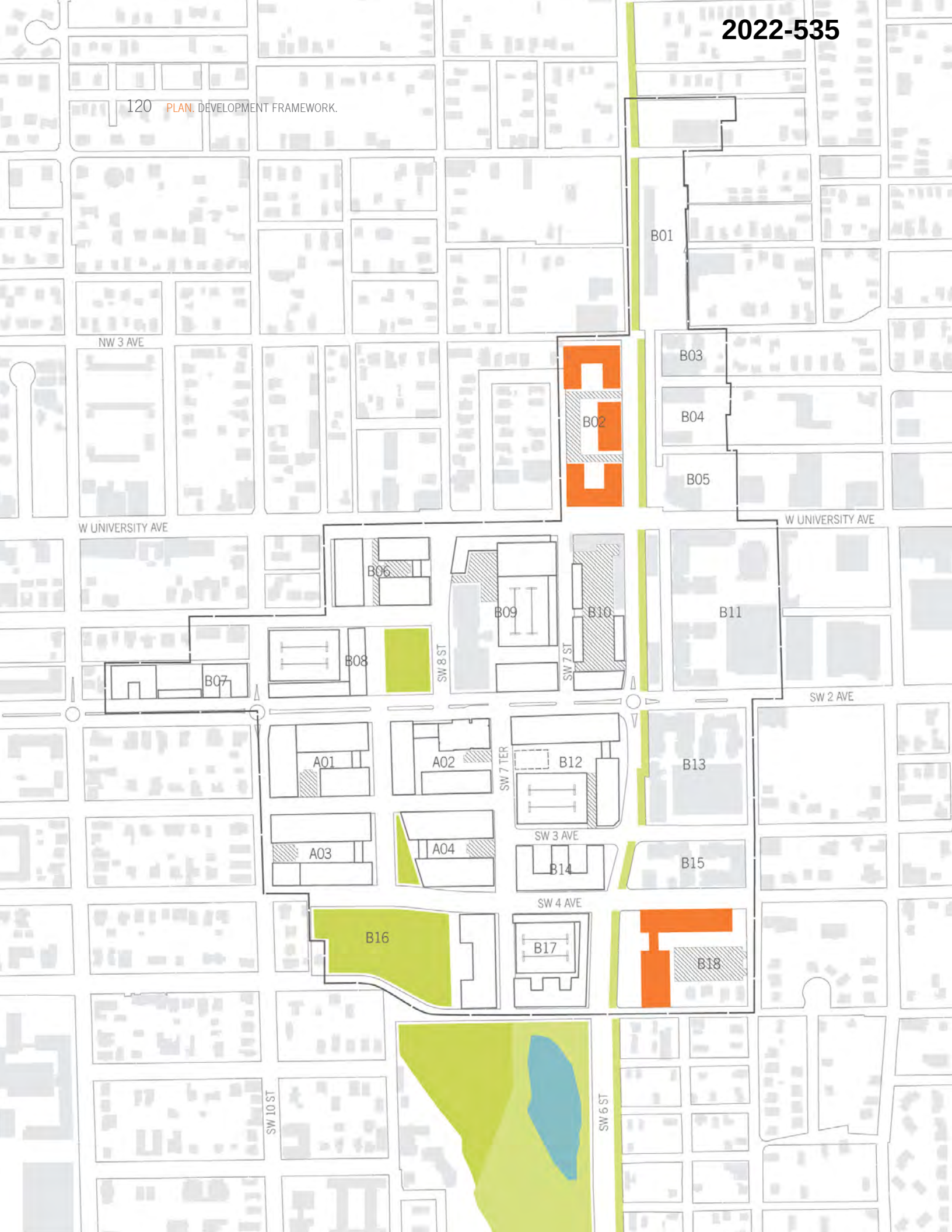
19 S+T Business Space

33 Residential + Hospitality

6 Commercial Retail

2 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.


B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 8 ST
SW 7 ST
SW 2 AVE
SW 7 TER
SW 3 AVE
SW 4 AVE
SW 10 ST
SW 6 ST

FUTURE OPPORTUNITIES

There are several areas where future opportunities exist, but the projections for development are not included in the phase structure. The primary area that will see development unfold is the Santa Fe College campus and associated sites in the area. This information will be incorporated as the planning effort for this area matures. The secondary area where future opportunities exist is at Block B18. This area is a critical transition area between the district and the mature neighborhoods to the south. As the project unfolds the specific nature of this development will need to be analyzed to ensure compatibility with the contiguous blocks as well as the overall development patterns of the area.

NEW DEVELOPMENT, PER PHASE

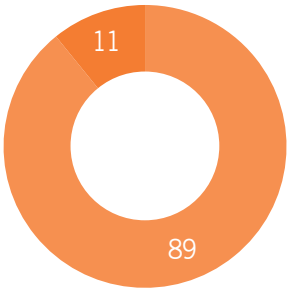
	SQUARE FOOTAGE DEVELOPED		POPULATION PROJECTED	
	FUTURE	CUMULATIVE	FUTURE	CUMULATIVE
S+T Research Laboratory	252,000	2,130,000	503	4,267
S+T Business Space	0	696,000	0	1,740
Residential + Hospitality	0	881,000	0	1,996
Commercial Retail	26,000	249,000	130	1,243
Institutional	295,000	340,000	738	850
Total Development	573,000	4,300,000	1,371	10,096

PARKING, PER PHASE

	FUTURE	CUMULATIVE
Surface Lot	113	545
On-Street	0	224
Deck	0	4,531
Total Available	-	5,300
Total Needed	-	6,332
Difference	-	-1,032

NOTE: One space per thousand square feet for new development.

PERCENT OF DEVELOPMENT COMPLETE



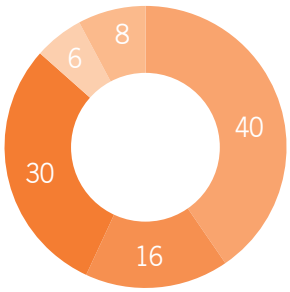
89 Percent Existing

11 Percent In Current Phase

100 Total Developed

0 Total Undeveloped

USE PERCENTAGES WITHIN THE DISTRICT



40 S+T Research Laboratory

16 S+T Business Space

30 Residential + Hospitality

6 Commercial Retail

8 Institutional

NOTE: Chart includes approximately 1 million square feet of existing development within the ISD boundaries.

DEVELOPMENT FRAMEWORK. PLAN.

RESEARCH BUILDINGS

Research buildings are complex projects with myriad requirements for programming, spatial relationships, and technical requirements. They require an intensity and rigor in design and execution that is beyond most conventional buildings. And when these buildings are located collectively, in a district or park, the success of each is reinforced by the success of its neighbors.

INTEGRATED DESIGN PROCESS

More than any specific requirement or guideline is the notion that collaboration is critical to the successful operation of research buildings. There are many ways to foster this among the designers, constructors and users of the facilities. Buildings nowadays – especially research laboratories are complex pieces of machinery with many parts - some moving, some static, but all requiring careful attention. The design of these buildings requires different kinds of expertise – architectural, site planning, structural, HVAC and plumbing. Relying upon a multi-disciplinary and collaborative team, the Integrated Design Process provides a means to explore and implement sustainable design principles effectively on a project while staying within budgetary and scheduling constraints. The design of a successful research building should address the following:

DESIGN FOR COLLABORATION AND INTERACTION

Interdisciplinary research is fundamental to the basic programming strategy of the research facilities. Labs and collaborative spaces should be designed to support human interaction and encourage cross-pollination among disciplines. Work areas should be flexible, inviting and provocative. Open spaces, rather than cubicles, should be filled with energy and activity. Generous space and equipment are dedicated to collaborative work. Each floor features conference and seminar rooms, and a restaurant and coffee shop beckon interaction. At its core, each building design should recognize that gatherings in social settings are profoundly important science incubators.

ADAPTABILITY

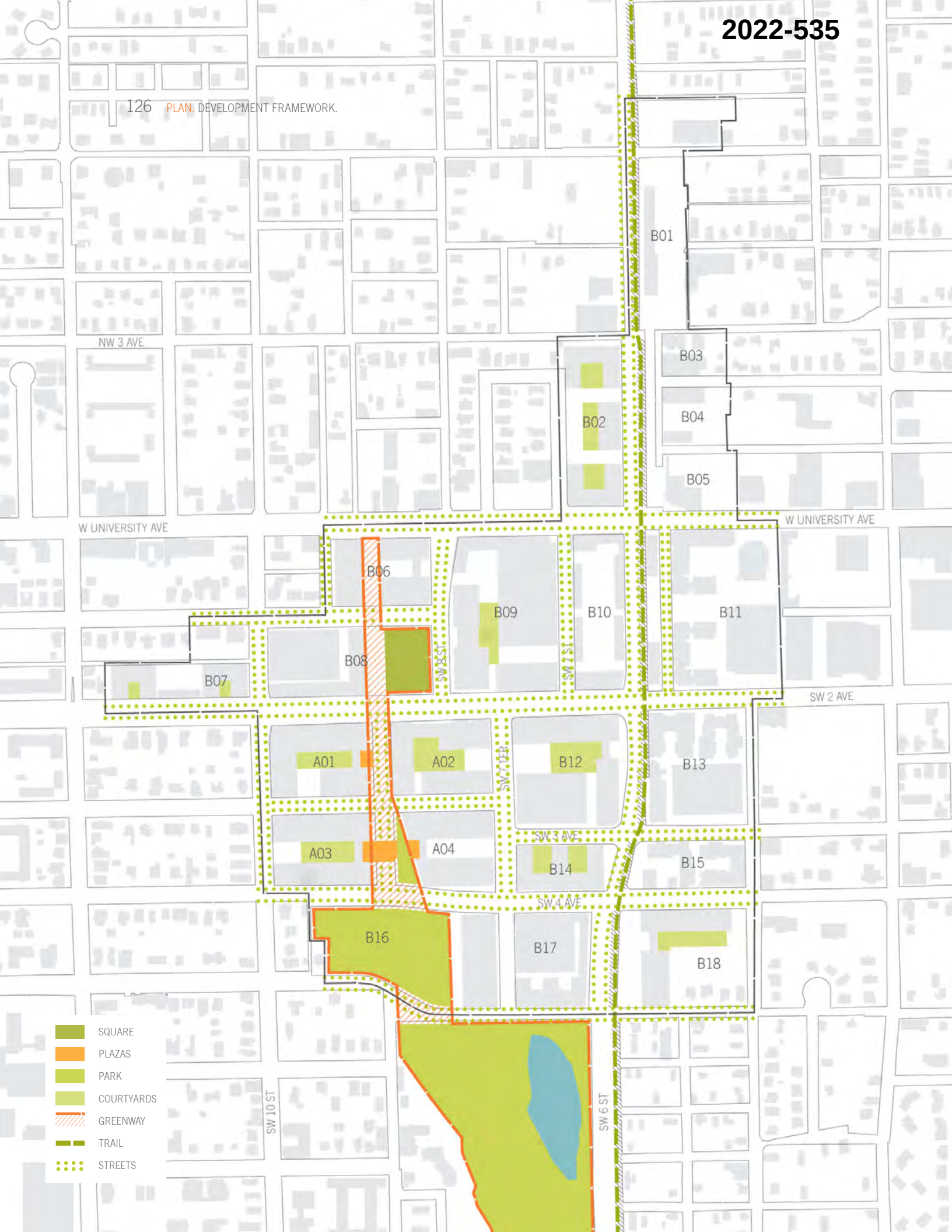
Another key element of research buildings is adaptability. As the laboratory is being re-evaluated the focus is now on the project team and the process used to conduct research, which can change almost daily. The focus is no longer on the amount of net square feet or linear feet of bench required. The laboratory space will be flexible and adaptable enough to support the research teams, designed for change and allowing individual lab groups to rearrange their labs to suit their needs.

HIGH-PERFORMANCE BUILDINGS

Sustainable considerations are critical to the success of the project and there are a number of strategies for increasing the sustainable operation of the buildings. Factors that should be considered include: orientation, sunshading and daylighting, chilled beams, radiant ceilings, airflow sampling, energy recovery and energy star equipment. Buildings should be individually metered to verify performance.

LEAN MANAGEMENT PROCESS

The research industry is beginning to re-evaluate the way it works and is attempting to be more scientific in its research process. Research buildings should be designed leaner – at least 65% efficient to use the facilities more effectively and have less wasted space. Innovation Square will have access to warehouse-storage facilities near the district to bring supplies in each day. This means research buildings should be used more for research and less for storage. This also means less storage will provide more flexibility to change and accommodate the research programs.


NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
SW 2 AVE
SW 3 AVE
SW 4 AVE
SW 7 ST
SW 7 TER
SW 6 ST
SW 10 ST
B01
B02
B03
B04
B05
B06
B07
B08
B09
B10
B11
B12
B13
B14
B15
B16
B17
B18
A01
A02
A03
A04
SQUARE
PLAZAS
PARK
COURTYARDS
GREENWAY
TRAIL
STREETS

DEVELOPMENT FRAMEWORK. PLAN.

LANDSCAPE

Landscape supports the overall vision for the Innovation District, defining in greater detail, the types of spaces within the district. Landscape encompasses the common pedestrian areas within the district. These spaces are designed for people, encouraging pedestrian movement along with critical infrastructure elements within the district. Not all spaces are located within the public realm but each contributes to the unique character of the district while enhancing the quality of life of researchers, residents, students and visitors. These spaces provide opportunities for gatherings, collaboration and reflection. The goal of the Landscape is provide a spatial strategy to define areas of development within the district.

Spaces within the public realm at Innovation Square include the greenway, streetscape, plazas, parks, and trails. These spaces are permanent, they are held collectively and their use is not restricted. They encourage freedom of movement, allowing for alternative forms of transportation, establishing commerce and promoting recreation. The greenway is a collection of multiple spaces, establishing a pedestrian spine that connects University Ave to Tumblin Park. Streets, the most important element of the public realm, must be designed for people. Sidewalk widths must be generous, trees must be plentiful and activity must be encouraged. Parks provide opportunities for recreation and integrated stormwater strategies. The 6th Street Rail-Trail allows for greater non-vehicular connectivity to the surrounding community. Courtyards are located within the private realm, in conjunction with the adjacent buildings. They are of significant importance within the district. They are smaller spaces, focused on internal collaboration and smaller gatherings within each block creating spaces between buildings.

The use of plant and hardscape materials within the district should create a sense of place while integrating into the existing fabric of the larger community. Guiding principles include: the use of appropriate native and naturalized drought resistant plant material, minimize the use of water as feature within the district, focus lawn in areas for larger gatherings and recreational opportunities, implement art at focal points within public and private spaces and reduce the need for irrigation and excessive maintenance.

GREENWAY

The Greenway provides a pedestrian connection between University Avenue to the north and Tumblin Creek Park to the south. The greenway consists of three primary zones; the square, the green street, and the expansion of Tumblin Creek Park. In addition to the three primary components of the greenway, multiple pedestrian spaces are located within these three zones that offer different experiences and program.

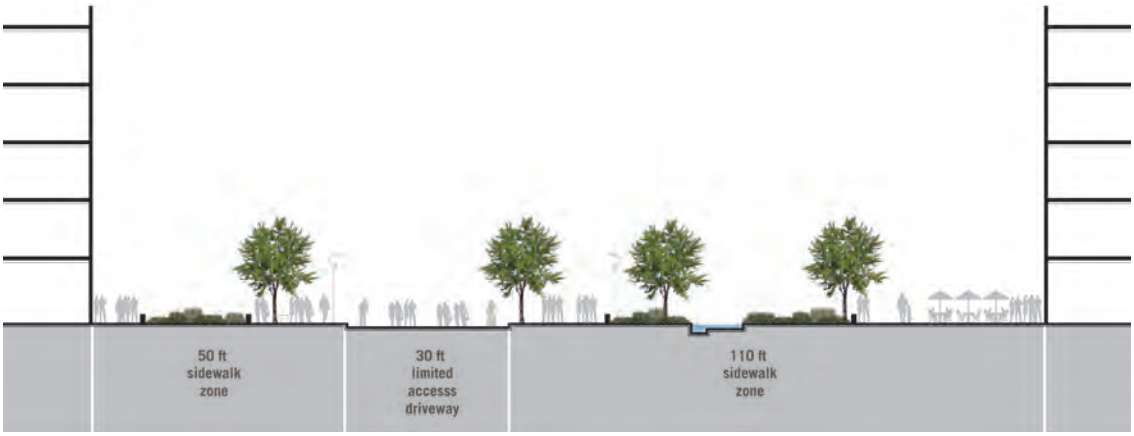
The first zone is located at the intersection of 2nd Avenue and 8th Street. The square is framed on three sides by public streets, and on the fourth, by a drive that serves the hotel, as well as the square itself. The square, taking cues from the great local squares of European cities, provides a large public gathering area as well as a central focal point within the district. There are no programmed elements within the square allowing for flexibility in use and design. The square is envisioned as the central space around which commercial development emerges. It provides a significant foundation for the daily interaction of residents and workers, as well as a place for special events. The ultimate design of the space should reflect the simplicity of the European squares to which it refers, as well as maintain the existing tree canopy to reinforce and retain the character of the district.

The second zone within the greenway is the green street; the stretch of the newly created 9th Street that connects 2nd Avenue to the north and 4th Avenue to the south. The street is a critical pedestrian and vehicular connection within the larger circulation network. It also addresses and anticipates a general stormwater infrastructure strategy for the district as well as areas north in the basin. The street is an active pedestrian space, with multiple building entrances fronting the street. Several smaller plazas are located to interact with building entrances, creating opportunities for outdoor interaction and collaboration among researchers and residents. A plaza at SW 4th St delineates the transition between the more urban green street and the expanded Tumblin Creek Park while providing an active use at the parks edge.

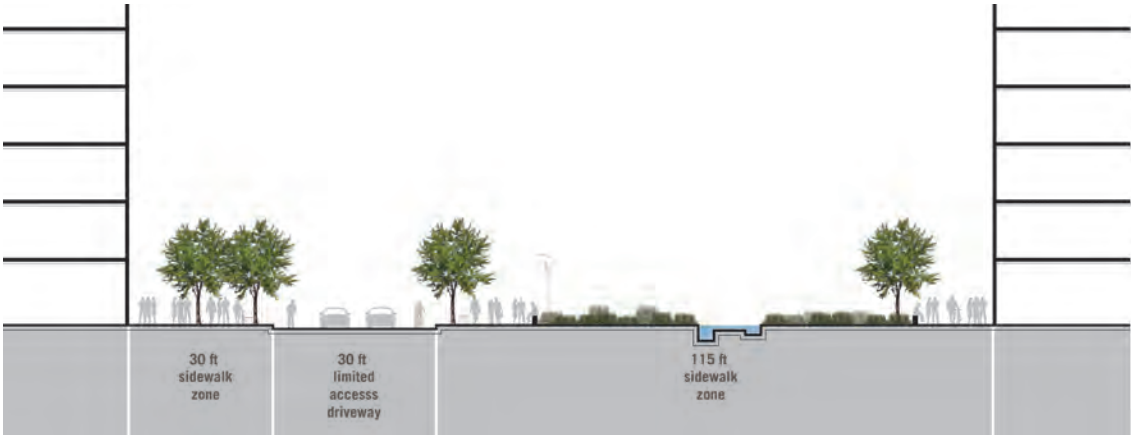
The third zone is the park that expands the existing Tumblin Creek Park, a three acre area between 4th Avenue and 5th Avenue. The park addresses the need for recreational space and captures the existing natural ecosystem for the district. In addition to pulling the natural systems into the district and reinforcing the connection to the larger trail system in the region, the park also creates critical connections to the larger stormwater systems, and offers a potential location for water quality and quantity resources.


W UNIVERSITY AVE
SW 2ND AVE
SW 10TH ST
SW 7TH TER
A
B
C
A The Square
B The Green Street
C The Park

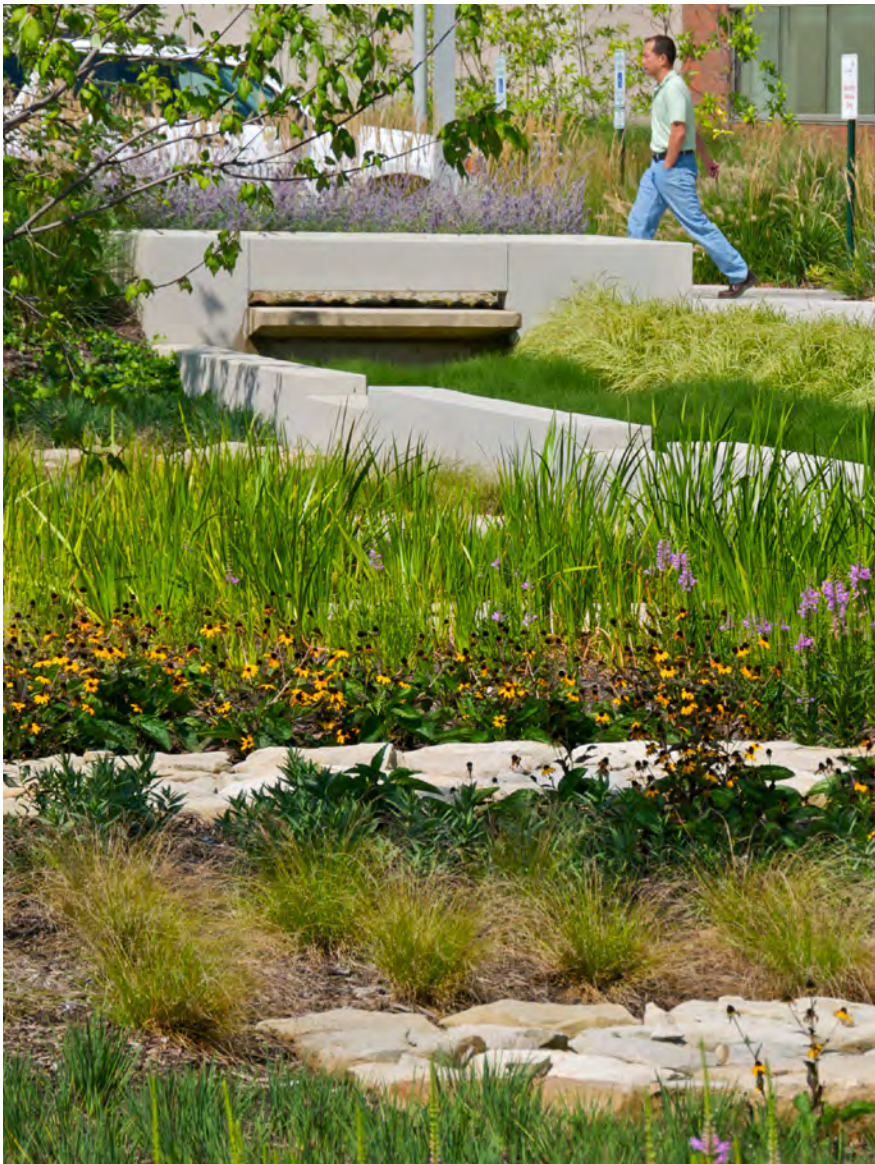
SECTION A-A'

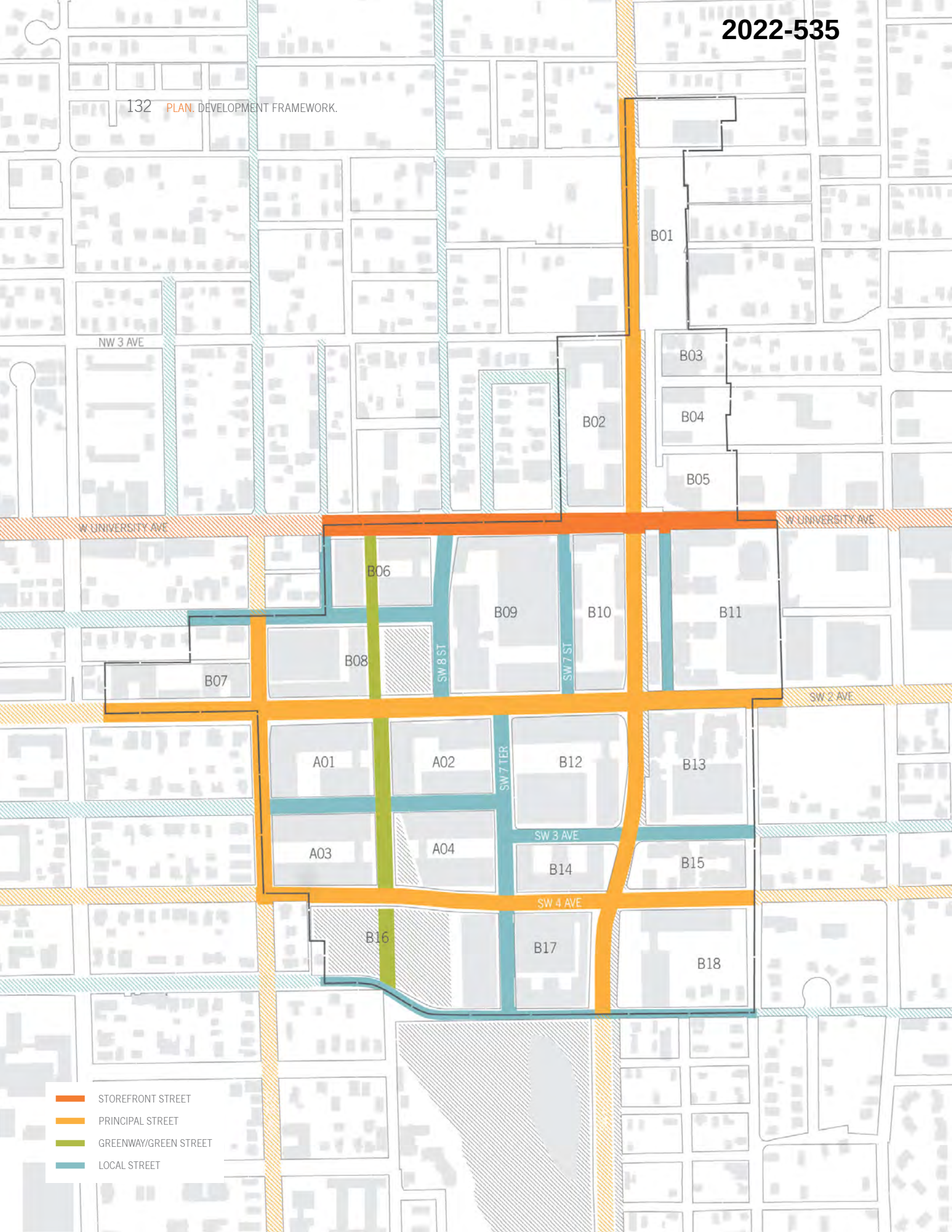


SECTION B-B'



SECTION C-C'




B01
B02
B03
B04
B05
NW 3 AVE
W UNIVERSITY AVE
W UNIVERSITY AVE
B06
B07
B08
B09
B10
B11
SW 8 ST
SW 7 ST
SW 2 AVE
A01
A02
A03
A04
SW 7 TER
B12
B13
SW 3 AVE
B14
B15
SW 4 AVE
B16
B17
B18
STOREFRONT STREET
PRINCIPAL STREET
GREENWAY/GREEN STREET
LOCAL STREET

STREET TYPOLOGIES

Streets are the most important element of any city or district. The disposition of the street system provides the framework upon which the character of the area emerges. Streets provide a means for transportation, but they also bind communities together by creating a commonly held and occupiable series of public and accessible spaces. Streets foster integration, collaboration and are a major element driving economic development. The design of streets directly affects how they function and ultimately the way the city, town or district is used. They influence whether the street is used primarily for commuter traffic; moving great numbers of people great distances. Or they can be designed to accommodate both commuter traffic, a well as for pedestrian activities, cyclists, and other opportunities. This strategy allows for the emergence of the elements of a district that create a vibrant environment; restaurants, retail, all designed as more human-scaled environments for collaboration, leisure and commerce. In the hierarchy of a street system, high intensity streets will include active public spaces such as restaurants and coffee shops with outdoor seating and other similar uses that are adequately separated from the drive lanes.

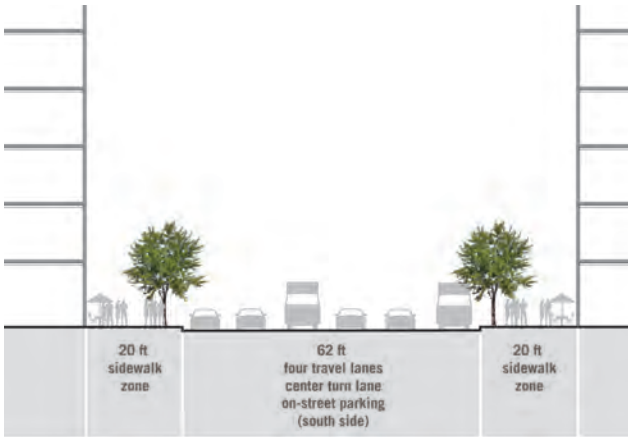
In addition to the qualitative benefits of a well-designed street, streets can also promote public health by encouraging walking between places and stimulating social interaction. As such, streets should be designed for people; pedestrians, cyclists, and commuters, all organized in a harmonious system that allows the district to operate successfully.

Innovation Square has three primary street types that provide a clear hierarchy of importance and operational level. Each type designates the specific components of the streets: the dimension of the sidewalks, the location of street trees, additional planting, site furnishings, materials and lighting. This consistency in design helps unify the district. Furthermore it indicates how each street is intended to function within the larger context of the district and surrounding community by providing guidance for the type of building program at ground floor level intended to further activate the street, or in some cases, allow for utility services to operate. In following the organizational structure of the street types, each new development will reinforce the intended nature of each of the streets, while seamlessly integrating into the surrounding urban fabric.


205
CHANCELLOR ST


BUS
TAXI
BUS


STOP

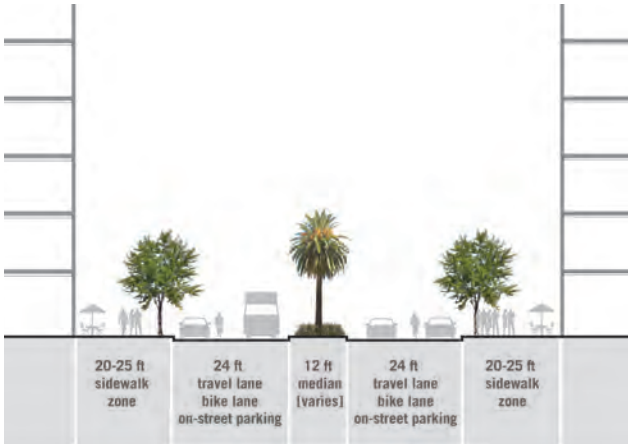


STOREFRONT STREET

University Avenue is the only Storefront Street within the Innovation Square District (ISD). A Storefront Street is a traditional "main street" retail corridor within the city. It is an active pedestrian and cycling environment that also addresses increased vehicular activity. In this street type, ground floor uses are predominately retail and restaurant, along with other uses that promote high-intensity activity and commerce. On-street parking is provided to the greatest extent possible. Street trees provide shade for pedestrians and outdoor dining areas, and the ground plane is predominately hardscape.

LOCAL STREET

Local streets are designed for both local, less intense pedestrian activity, connecting cycling access and less intense traffic in general. They are also designated as the preferred access points for service and parking. Active use is not required at the ground floor for buildings or parking structures. Pedestrian traffic will be less than that on other, higher intensity, streets. Streetscape requirements are directed towards less pedestrian activity, with narrower sidewalks and more planted areas. In addition, in order to help maintain the significant tree canopy throughout the district, the landscape zone is larger to allow for ample growing area for street trees of significant canopy size.



PRINCIPAL STREET

The Principal Street is a significant street within Innovation Square. This street type is an arrival street, acting as a gateway to the district. The street is active with both pedestrian and vehicular circulation. Building program requires active ground floor uses, such as retail, restaurants, galleries and building lobbies with clear visibility to and from the street. Ground floor restaurants are encouraged to provide outdoor dining areas. While vehicular access drives are permitted they are discouraged on Principal Streets. A wide sidewalk zone is required with street trees and minimal planting along with street furniture and pedestrian scale lighting. Along SW 2nd Avenue, a central median is heavily landscaped and on-street parking is provided to support adjacent retail services. Bicycle lanes are provided to increase cycling connectivity to the larger network.

SQUARE

Squares are public open spaces typically bounded on all sides by streets or public buildings. They are large enough to accommodate public gatherings but small enough to feel comfortable in crossing. Squares, when successful, function as the geographical and emotional center of a city or district. Uses around squares are typically programmed for activity.

2nd Avenue, 8th Street, 1st Avenue and a proposed new street bound the square. The square is characterized by hardscape elements with permeable pavement treatments and canopy trees reinforcing the geometry of the space. The canopy trees are envisioned in configurations that provide both order and shade, especially along seating and circulation areas. Gracious lawns or hardscape surfaces are provided to maintain flexibility for various types of gatherings, but also to reinforce the ceremonial nature of the central square. The square is further envisioned as a backdrop for art exhibits, sculpture, performances, festivals, and other cultural events that will further enrich the district. Outdoor seating areas and shading are also envisioned to further provide opportunities for outdoor gatherings and interaction. Stormwater strategies are integrated into the space through low-impact design approaches.

PLAZA

Plazas are generally urban public spaces, framed on multiple sides by a combination of buildings and streets. They typically occur at significant points of entry or as central gathering spaces within a district.

There are two primary plazas within the district, both located along SW 9th Street. While the specific qualities of each will vary, both will be primarily characterized by hardscape elements and have an architectural character, reinforced spatially with canopy trees and other elements. Canopy trees and palms will be planted in configurations that enhance the experience of the plaza and provide shade along seating and pedestrian movement areas. Stormwater strategies are integrated into the space through low-impact design approaches. As with the square, cultural installations are envisioned and a vehicle for creating further vibrancy and a rich experience along the greenway. Outdoor seating areas and architectural canopies can further provide opportunities for outdoor gatherings and interaction. Educational signage within the plazas is an appropriate option for revealing the characteristics of the site as well as the historical significance, both man-made and natural.

PARK

The park is located at the southern end of the Greenway. Large lawn areas will serve multiple purposes allowing for active and passive recreation. Stormwater management strategies will be integrated into the overall program of the park allowing for flexibility in use as well as potentially addressing stormwater capacity and water quality. The existing canopy trees shall be preserved, and expanded. The existing stream channels shall be daylighted. Permeable hardscape materials shall be limited and sidewalks are generally located at the edges of the larger open spaces or to create direct connections between heavy pedestrian traffic routes. The expansion of the park to the south will allow for pedestrian and bicycle movement between the park and Tumblin Creek Park as well as to the larger, regional trail system.

COURTYARD

Courtyards are spaces located between buildings and are predominantly open to the sky. They provide private or semi-private areas for informal outdoor gathering, studying and collaboration. They are predominately hardscape places with landscape material along the edges or as a central focal point. Trees are to be planted in configurations that reinforce the spatial geometry of the courtyard and provide shade for the seating areas. The use of shrubs and groundcovers is encouraged to create a sense of security and differentiate the intimate spaces from the surrounding buildings. Stormwater strategies are integrated into the space through low-impact design approaches. Courtyards are internal to the blocks and are accessed through the buildings or open pedestrian connections.

TRAIL

The W. 6th Street Rail-Trail provides a linear greenway within the district. The trail is part of larger multi-use trail system that utilizes off-street trails and on-street bike lanes for alternative transportation opportunities. The trail connects the district to the emerging Depot Park area to the south and Depot Avenue Rail-Trail. Connections to the south provide trail access to Paynes Prarie and beyond to the City of Hawthorne. The Depot Ave Rail-Trail provides a connection to Shands hospitals on Archer Road to the west and the Airport Industrial Park passing through the future mixed use Power District to the east. Trails are an integral part of the district, especially as they relate to increased connectivity for pedestrians and cyclists.

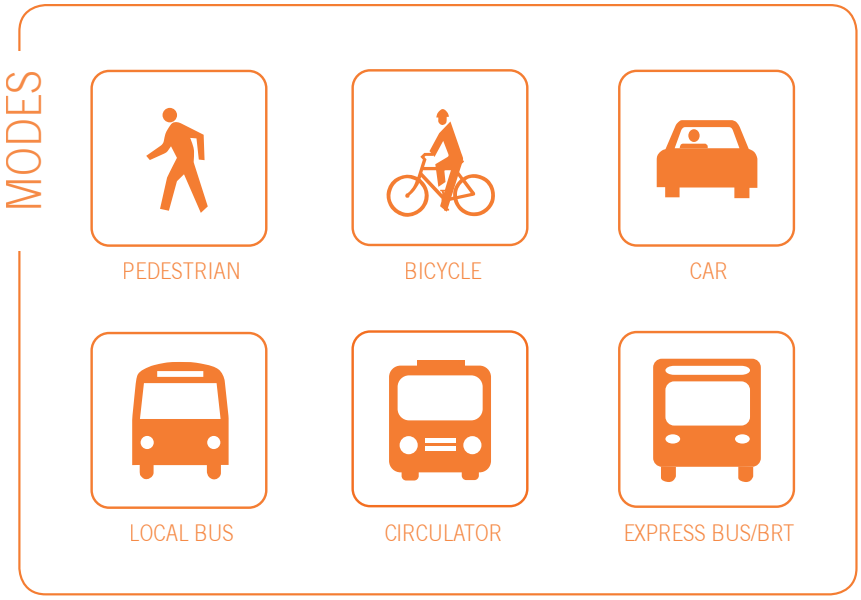

NO
TURNS
GAP
ONE
WAY

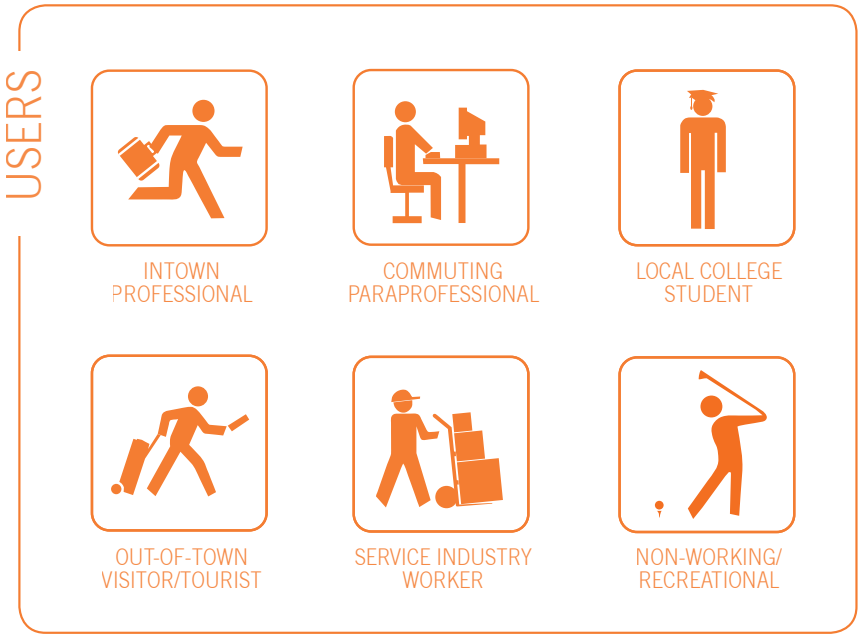
DEVELOPMENT FRAMEWORK. PLAN.

TRANSPORTATION

Today's successful cities all share an underlying quality: they understand that services must be provided for a traveling public that has changed dramatically since the early 1970's. As the population continues to evolve in dynamic ways, cities are realizing that the transportation policies they implement have direct and lasting impacts on the future performance of the city as a whole. As with other critical elements in the design and development of Innovation Square, transportation planning requires a collaborative and thoughtful platform upon which to build the systems that will accommodate the future growth of the district, and its connection to the city and region beyond. The underlying methodology for this process is one of alignment of the myriad users of transportation, and their specific needs, and the various existing and proposed modes of transportation available to those users.

Innovation Square is emerging as a mixed-use, pedestrian-oriented neighborhood as well as a local and regional destination. The area is quickly becoming a desirable place to live for a number of different people; those employed in Gainesville, those seeking affordable housing, seniors, and others who generally desire a more comprehensive, urban lifestyle. This will precipitate a need for more choice and options in the way we move through the city. In order to respond to this changing environment, Innovation Square is designed to take advantage of emerging user demands and to establishing an effective and operationally sustainable transportation system. There are numerous travel determinants impacting mode choice based upon the nature of the trip and the characteristics of the trip maker. Trip purpose can influence the traveler's selection of a particular travel option. Someone may decide to drive, carpool or take a taxi to a business meeting, while they opt to use the bus or bicycle to a destination of a more recreational nature. On average, eighty percent of one's trips are to non-work destinations, such as the doctor's office, grocery shops, or the homes of friends and families. Certain types of trips are more easily accomplished using transit or other alternatives to the car.


MODES
PEDESTRIAN
BICYCLE
CAR
LOCAL BUS
CIRCULATOR
EXPRESS BUS/BRT

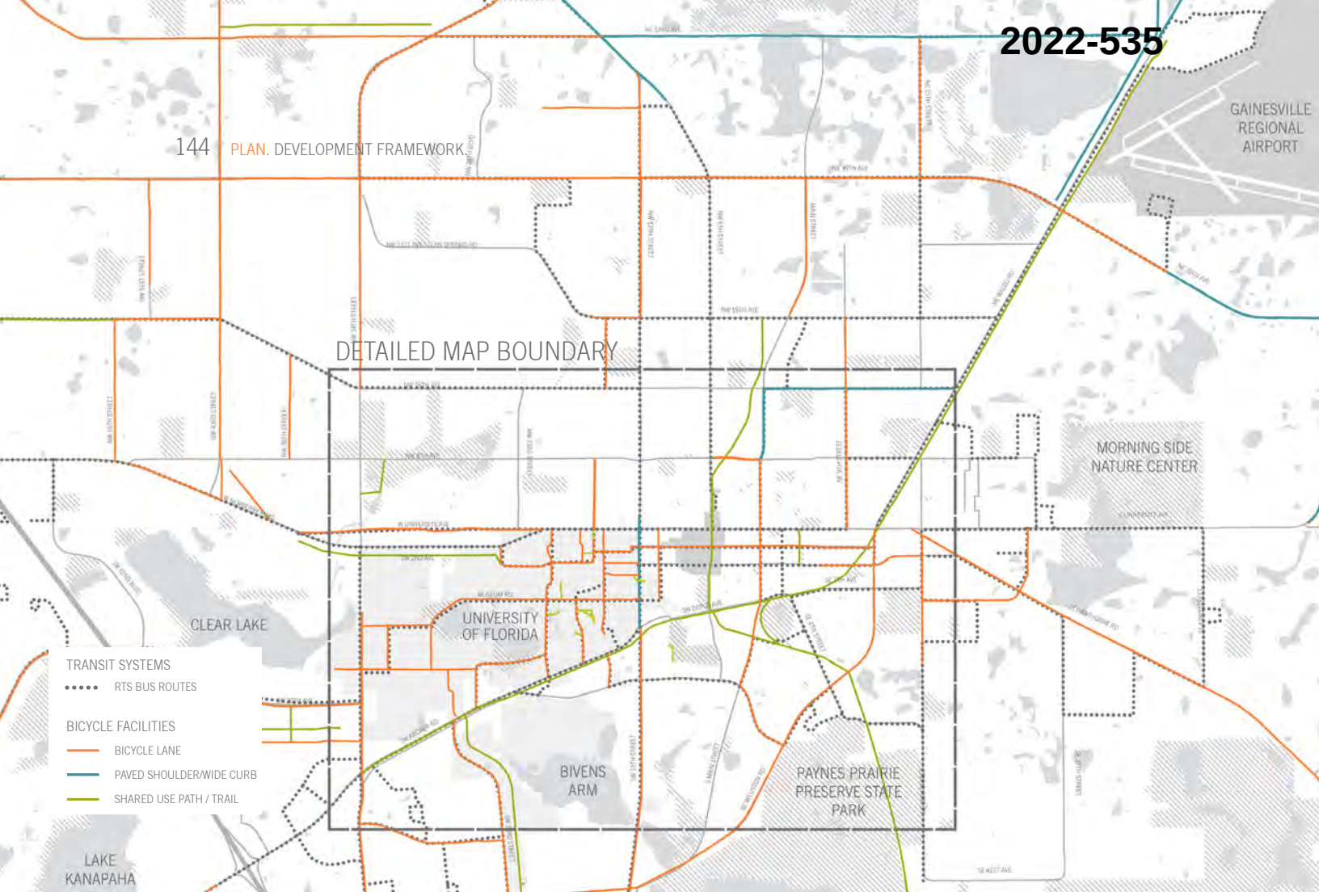

USERS
INTOWN PROFESSIONAL
COMMUTING PARAPROFESSIONAL
LOCAL COLLEGE STUDENT
OUT-OF-TOWN VISITOR/TOURIST
SERVICE INDUSTRY WORKER
NON-WORKING/ RECREATIONAL

The capacity to estimate and adapt to these various demands is fundamental to the mission of Innovation Square. A vital component of the successful future of the district is the creation of a transportation system that addresses the current needs of today but is flexible enough to serve future demands, as the district matures. Innovation Square will be accessible through multiple transportation alternatives that clearly and appropriately match the travel demands of the changing population. This will ensure that the area achieves its maximum potential and maintains its success, as both an environment for innovation as well as a rich and rewarding place to live.

The transportation plan for the district will also be highly connected to the university, city and county, as well as regional plans. Gainesville currently provides a robust biking system, as well as a cutting-edge regional transit system. Innovation Square will build on these significant assets and provide a platform for increasing accessibility. Issues that are addressed in the process include; trip purpose, time of day (congestion levels), job types, transit availability and frequency, cost and availability of parking, trip length (time), proximity of stores and services, as well a others that provide the data and influence specific factors in the future design and deployment of the system.

Demographic and economic conditions are changing. The traditional nuclear family appears to be a thing of the past, as do the associated housing preferences and travel patterns. One must now consider both social aspects and individual choices when designing future transportation systems. In the near future, Gainesville will, like the rest of the country, experience historic and significant population shifts. The baby-boomer generation will begin to retire and often seek smaller houses closer to the city. A shift towards having fewer children later in life is emerging and the percentage of households with young children is at its lowest recorded. These changes are also propagating a rise in the student population and demand for more economical modes of travel, such as transit. Further, these modes typically appeal to people from around the world who seek out urban settings where they are employed in high-paying research sector jobs. As these changes continue to unfold, travel needs will be significantly different than they were in past decades. Innovation Square is creating an environment in which these alternative accessibility options can thrive and support the district well into the future.

Cities that invest heavily in building robust transportation systems offering a variety of travel options will be best equipped to serve their changing demographics and best positioned to attract new jobs and skilled workers.



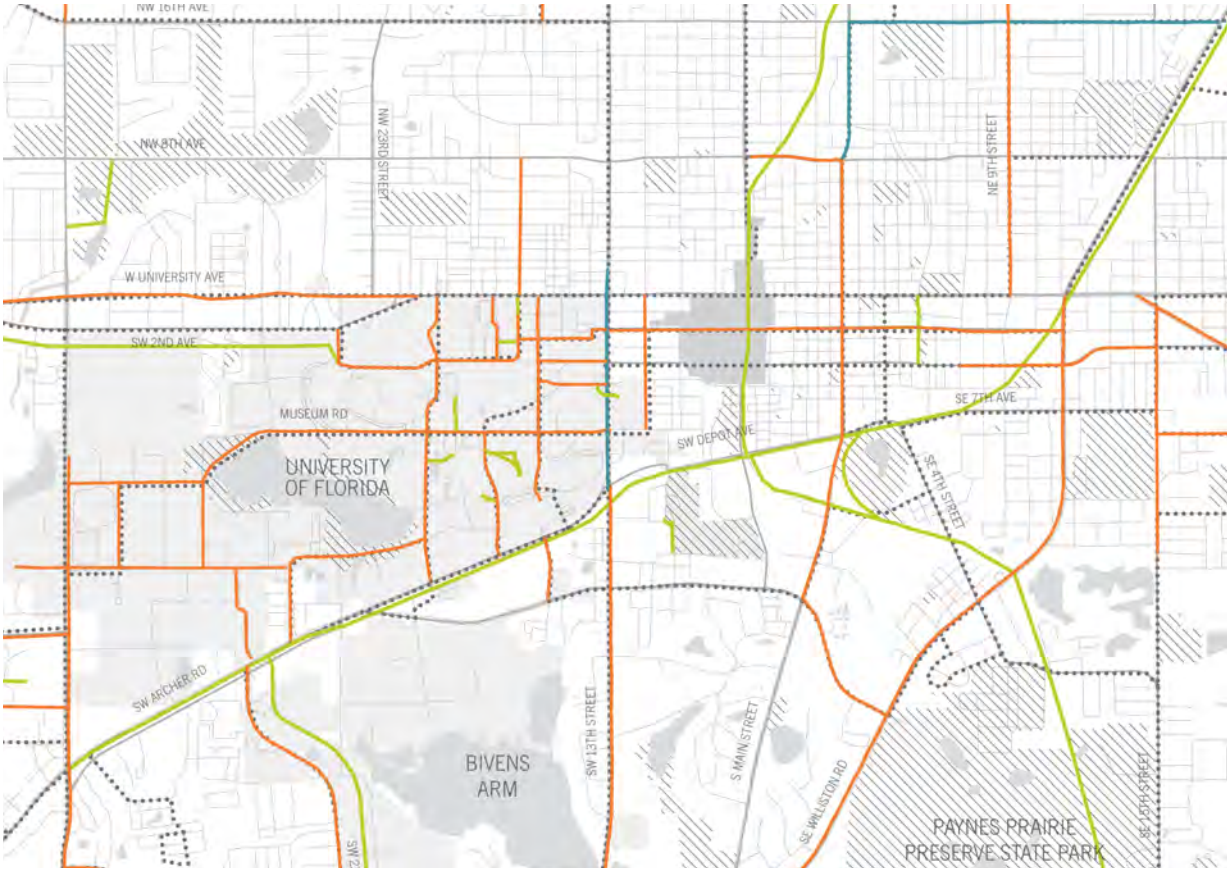
EXISTING TRANSPORTATION SYSTEM

The City of Gainesville currently has a robust transit system as well as a well-operating transportation network. The central city and environs enjoy a well-connected grid system that offers a number of travel routes, a pedestrian-scaled environment, bicycle facilities and vehicular travel speeds that are appropriate to a vibrant, urban area, as well as to less central urban area. In addition to this extensive road network, the city is also served by the Gainesville Regional Transit System (RTS). The Gainesville Regional Airport is also increasing its presence as a regional airport.

The present transit system of buses favors successfully addresses medium distance, rush-hour travel as well as internal circulation for students. There are over 30 routes of varying headways serving the greater Gainesville area, of which three serve Innovation Square. The RTS system is also flexible and has the ability to modify headways and routes as needed due to changing transit patterns, events, and development pressures around the city. The routes are comprehensive and well-tracked. The system utilizes an on-line, real-time locator for all busses in the system ensuring the most convenient accessibility to each route. Further the RTS has implemented a SmartTraffic management system for real-time updates and modifications to traffic flows for optimum efficiency.

The bicycle infrastructure is a vital component of the system with approximately 100 miles of lanes and trails. Automobile drivers support the local commuter and recreational bicycle culture in their general acceptance and regard for bicyclists even on streets where striped bike lanes are not present. Gainesville and the University of Florida (UF) continue to successfully promote and fund a multi-modal system that is the envy of other cities throughout the country. The framework for a high quality system is in place and is continuing to expand.

A number of modes of transportation are currently in place, and the number of users accommodated is expanding.

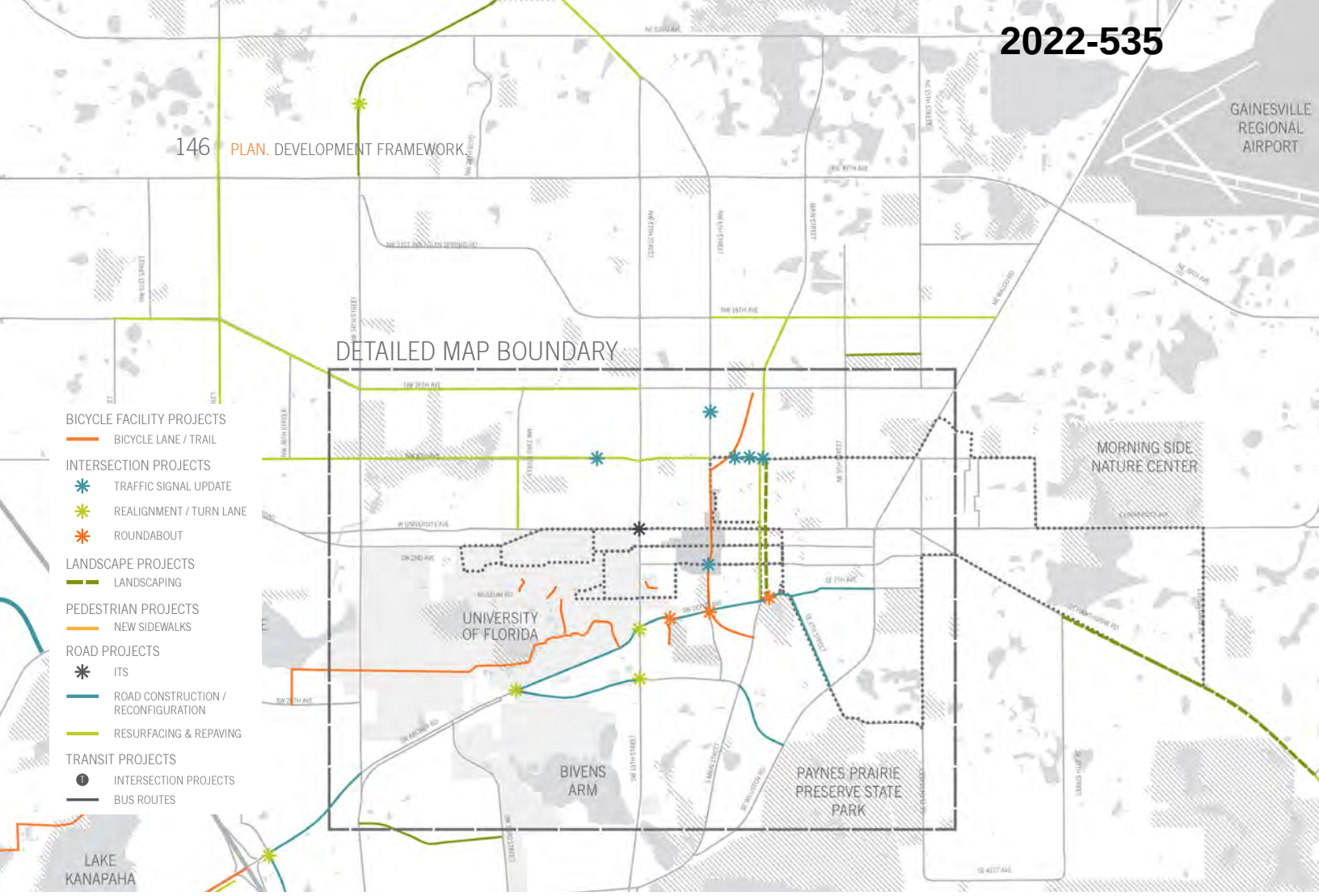

NW 16TH AVE
NW 8TH AVE
NW 23RD STREET
NE 9TH STREET
W UNIVERSITY AVE
SW 2ND AVE
MUSEUM RD
UNIVERSITY OF FLORIDA
SW DEPOT AVE
SE 7TH AVE
SE 4TH STREET
SW ARCHER RD
SW 13TH STREET
S MAIN STREET
SE WALDSTON RD
BIVENS ARM
PAYNES PRAIRIE PRESERVE STATE PARK
SE 15TH STREET

MODES


PEDESTRIAN
BICYCLE
CAR
LOCAL BUS
CIRCULATOR
EXPRESS BUS/BRT

USERS


INTOWN PROFESSIONAL
COMMUTING PARAPROFESSIONAL
LOCAL COLLEGE STUDENT
OUT-OF-TOWN VISITOR/TOURIST
SERVICE INDUSTRY WORKER
NON-WORKING/ RECREATIONAL

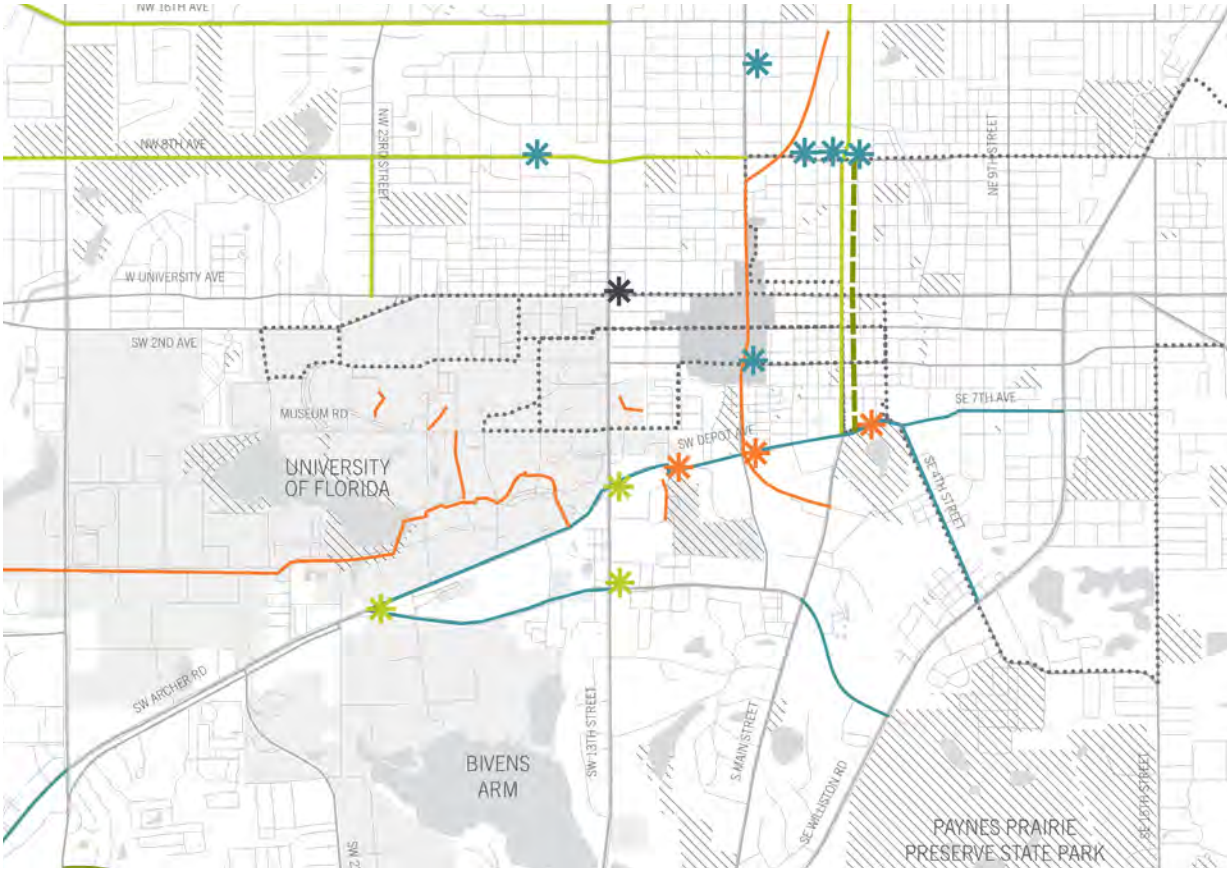


FUNDED TRANSPORTATION IMPROVEMENTS

Looking into the near future, Gainesville is maintaining its support for a balanced transportation system. Near term, funded transportation improvements cover a wide range of projects from expansion of bicycle facilities and signal upgrades to the improvement and maintenance of the street network itself. Specific improvements such as the resurfacing of key streets and streetscape enhancements on South Main Street shows that the City is seeking to maintain the condition of its grid for motorists while keeping its streets pedestrian-friendly. Bicycle infrastructure is continuing to be expanded and supported by the addition of new facilities such as the completion of Archer and Bivens Braid Trails, the UF Campus Greenway, and a new dedicated bike path along W. 6th Street, which will directly serve Innovation Square.

The Gainesville area also benefits from active regional involvement and interest in the various planning efforts. An extensive bus rapid transit (BRT) and express bus system is prioritized for the greater Gainesville area. Funding for right-of-way is being set aside on some projects and Intelligent Transportation System (ITS) applications are being introduced, including an interchangeable message sign for the 13th Street corridor. Other Transportation System Management (TSM) measures such as intersection signal-timing updates along 8th Avenue and the construction of several roundabouts along Depot Avenue are part of the City's overall transportation strategy, which will improve traffic flow in the vicinity of Innovation Square.

The funded transportation improvements will significantly add to the type and availability of a number of modes of transportation that are currently in place, and the number of users accommodated will expand greatly as the future systems are expanded or introduced.



MODES

- PEDESTRIAN
- BICYCLE
- CAR
- LOCAL BUS
- CIRCULATOR
- EXPRESS BUS/BRT

USERS

- INTOWN PROFESSIONAL
- COMMUTING PARAPROFESSIONAL
- LOCAL COLLEGE STUDENT
- OUT-OF-TOWN VISITOR/TOURIST
- SERVICE INDUSTRY WORKER
- NON-WORKING/ RECREATIONAL

IDEAL TRANSPORTATION SYSTEM

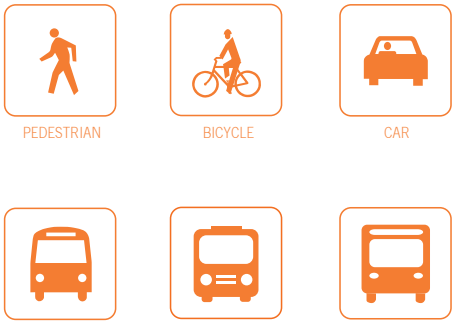
As projects like Innovation Square continue to spur a renewed interest in Gainesville's urban core, the city is positioned to take advantage of the opportunity to balance both the mobility and accessibility aspects of its transportation system. The principle of mobility - the ability to quickly and easily travel between destinations - is often at odds with accessibility, which emphasizes making destinations easy to get to for as many people as possible. And the future of the region's transportation system is poised to realign these needs with the operation of the system.

Innovation Square is predicated on the idea that the maximum number of users are efficiently served by the appropriately implemented modes of transportation. As such, the district will be a major driver in the pursuit of the following enhancements to the already high-performing overall system: expanded bicycling facilities, stronger and more responsive local bus system, introduction of express bus systems, expansion of the current transfer facilities, both in capacity and transit types, support of an expanded traffic management system, among others.

Innovation Square is committed to enhancing the overall system through advanced technology to improve system efficiencies, vehicle trip reduction to reduce motor vehicle demand and land-use compatibility with multi-modal solutions, including the reduction of parking needed in the district, and the surrounding areas. The future transportation planning, as it continues through he life of the project, will include further accessibility analyses, investment strategies, prioritization of project implementation and other components to insure ease of movement and the highest level of accessibility possible.

The system is ultimately set up to allow for the community to address future transportation needs without closing off avenues of future innovation, but rather opening up the infrastructure to accommodate the most appropriate solutions to the challenges, as they reinforce the fundamental

MODES


PEDESTRIAN
BICYCLE
CAR
LOCAL BUS
CIRCULATOR
EXPRESS BUS/BRT

USERS


INTOWN PROFESSIONAL
COMMUTING PARAPROFESSIONAL
LOCAL COLLEGE STUDENT
OUT-OF-TOWN VISITOR/TOURIST
SERVICE INDUSTRY WORKER
NON-WORKING/ RECREATIONAL

idea of the interactive nature of cities, and the production of innovative human interaction.

FURTHER OPPORTUNITIES AND INITIATIVES

The implementation of a bike share program for UF students would place the University in the forefront of reducing vehicular trips for mid-day short range trips. The installation of bike racks and bike stations in the Innovation Square District (ISD) would greatly enhance the visibility and usage of bicycle travel throughout the District.

An internal District circulator shuttle service is envisioned for the future effectiveness of coordinated transportation and parking systems. Running short-trip shuttle service within the District can address short-trip circulation needs for lunch trips, meetings and errands. Such service significantly increases the chances for success of any BRT or express bus service being implemented in the future.

Transit and park and ride facilities are being analyzed and will be implemented to provide an environment that does not impair or discourage pedestrian circulation.

Community benefits of transit investments will be maximized by incentivizing residential and jobs development in proximity of local and regional bus and future BRT service.

Current assessment of the organization of a Transportation Management Organization (TMO) administered through the Innovation Square District will benefit the overall operation of the area. TMOs leverage private funds with public sources to fund programs and incentives. Combined with diligent management of paid parking, TMO programs can encourage area residents, employees and shoppers to choose transit, walking, bicycling, ride-sharing and telecommuting over driving.

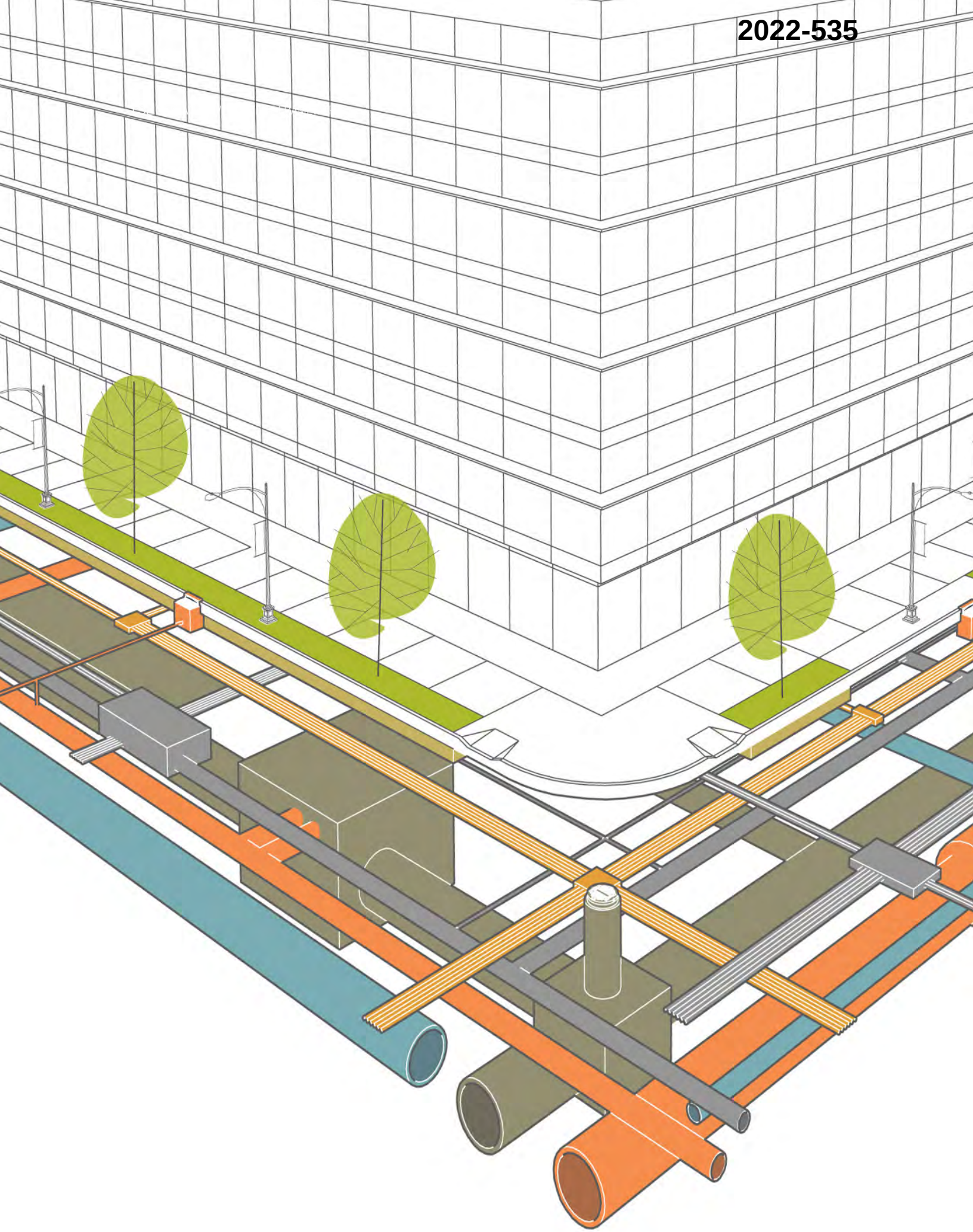
While Innovation Square is designed with the best bicycle, pedestrian and vehicular solutions, these streets are a portion of an area-wide system. As such, the district will continue to coordinate with areas beyond its specific boundaries to ensure efficient and appropriate operations.

Ultimately establishing a method for prioritizing and linking identified transportation improvements to appropriate funding mechanisms is an important piece of an implementation effort. Typically, projects are listed by funding source. However it is more effective to identity necessary projects and programs in a systematic nature regardless of project sponsor and this will be the foundation for prioritizing projects related to Innovation Square. This process is designed to display the necessary system and project sponsorship opportunities that can then be identified by responsible party, while also allowing for inevitable changes in the methods through which infrastructure will be funded. This will help ensure that the proposed systems are both responsive unfold in the appropriate sequence.

Transportation systems are extremely complex, and they have significant impact on the manner in which cities are developed. Innovation Square is providing a platform for the continued growth of a robust and highly efficient system. It is a system that will align the myriad users present in a rich and vibrant community with the transportation support needed to see the successful development of a truly livable, walkable, adaptable, sustainable, and most importantly for transportation, accessible district, city and region.


Ajuntament de Barcelona
APROPA AQUÍ LA TEVA TARGETA
ACERCA AQUÍ TU TARJETA
bicing
bicing
bicing
Ajuntament de Barcelona
3568
981

2022-535



DEVELOPMENT FRAMEWORK. PLAN.

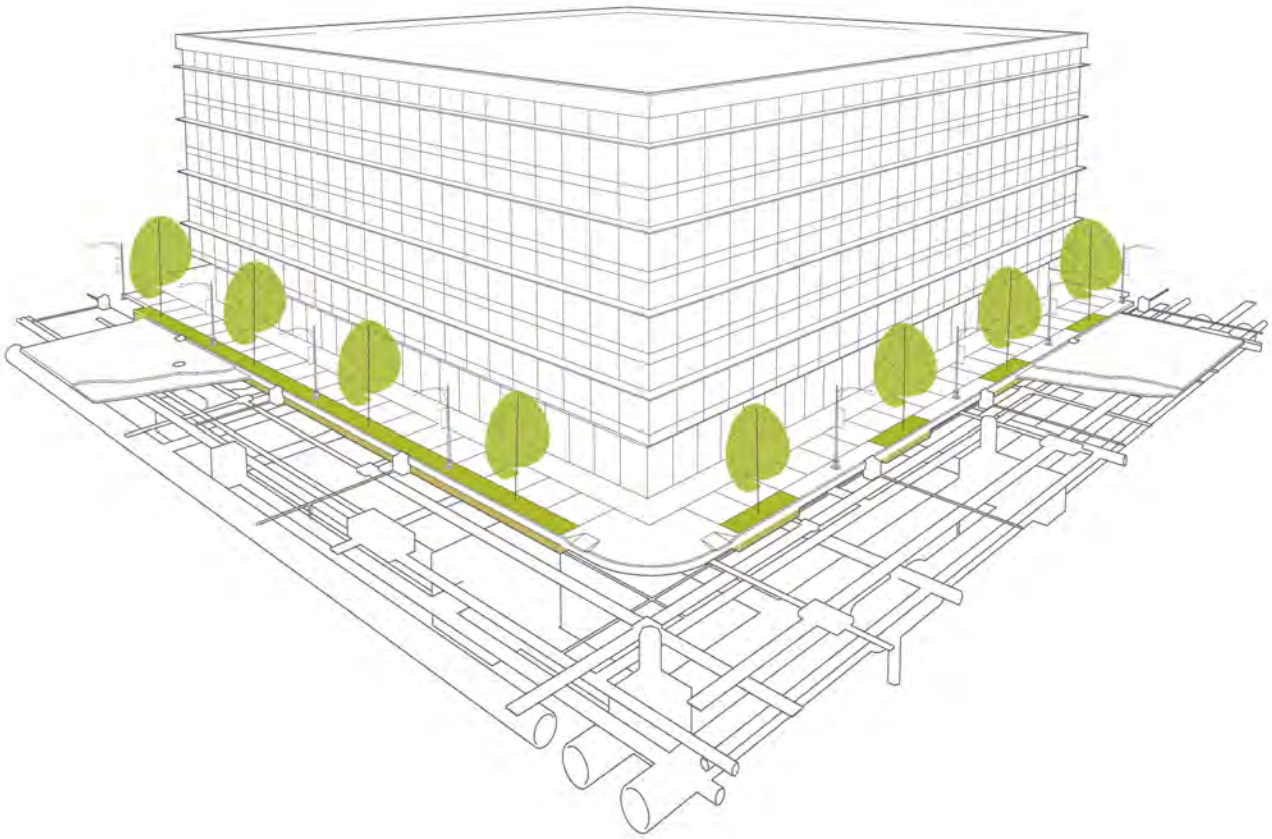
UTILITIES + SERVICES

Utilities and services are critical to the operation of any development project in the city. Elements such as underground sewer pipes, overhead power lines, and cell phone towers are omnipresent in the cities they inhabit and often go unnoticed by the people they serve. A great deal of effort is required to ensure that the infrastructure necessary to meet a growing customer base is constructed and maintained in a timely fashion. People demand that the lights will always turn on, the water will always flow, and that wireless data coverage is uniform. Public works departments and utility companies have the difficult task of maintaining a careful balance between the timely expansion of infrastructure and services and the availability of funds for this purpose.

At Innovation Square, these systems are even more important as the buildings that will comprise the development district have very specific requirements. These advanced buildings will push the limit of services already provided in the area requiring that additional infrastructure be provided. However, these buildings also have the opportunity to push beyond convention and find strategies to be self-sustaining; even providing surplus resources in some cases. These buildings have the potential to be part of the supply as well as part of the demand.

Another important consideration is the sequence in which any new utility construction takes places. To the casual observer these systems are often considered "out-of-sight and out-of-mind" but the reality is that these systems have a very real impact on the everyday world we experience: the placement of street lights along a sidewalk can affect pedestrian movement; the location of sewer grates can create a hazard for bicyclists, and locating building services and access has a significant impact on the qualitative aspects of the district. All utilities have accessibility needs for maintenance and repair.

The Innovation Square District (ISD) is envisioned as a district that can accommodate all potential users, as well as those associated activities that are necessary to the operation of each of the users in the district. As such, this section highlights key issues and general considerations for the major utilities within the Innovation Square District (ISD). The system of utilities is envisioned as a highly functioning infrastructure backbone that allows development to occur with minimal difficulty, insuring efficient and appropriate interaction and support for future development.

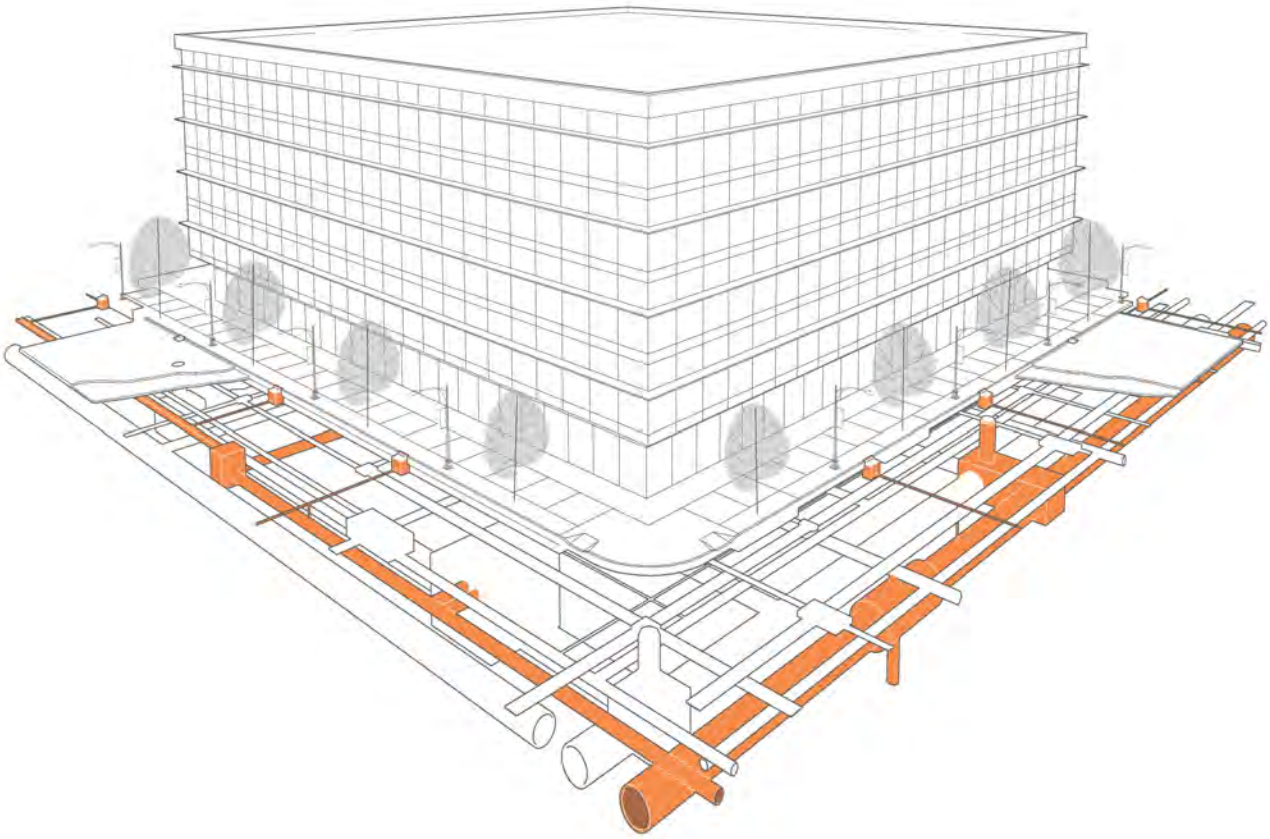


LANDSCAPE

The landscape features of the district are the primary elements that drive the district's character. The trees, plants, fountains, planters, furniture, surface materials and other elements that constitute the design of the exterior spaces, both public and private, require a highly refined system to insure they perform at the highest level. The district provides myriad opportunities for alternative methods of addressing the issues pertaining to landscape, including innovative planting strategies and systems, embracing new technologies and testing their operational efficacy as part of the animation of the public realm, as well as supporting the basic research agenda for the district.

In addition to the operational and technical aspects of the landscape, however, is the creation of a lasting and memorable design strategy. The district utilizes appropriate plants to reflect the nature of the area, foregrounds the large shade trees that create the canopies throughout the city, and give Gainesville a significant part of its character. And beyond this, the landscape is designed to bridge between the natural landscape of Tumblin Creek Park and the more ceremonial and urban center in the new square.

As a component of infrastructure, the success of the landscape strategy is equally contingent upon those elements that can be seen as well as those that can't.

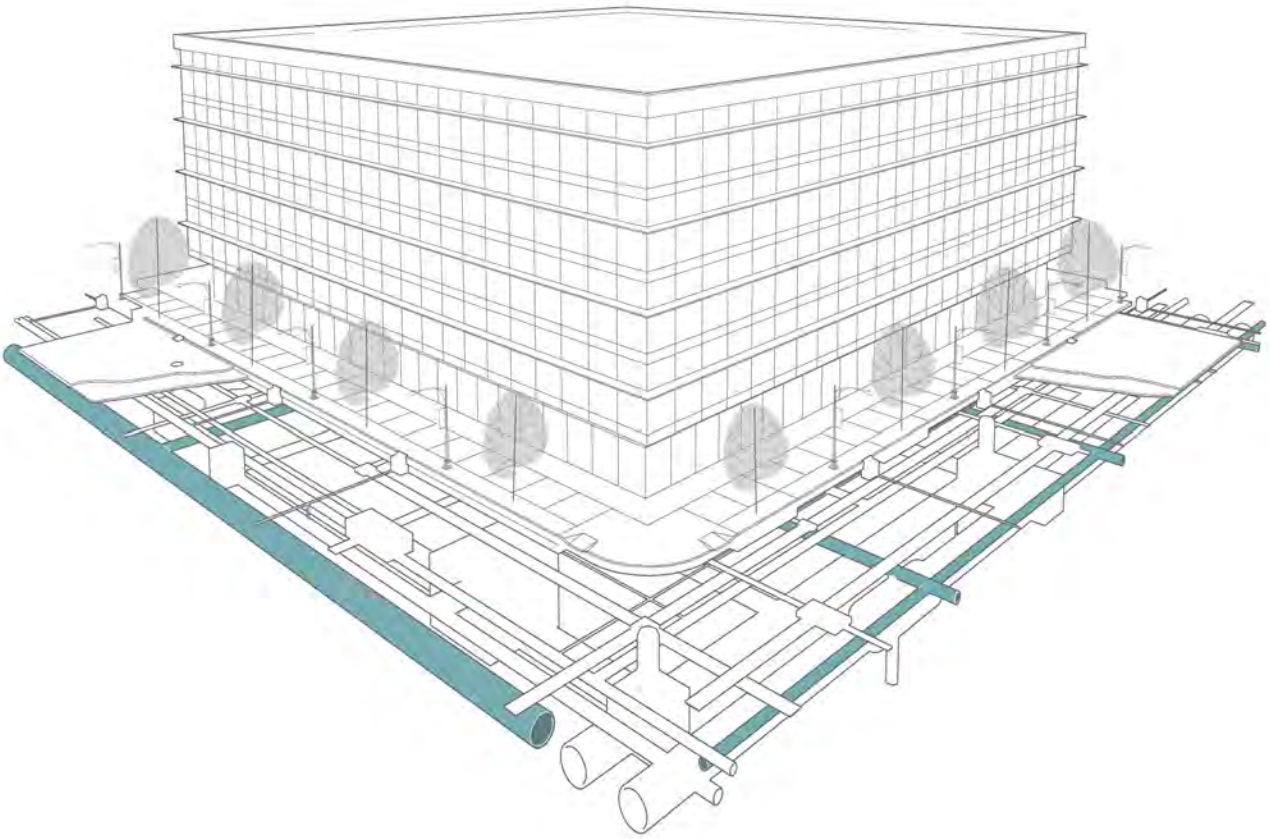


STORMWATER

Stormwater management is a critical issue in the operation of a city or district. This is true of both the quantity of stormwater as well as the quality of stormwater as it moves through the local system and into the regional watershed. The ISD offers an opportunity to address these issues through district-wide management systems as well as project specific guidelines, all operating in concert to mitigate the negative environmental aspects of increased development.

The City of Gainesville Public Works Department established design standards for the conveyance of runoff from a 10-year storm event. This standard has fueled a new analysis of the city's stormwater capabilities. Many recommendations have emerged from this and other studies. As a response to the continuing challenges with water management, the ISD is envisioned as a testing ground for innovative responses to these challenges.

Setting standards for conveyance and upgrading infrastructure are not the only ways to address stormwater requirements. The Innovation Square District (ISD) is in a unique position to implement progressive standards for stormwater management. For example, building design guidelines should be established for the district. There are multiple opportunities for addressing these issues, and all should be considered in the infrastructure operations within the district.

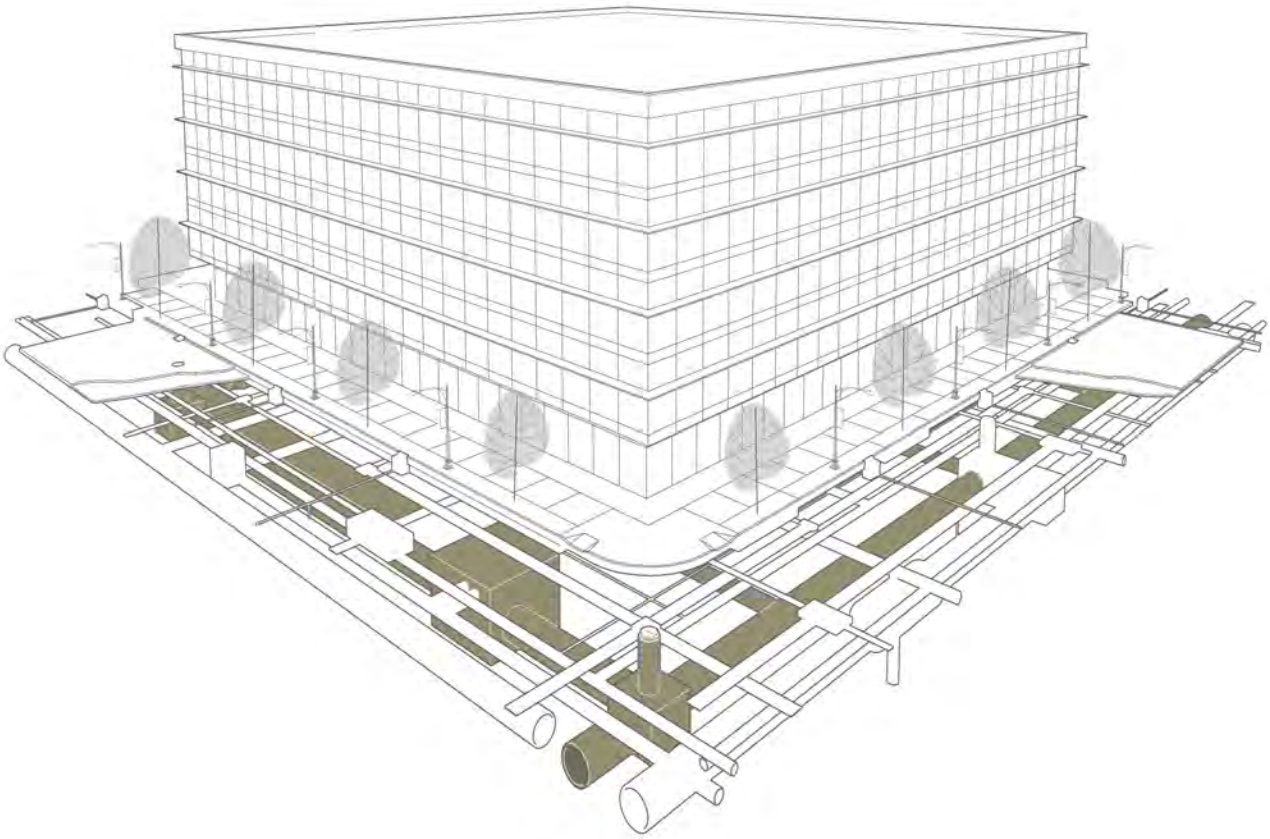


WATER

Water is a critical component and resource in the development of a city or district. While water supplies are difficult to manage, and can be finite, or intermittent, however water consumption is something that can certainly be managed. In the Innovation Square District (ISD), the goal is to minimize resource expenditure through a rigorous series of efficiency guidelines and measures.

The City of Gainesville depends on the Floridian Aquifer for its supply of fresh water. While the CRA infrastructure study found that no deficiencies exist in potable water supply for the Innovation Square District (ISD), building design guidelines implemented in the district could reduce future demand and ultimately lower utility costs. These strategies can also provide a foundation for conservation of a significant natural resource.

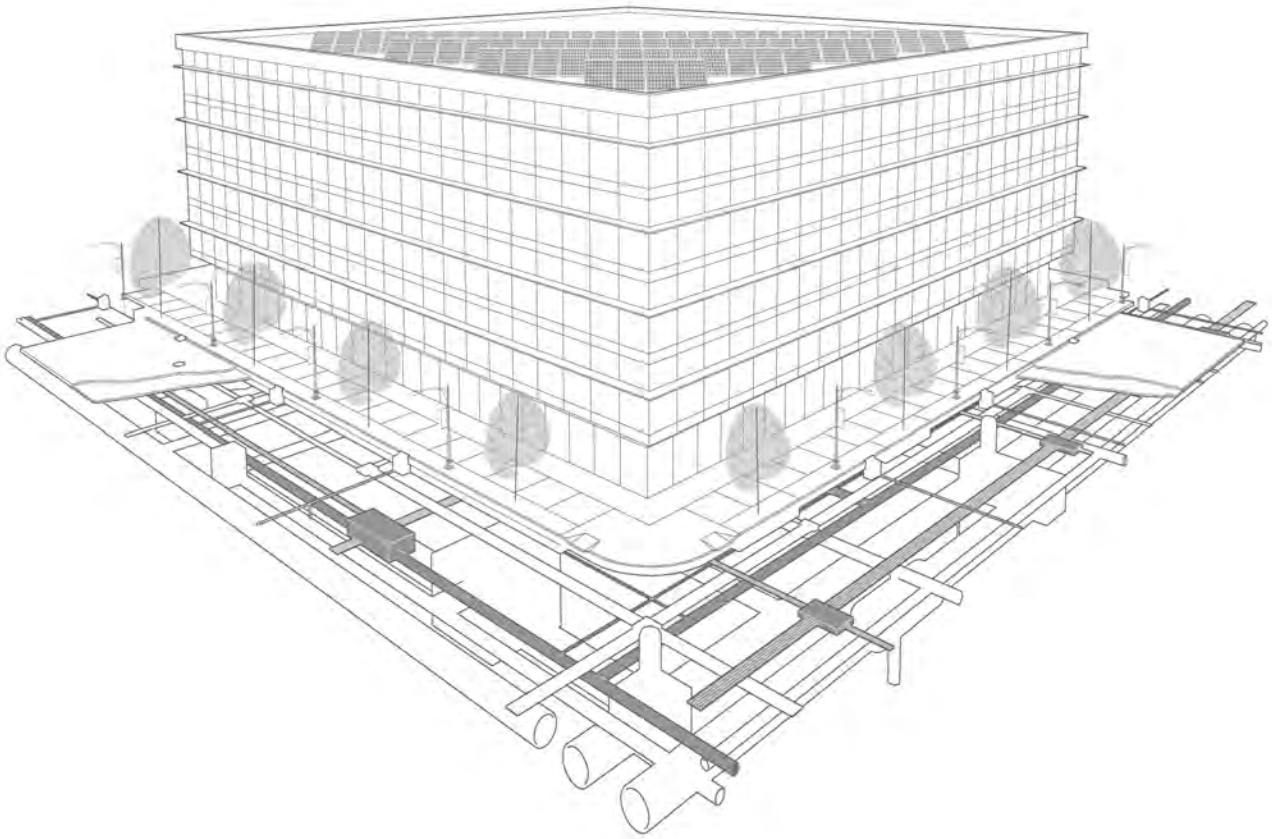
Much of the program in the ISD, especially the heavy research programs, requires significant amounts of water. But they also offer the opportunity to test and experiment with conservation systems that can be utilized throughout the region as well as within the district itself. As with all resources associated with the operation of the district, conservation of water offers a unique opportunity to lead the research into sustainable methods for future development that depends on this natural resource.



WASTEWATER

A separate sewage system from stormwater, wastewater sewage systems transport blackwater to municipal facilities for treatment and discharge. Gainesville Regional Utilities has two wastewater treatment facilities: Kanapaha Water Reclamation Facility and Main Street Water Reclamation Facility. These facilities cycle treated water back to the community for use in irrigation, water features, industrial uses, and environmental restoration.

Strategies for addressing treatment and conveyance of wastewater have applications that can be translated for use at Innovation Square. For example, greywater, water that results from human use (sinks, baths, washing machines, etc) but is not suitable for human consumption, can be utilized in systems that provide individual buildings the ability to simultaneously reclaim used water while decreasing demand of potable water. Systems that capture greywater can redirect the water for use in flushing toilets or landscape irrigation. In addition to decreasing potable water demand, these water reclamation systems also have the added benefit of decreasing energy consumption, use of water treatment facilities and provide improved groundwater recharge, all working within the systematic framework designed to minimize the expenditure of resources.



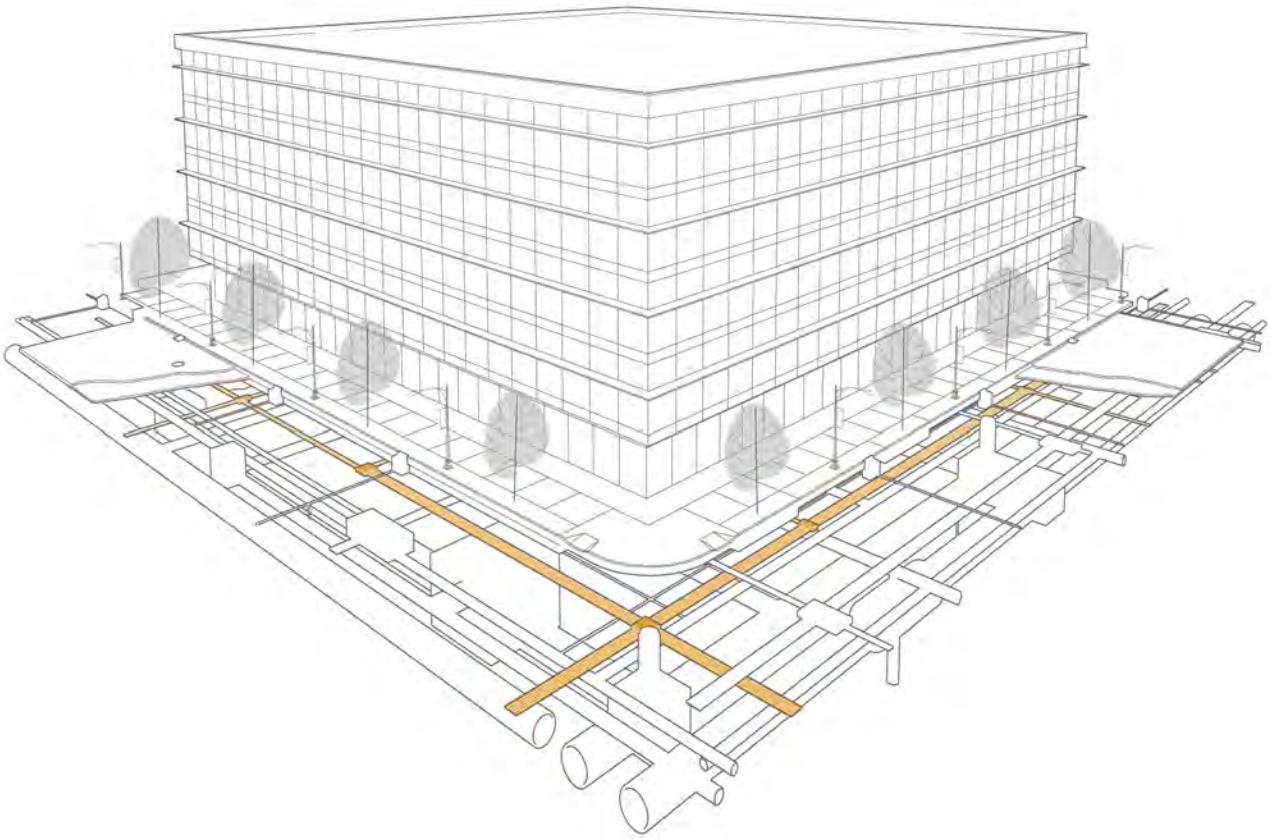
POWER

Gainesville Regional Utilities (GRU) serves approximately 80,000 customers within a service area of 130 square miles. GRU owns and operates two power plants; the John R. Kelly Generating Station located in downtown Gainesville and the Deerhaven Generating Station located near the city of Alachua. The plants rely on natural gas, fuel oil and low sulfur coal to produce electricity.

Meeting today's growing energy demands is a prominent issue both locally and globally. Rising energy costs across the globe and concerns over unsustainable development have inspired a movement to seek out cheaper, cleaner and more sustainable energy sources. The Innovation Square District (ISD) is positioned to address these issues and provide a model for other development.

The CRA study indicates that while adequate electrical infrastructure is in place to meet existing demand, improvements will be required to support new development. Given the research-based nature of new development the potential for increased demand on the electrical grid and necessary improvements is significant. Guidelines for the construction of these facilities should incorporate strategies that work towards energy self-sufficiency and even generation.

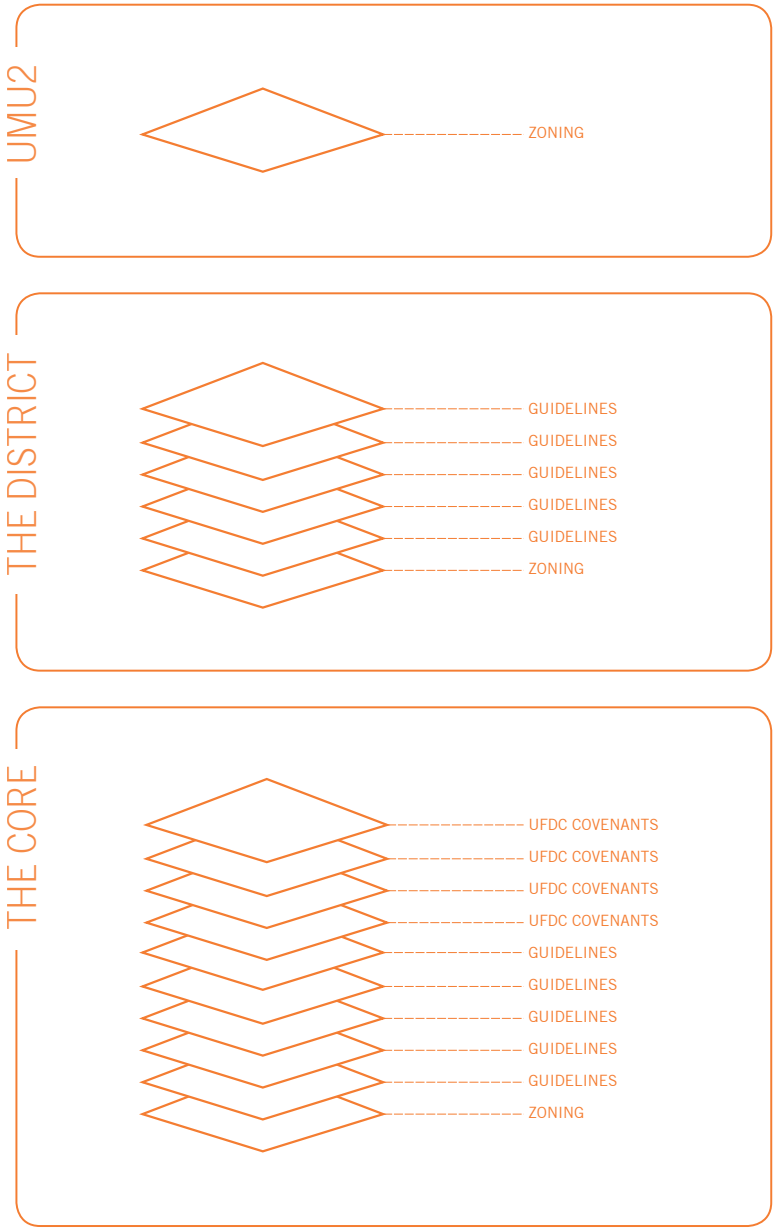
In addition to resource conservation, there are also specific requirements for power within the district. Continuous power supplies, district-wide redundancy and specific high-power requirements are all anticipated as elements within the district.



COMMUNICATIONS

Through the Gainesville Regional Utilities (GRU), GRUCom provides state of the art communications systems for the city and beyond. The district will be serviced by the GATOR NET SM fiber-optic internet access infrastructure; a solely digital all-fiber-optic network. GRU is further preparing for enhanced service to the district, including the co-location of expandable server farms to accommodate the high demand anticipated for the district. As with other infrastructure components, the communications systems will be fully-functional and readily accessible to each project as it comes on line, allowing for a simple, plug-and-play interaction between the individual needs and the services provided throughout the district.

Communications are essential to the successful operation of the district and are central to both the short-term ease of installation and connection as well as the long-term adaptability to insure leading edge connectivity and performance.



Above.The diagram describes the nested relationship between the various design and development regulations and guidelines. The foundation is the flexible, accommodating base zoning district, the Urban Mixed Use-2 District. In the Innovation Square District, with the constitution of a BID (see p. 166), a higher level of oversight ensures the vision for the district is maintained. And, finally, in the areas directly managed by the University of Florida Development Corporation, requirements for building performance and operation are provided through the direct agreements between the individual developer and the UFDC. The overlapping system ensures that great flexibility and innovation remain at the forefront of the development process while providing the necessary guidance for specific conditions to create a stable and lasting district.

DEVELOPMENT FRAMEWORK. PLAN.

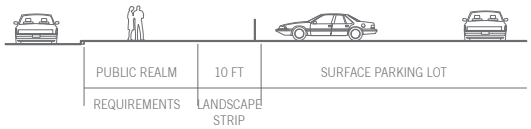
REGULATIONS

The most important aspect of the constitution of a city is the regulatory framework through which the city is constructed. More than any individual project or initiative, the land development code establishes a city's form and character. In light of the impact regulation has on the future development of the Innovation Square District (ISD), it is critical that the regulatory framework operate clearly from three specific perspectives:

- it must stem directly from the vision that citizens of Gainesville have for their city;
- it must be methodically pre-tested to understand its impacts under true development scenarios; and
- it must be neatly choreographed with other regulations and codes, and with the future development of the area.

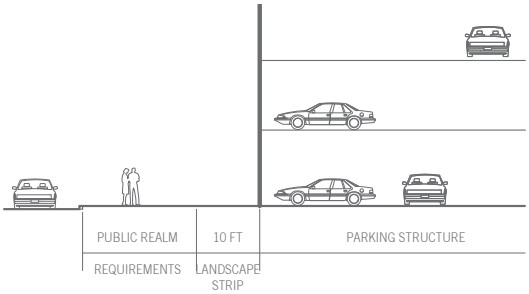
In order to accomplish this, and to set a foundation upon which regulations foster and incentivize those elements that support research and livability, the City of Gainesville has adopted a progressive set of regulations that not only makes this possible but makes it highly probable. The best land development codes bring vision to reality through careful organization, logic, and a simplicity that yields a code that is easy to understand and navigate. The approach in this instance is to consider these elements fundamental to the creation of a regulatory structure that operates as intentionally and efficiently as possible.

The regulations for this district are created to promote and encourage redevelopment of the existing commercial in this area. The district is intended to encourage pedestrian mobility and to allow uses compatible with each other and with surrounding residential areas which are consistent with the land use policies of the comprehensive plan. Furthermore, this district will allow for establishments engaged in conducting research and experimental development in the physical, engineering or life sciences, in order to facilitate technology transfer from institutions of higher learning to the market place.

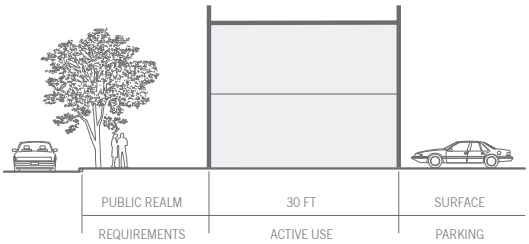


SURFACE PARKING

STREET TYPE: LOCAL & URBAN THROUGHWAY

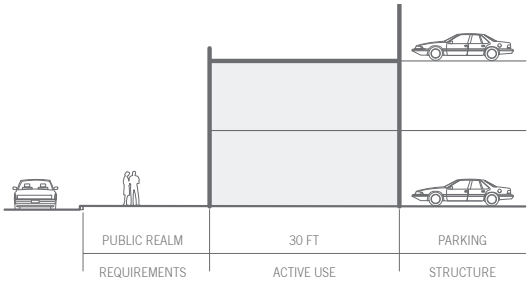


STRUCTURED PARKING

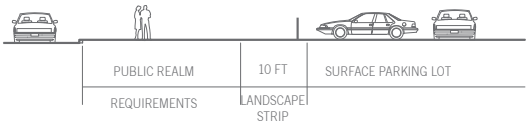


SURFACE PARKING

STREET TYPE: STOREFRONT

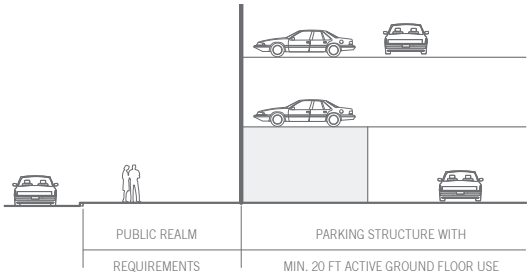


STRUCTURED PARKING



SURFACE PARKING

STREET TYPE: PRINCIPAL



STRUCTURED PARKING

This code establishes standards for land development in order to: (1) Provide a mixture of residential, commercial and office/research uses that are complementary to the residential and mixed-use character of the district; (2) Encourage the renovation of existing structures; (3) Promote the integration of pedestrian traffic and vehicular traffic; (4) Promote retail and office uses that serve the surrounding neighborhoods; and (5) Promote office/research uses that serve the needs of the University and the community.

The basic vision for the district is codified and embedded in the regulatory structure. It is reinforced through a process the yields clarity of intent and execution through simplicity; simple charts, simple maps, simple sentences and simple diagrams. The elements all serve to reinforce the clear relationship between the public and private realms in the district; the lasting public backbone into which the flexible and adaptable individual developments unfold. This simplicity and clarity ensures that these ideals are institutionalized and have a life beyond the single project, or single term.

The operation of the code is such that administration is streamlined, variations, when appropriate, are adopted, definitions are minimized, information is centrally located and

SIMPLE CHARTS
SIMPLE MAPS
SIMPLE DIAGRAMS

	URBAN THROUGHWAY	STOREFRONT STREETS	PRINCIPAL STREETS	LOCAL STREETS PRIVATE STREETS
LANDSCAPE ZONE (MIN)	8 FOOT	5 FOOT	5 FOOT	8 FOOT
STREET TREE SPACING	35 FOOT ON CENTER (MIN) 50 FOOT ON CENTER (MAX)	35 FOOT ON CENTER (MIN) 50 FOOT ON CENTER (MAX)	35 FOOT ON CENTER (MIN) 50 FOOT ON CENTER (MAX)	35 FOOT ON CENTER (MIN) 50 FOOT ON CENTER (MAX)
SIDEWALK ZONE (MIN)	8 FOOT	10 FOOT	10 FOOT	10 FOOT
BUILD-TO-LINE (NON-RESIDENTIAL USES)	25-80 FOOT SETBACK FROM THE BACK OF CURB	20 FOOT SETBACK FROM THE BACK OF CURB	20 FOOT SETBACK FROM THE BACK OF CURB	18 FOOT SETBACK FROM THE BACK OF CURB
BUILD-TO LINE (RESIDENTIAL USES)	30-80 FOOT SETBACK FROM THE BACK OF CURB	20 FOOT SETBACK FROM THE BACK OF CURB	25 FOOT SETBACK FROM THE BACK OF CURB	23 FOOT SETBACK FROM THE BACK OF CURB

easily apprehended. Those few elements that are of critical importance to the success of the district are clearly described, while the remaining elements are left open to innovation and creativity. And regulations are structured around simple, transparent sentences and diagrams to confirm alignment of goals and outcomes, and to avoid unintended consequences.

This entire system is choreographed to provide assurances to all involved that the district will emerge as envisioned, but that it will also foster innovative strategies for addressing the way we live and research within the district. As the future unfolds, as technology changes, and as we further refine the characteristics of building livable communities, this organization and framework will allow adaptation, but never at the expense of the public good, and never granting the individual need at the expense of the collective well-being.

INNOVATION SQUARE DISTRICT (ISD)

Beyond the jurisdictional regulations there are additional elements of the development process that require a higher level of oversight than can be offered within the flexibility of the underlying regulations. There are a number of ways to address this challenge, but the most efficient and equitable system is the constitution of a Business Improvement District.

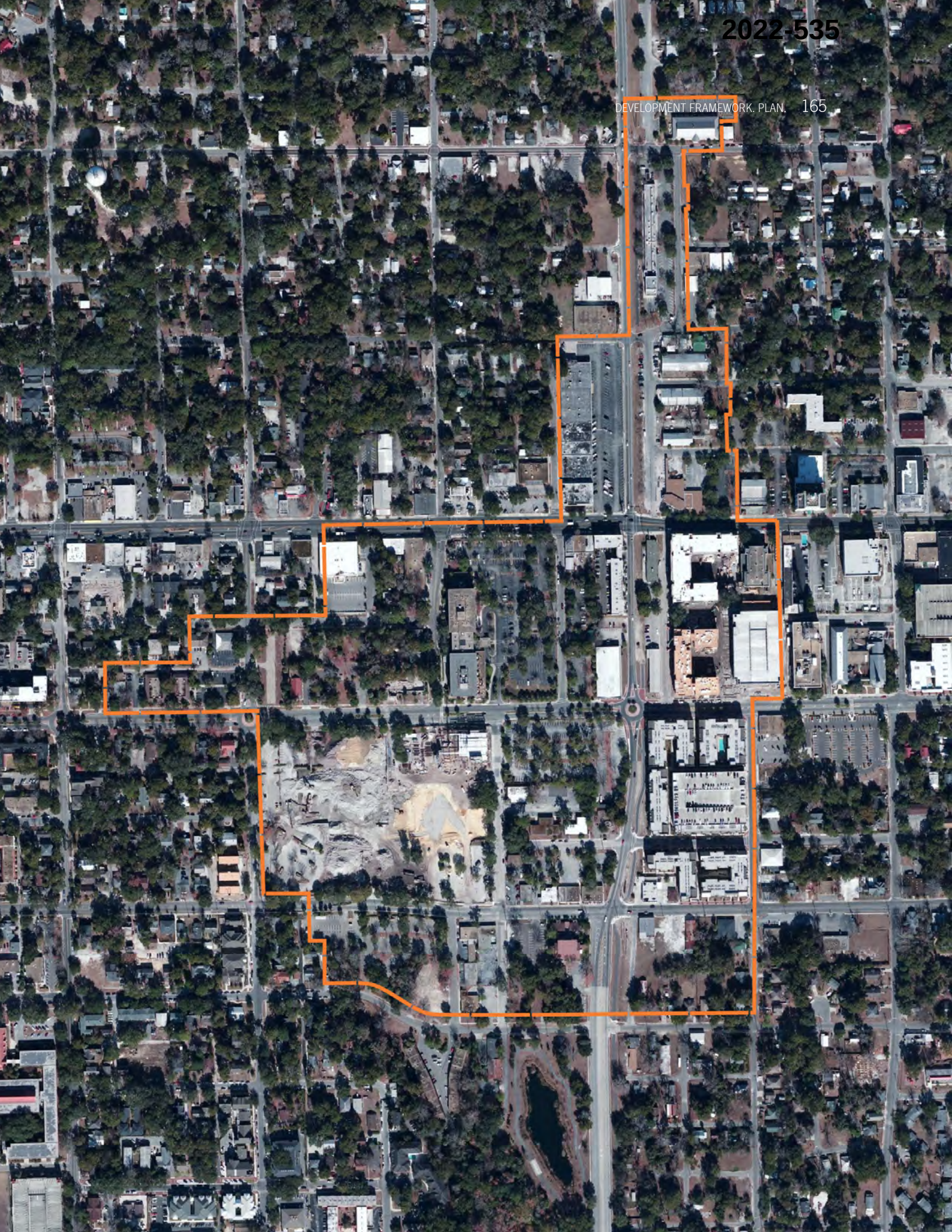
A Business Improvement District (BID) is a defined area in a city, typically with a particular consistency of character and vision, within which businesses contribute by tax or fee in order to fund improvements within the district's boundaries. It is also a vehicle through which development can be monitored and guided to ensure that each project reinforces the basic goals and vision of the area. BIDs typically provide services, such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. The services provided by a BID are supplemental to those already provided by the municipality, but are more focused on the specific needs of the district. At Innovation Square the various partners work toward a single goal, but they provide different, although complementary, services. The city provides the legal oversight for the development of the area, the CRA provides financial, planning and construction support for various public components of the district, Gainesville Regional Utilities provides coordination and implementation of the services and utilities that are required for the district, and the BID provides specific oversight pertaining to the private design and construction process, as well as general district oversight. The boundaries between each of the partners are not absolute, however, and much of the coordination will include all four of the partners working collaboratively through the process, as well as others such as Alachua County, the Chamber, and others, depending on the particular issues at hand. The value of the BID is the central coordinating entity that ensures the greatest degree of collaboration and clarity of purpose through the development process.

In this system, property owners in the area pay a consensually determined tax or fee that is used to provide funding for the operation of the BID but also for selected projects that the BID deems critical to the success of the district. Residences, non-profits, and governmental entities are usually exempt from making any contributions. The universal contribution of the business owners in the district helps avoid the free rider situation that can hamper voluntary organizations. A BID may be operated by a nonprofit organization or by a quasi-governmental entity. The governance of a BID is the responsibility of a board composed of some combination of property owners, businesses, and government officials. The management of a BID is the job of a paid administrator, usually called an executive director, or of a management company.

In addition, a BID Development Review Committee (made up of various representatives of BED members) can be established that assists in the oversight of the development process. This committee acts as the intermediary between a development team and the larger jurisdictional authorities. In this district, the city's regulations have been formulated such that there is significant flexibility in the zoning. The Development Review Committee is charged with aligning the goals of the district, specifically, with the broad regulatory requirements of the city.

The combination of the clear and flexible zoning regulations and the efficient and equitable Business Improvement District works in concert to provide the optimum relationship between requirements and opportunities. In this system creativity and originality, along with speed and efficiency, of development are fostered, while the vision and its vital characteristics are exigent and, ultimately, ensured throughout the district.

Right. The figure shows the proposed boundaries of the Innovation Square District in orange.



DEVELOPMENT FRAMEWORK.

CONCLUSION

Innovation Square represents a significant opportunity to transform the way we develop the world in which we live. As the 21st century unfolds, changes will emerge that we can't possibly yet predict. We can, as we have for the past century, plan for our future based on projections of what we know will come, or we can accept the fact that the future is to a large degree unknowable. At Innovation Square we understand that the future, while unpredictable, is also abundant with opportunity. As such the district provides a framework within which these opportunities may be realized as effortlessly as possible. The system is predicated on the idea that decisions should be made that offer the best possible outcome relative to our vision and goals for the district. These decisions should be based on thoughtfulness and research, not merely the repetition of previous models. And further, the implementation of these decisions should be incentivized. It should be easy to do things, build things, and make things that align with the goals of the district. And the elements that make up the district; the regulations, infrastructure, transportation, and others, should facilitate this process.

But freedom to develop, innovate and create requires not just flexibility, but also a durable foundation upon which these events transpire. This foundation is comprised of the few very critical elements that ensure the enduring nature of the district. These simple, clear and permanent elements are foregrounded in the plan for Innovation Square and reinforced through the basic principles – livability, walkability, adaptability and sustainability. Further, each of the individuals involved in the process is obligated to make decisions that further the principles of the district and to make decisions that benefit the district, city and region as a whole. Each is obligated to understand the impact of individual actions on the collectively held vision for the community and for building the physical backdrop that allows for the greatest capacity for accommodating future opportunities without compromising the principals of the district.

We believe that Innovation Square is the environment in which the elements of research converge with the elements of everyday life to provide an incomparable place to create.

IMAGE CREDITS

Images by Perkins+Will unless otherwise noted

Gainesville Community Redevelopment Agency. 026, 043

Matheson Museum Archives. 024, 036

Progress Corporate Park. 032-033

Santa Fe College. 030

Shands HealthCare.023

University of Florida News Bureau. 018, 021, 035

University of Florida. 020

VisitGainesville. 017, 029

Sitephocus, LLC. 060-061, 071, 074, 076, 078, 128, 131, 133, 134, 136, 137, 138, 139, 140, 143, 148-149, 151

SOURCES

Pickard, Ben. Historic Alachua County and Old Gainesville: A Tour Guide to the Past. Gainesville, FL : Alachua Press, 2002.

Rajtar, Steve. A Guide to Historic Gainesville. Charleston, SC : History Press, 2007.

Barrow Sr., Mark and M. D. Laurie. A Penny for Your Thoughts: An Album of Historic Postcards of Alachua County. Gainesville, FL : Alachua Press, Inc., 2008.

Laurie, Murray. "The life and times of A. Quinn Jones." Gainesville Magazine (February 7, 2010).
http://www.gainesville.com/article/20100207/MAGAZINE01/100209514

"The Florida Railroad Story." The Florida Railroad Company, Inc Website.
http://www.flarr.com/frrstory.htm.

"UF Timeline: 150 Years of History at UF." The University of Florida Website.
http://www.ufl.edu/history/.

"University of Florida." Wikipedia.
http://en.wikipedia.org/wiki/University_of_Florida

"Historic Districts." City of Gainesville Website.
http://www.cityofgainesville.org/GOVERNMENT/CityDepartmentsNZ/PlanningDepartment/HistoricDistricts/tabid/250/Default.aspx

"Gainesville, Florida." Wikipedia.
http://en.wikipedia.org/wiki/Gainesville,_Florida

"Alachua County, Florida." Wikipedia.
http://en.wikipedia.org/wiki/Alachua_County,_Florida

"About Gainesville." Gainesville Area Chamber of Commerce Website.
http://www.gceo.com/A_Great_Place_to_Visit.aspx

"Our History." Georgia Regional Utilities Website.
https://www.gru.com/AboutGRU/ourhistory.jsp

"History of the College." Santa Fe College Website.
http://www.sfcollege.edu/history/

"Park History." Progress Corporate Park Website.
http://www.progresscorporatepark.com/park-history/

"CRA Projects." Gainesville Community Redevelopment Agency Website.
http://www.gainesvillecra.com/about_cra_projects.php

2022-535

EPILOGUE

I have worked in different places throughout the region, country and world, and for myriad clients, to plan and build communities. I have never experienced a community that has responded with such common purpose and focus as this community. In the process of preparing the Development Framework, I met with numerous stakeholders in the community, from every possible background, and with widely ranging perspectives on the area. Yet there was an unprecedented consistency among everyone involved regarding the potential for the redevelopment of the district, the future value of research as an engine for innovation and the need for collaboration of all those involved in this common pursuit. Jurisdictional officials, elected officials, representatives of the educational institutions, developers, neighbors, business leaders, utilities providers and others all worked together to provide an atmosphere in which the completion of the plan, the required regulatory changes, and the implementation of the infrastructure all materialized in a matter of months. And this transpired within a thoroughly considered and rigorous process and analysis. In my career this is an unprecedented situation, and one that promises a level of success for the district that I predict will be a model for others throughout the world.

David Green
Principal, Perkins+Will
Professor of Practice, Georgia Institute of Technology

Innovation Square
University of Florida
www.innovationsquare.ufl.edu/

Contact
Ed Poppell
University of Florida Development Corporation
352.392.1336

PERKINS
+ WILL