SR 26/University Avenue
Multimodal Emphasis Corridor Study

DRAFT Existing Conditions Report

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Prepared for:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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From Vision to Reality

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Table of Contents

Introduction and Summary

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is conducting the first phase of a Multimodal Emphasis Corridor Study for State Road 26 (University Avenue) between Gale Lemerand Drive and Waldo Road. The purpose of this study is to identify specific multimodal projects within this 2.3-mile portion of SR 26 that can be programmed for implementation by the Florida Department of Transportation (FDOT) in its Five-Year Work Program. Phase 1 of the study will include a preliminary review and ranking of multimodal design elements for the corridor; Phase 2 will include a final listing of preferred elements based on additional analysis.

This Existing Conditions Report sets the stage for the Phase 1 identification of design elements. It consists of several elements that describe the current multimodal setting and operations of the corridor:

- existing corridor infrastructure and design elements;
- multi-modal level of service (LOS) evaluation;
- bicycle and pedestrian count data summary and analysis;
- historical crash data summary; and
- right-of-way, environmental, and land use scenario description.

Existing Corridor Infrastructure and Design Elements

The SR 26/University Avenue corridor represents the center, both geographically and culturally, of the Gainesville community. Its role as the primary east-west corridor connecting the University of Florida, downtown Gainesville, and historic eastside neighborhoods means that the community and all of the area's governmental and transportation jurisdictions are significantly invested in the corridor's functionality, aesthetics, and overall success. Because of the corridor's importance to the community and its need to serve a diverse set of users of the transportation system, the Gainesville MTPO and other local transportation agencies have identified it as a roadway that should emphasize multimodal travel and thereby accommodate motor vehicle travel, bicycling, walking, and transit use. While there is abundant opportunity to improve the experience of using all four of these modes, there is a solid foundation of elements on which to build.

University of Florida Section (Gale Lemerand Drive to W 13th Street)

The west end of the corridor, west of W 13th Street, forms the northern boundary of the University of Florida. Traffic volumes are highest in this section, with an Annual Average Daily Traffic (AADT) of 27,000. The posted speed limit is 30 miles per hour, and mid-block sections include landscaped raised medians. High-occupancy on-street parking is intermittently present on the north side of the street. 8-foot sidewalks, located directly behind the curb face, are present throughout this section. Given the proximity to campus, the western portion of the corridor experiences very high bicycle and pedestrian activity, particularly crossing activity in which students are traveling between campus and commercial properties on the north side of the street. Numerous Regional Transit System (RTS) routes, including two campus circulator routes, are located along this section. Average bus stop spacing is approximately 900 feet, which is typical of the remainder of the corridor as well.

A walking tour of the corridor was conducted early in the study process. Tour participants included staff of stakeholder transportation agencies (including members of the MTPO's Technical Advisory Committee), representatives of public interest and advocacy groups, and members of the study consulting team. The purpose of the walking tour was to enable various stakeholders to experience the corridor in detail, on foot, and in a collaborative environment in which various contexts, experiences, observations, interests, and observations could be shared. Some of the observations of the western section of the corridor are highlighted below:

- Even during off-peak university seasons, the number of pedestrian mid-block crossings is significant. There may be a need to better facilitate and channelize these crossings. A pedestrian mapping study could be used to inform associated recommendations. On-campus pedestrians are thought to experience a "cocoon effect" of safety that carries over to University Avenue in spite of higher traffic volumes and speeds.
- Several blocks have striped-off space on the north side that is the same width as striped on-street parking; there may be opportunities for bike corral-style par king in such locations. Other locations appear to have sufficient width to create additional on-street parking spaces.

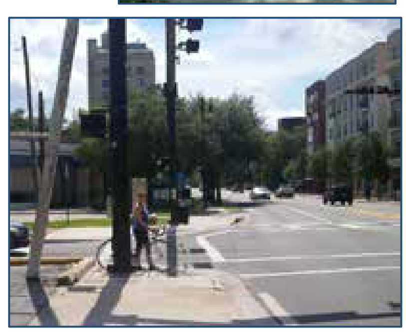
- There is a second sidewalk on the south side of the roadway for much of this section which is located behind a brick wall. It is regularly used by bicyclists.
- Access to bus stops on the north side of University Avenue (for outbound trips from the university) is difficult because of the roadway geometry
- At the intersection with NW 17th Street there are a significant number of conflicts between through (north-south) bicyclists and motorists turning onto University Avenue.
- Bicycle detection may be beneficial at side street signals such as NW 17th Street.

- Anecdotally, operating speeds are high; creating speed tables at minor intersections could have a positive effect.
- A campus bike route including a cycle track-type facility intersects University Avenue at Newell Drive, just west of NW 16th Street.
- All legs of the intersection with W 13th Street experiences high pedestrian volumes. At times there is insufficient queuing space for pedestrians waiting to cross.
- In addition to potential operational improvements for pedestrians, this situation creates a potential need for improved motor vehicle operations as well. In particular, northbound-to-eastbound right-turning motorists are frequently significantly delayed because of the need to yield to crossing pedestrians, which significantly reduces intersection capacity and leads to northbound congestion on W 13th Street, and creates the need for longer cycle lengths than other corridor intersections. An exclusive pedestrian phase has been discussed for this intersection.

W 13th Street to W 6th Street

Traffic volumes are somewhat lower in this section (AADT range of 22,000 to 25,000). On-street parking is generally present on the south side of the street. The median is a mixture of raised islands and two-way left-turn lane sections. Un-buffered 8-foot sidewalks are present on both sides. This section is only served directly by one RTS route. Observations from the walking tour for this section include the following:

- Several intersections have time-based right turn on red restrictions that use electronic signing. During other time periods, some of these signs could be pedestrian activated.
- There are numerous wide driveways and curb cuts that could be narrowed or consolidated.
- Several curb ramps are in need of improvement.
- Commercial signs are abundant and collectively reduce visibility; a sign audit may be appropriate.
- There is a planned bike parking corral in the gore area just west of W 6th Street on the south side of University Avenue.



- There is a general need for enhancing the bicycle and pedestrian operating environment in this key section that connects the campus and downtown.

Downtown Section (W 6th Street to NE Boulevard)

Within downtown Gainesville daily traffic volumes range from 16,000 to 20,000. The posted speed limit remains 30 mph, but operating speeds are generally lower than in adjacent sections of the corridor. Between W 6th Street and E 3rd Street every intersection is signalized. The western portion of this section is undivided, while the eastern portion includes a mix of raised medians and painted turn lanes. Sidewalks, while narrower in some cases, generally have buffers that frequently include tree plantings. The following are other multimodal design elements and opportunities:

- A shared use path was recently constructed on the east side of W 6th Street. Trail user counts are already significant, even in summer, which leads to numerous bicycle and pedestrian crossings of the intersection.
- S 2nd Avenue has a bike lane and N 3rd Avenue has been designated as a bicycle boulevard. These two lower-volume streets provide alternative parallel routes for bicycle travel.
- In the early morning hours, The Gainesville Police Department sometimes closes the outside lanes as a pedestrian safety issue related to heavy and unpredictable pedestrian movements on the sidewalks.
- Pedestrian lighting is perceived as insufficient in some areas.
- The pedestrian operating environment is quite narrow in places because of lighting fixtures and other obstructions.
- Several curb ramps are in need of improvement.
- Many mid-block crossings occur between E 1st Street and E 2nd Street to access the RTS stop and structure on the south side of University Avenue.
- Sweetwater Park (opposite NE Boulevard) includes a trail that provides access between University Avenue and the planned Power District redevelopment area.

East Gainesville Section (NE Boulevard to Waldo Road)

The eastern section of the study corridor transitions from downtown to the residential neighborhoods of East Gainesville. East of E 7th Street a two-way left-turn lane is present. Five-foot sidewalks are separated from the roadway by grass buffers. The major intersection with Waldo Road includes two channelized right turn lanes with raised pedestrian refuges. No transit routes run along the corridor east of E 9th Street. Many of the observations for this section focus on improving pedestrian conditions:

- Replacing the two-way left-turn lane with a raised median would add a refuge for crossing pedestrians
- Vegetation encroaches upon vertical pedestrian clearance
- Pedestrian-scale lighting is needed under the tree canopy; existing poles could be used
- Most crosswalks are unmarked, and it may be appropriate to add marked crosswalks at some intersections
- Sidewalks are somewhat narrow, particularly when bicyclists use them
- The pedestrian crossings at Waldo Road are very long, but could be reduced with intersection re-design
- The southeast corner of the Waldo Road intersection includes an unsignalized vehicle movement crossing a signalized pedestrian movement.

Multimodal Level of Service Evaluation

The MTPO for the Gainesville Urbanized Area maintains a Multimodal Level of Service Report. The September 2013 version of this report identifies automobile, bicycle, pedestrian, and transit levels of service for two segments within the corridor, Gale Lemerand Drive to US 441/West 13th Street and US 441/West 13th Street to SR 24/Waldo Road, as shown below.

Segment	Auto LOS	Bicycle LOS	Pedestrian LOS	Transit LOS
Gale Lemerand Drive to W 13th Street	D	B[1]	D	A
W 13th Street to Waldo Road	D	D	C	E

Auto Mode

The Florida Department of Transportation (FDOT) 2013 Florida Transportation Information DVD includes Annual Average Daily Traffic (AADT) data for seven count stations along the study corridor, ranging from 27,000 west of W 13th Street to 16,400 east of E 9th Street. Generally speaking, traffic volumes decrease from west to east. According to the same source, the corridor has a peak K-factor (ratio of study hour traffic volume to AADT) of 0.09, a D-factor (directional distribution factor) of .527, and a T-24 (daily truck percentage) of 2.1. Using FDOT's generalized/conceptual planning methodology, and given the corridor's Class II (posted speed less than 40 mph) status, the auto level of service is "D" for the length of the corridor as indicated in the MTPO report.

[1] This result is influenced by the indicated presence of a bike lane/paved shoulder that does not exist.

Pedestrian and Bicycle Modes

Bicycle and pedestrian level of service measures are indicators of perceived safety and comfort (as related to motor vehicle traffic) experienced by non-motorized travelers. The operational-level analysis for these modes outlined in the *Q/LOS Handbook* consider various roadway traffic characteristics, including volume and speed, and geometric design elements, including the presence and width of bicycle and pedestrian facilities. Because lane widths, on-street parking characteristics, and sidewalk and buffer widths are highly variable within the corridor, this report includes a detailed block-by-block bicycle and pedestrian LOS analysis, which is included as Appendix A.

The majority of the corridor produces relatively good walking conditions (pedestrian LOS "C") because of the consistent presence of sidewalks which frequently have buffers with tree plantings. At the west end of the corridor, where traffic volumes are highest and sidewalks are typically located directly behind the curb, pedestrian LOS "D" is most prevalent. Isolated blocks east of W 13th Street produce pedestrian LOS "B" conditions.

Conditions within the corridor are not as conducive to creating a comfortable bicycling environment, with nearly all blocks having a bicycle LOS of "D." The absence of dedicated space for bicyclists to ride (e.g., designated bike lanes) contributes to these conditions.

The bi-directional distance-weighted average pedestrian LOS for the corridor is 2.9 ("D"), while the corresponding average bicycle LOS is 3.9 ("D").

Transit Mode

The most recent edition of FDOT's *Quality/Level of Service Handbook* was released in 2013, subsequent to the publication of the MTPO's Multimodal Level of Service Report. While this newest edition of the handbook retains service frequency as the primary determinant of transit level of service, some of the factors used to adjust service frequency have changed. The four adjustment factors are pedestrian level of service, roadway crossing difficulty, passenger load factor, and bus stop amenities.

Four routes serve portions of the study corridor, and the headways of these routes determine the base service frequency.

Route #	Corridor Extent	Typical Peak Hour Headway (minutes)
5	Gale Lemerand Drive to E 3rd Street	24
11	East 3rd Street to E 9th Street	60
15	Main Street to E 3rd Street	35
28	Gale Lemerand Drive to NW 17th Street	16
34	Gale Lemerand Drive to NW 17th Street	20
43	Gale Lemerand Drive to W 13th Street	30
118	Gale Lemerand Drive to NW 17th Street	14
119	Gale Lemerand Drive to NW 17th Street	30

These routes and headways produce the following base service frequencies for the corridor.

Corridor Extent	Buses per Hour
Gale Lemerand Drive to NW 17th Street	17.5
NW 17th Street to W 13th Street	4.5
W 13th Street to Main Street	2.5
Main Street to E 3rd Street	4.2
E 3rd Street to E 9th Street	1.0
E 9th Street to Waldo Road	0.0

Load factor is the ratio of riders to number of seats on the bus. Load factors vary significantly among the routes serving the corridor, the location along the routes, and by time of day. During the afternoon peak hour of traffic, average maximum loads along the routes yield load factors ranging from approximately 20% to greater than 60%. Given FDOT's guidance that no adjustments based on load factor should be applied when average load factors are between 30% and 70%, no such adjustment was used in this analysis.

FDOT's transit LOS procedure also includes adjustment factors based on stop amenities. Specifically, a factor is applied if both shelters and benches are provided or if neither is provided. Benches are available at the majority of University Avenue bus stops. A few stops have shelters as well, and several have neither. The collective prevalence of these amenities suggests that neither a positive nor negative adjustment is warranted.

An adjustment based on roadway crossing difficulty is applied when certain combinations of roadway class, number of lanes, auto LOS, and median type are met. As a Class II roadway (35 mph or slower posted speed limit) with four through lanes, an auto LOS of "D," and a median that is intermittently restrictive, no roadway crossing difficulty factor is applied.

No adjustment factor based on the quality of the walking experience is applied when a roadway has a pedestrian LOS of "D." As pedestrian LOS improves from that point, a positive adjustment is applied, while a negative adjustment is applied when walking conditions are worse than the base assumption. As described previously, pedestrian LOS varies throughout the corridor; for this analysis, the most prevalent pedestrian condition within the transit segments is used.

The table below shows the buses per hour for the corridor's transit segments, the typical pedestrian level of service within those segments, the associated pedestrian LOS adjustment factor (the only applicable adjustment factor using FDOT's transit LOS methodology), the adjusted service frequency, and the associated transit levels of service provided along the corridor. It is worth noting that the FDOT methodology does not consider the benefits of nearby parallel routes, including several that operate on S 2nd Avenue, that offer additional transit service to travelers in the vicinity of the University Avenue corridor.

Corridor Extent	Buses per Hour	Pedestrian LOS	Pedestrian LOS Adjustment	Adjusted Buses per Hour	Transit LOS
Gale Lemerand Drive to NW 17th Street	17.5	D	1.00	17.5	A
W 17th Street to W 13th Street	4.5	C	1.05	4.7	B
W 13th Street to Main Street	2.5	C	1.05	2.6	D
Main Street to E 3rd Street	4.2	C	1.05	4.4	B
E 3rd Street to E 9th Street	1.0	C	1.05	1.1	E
E 9th Street to Waldo Road	0.0	C	1.05	0	F

Bicycle and Pedestrian Count Data

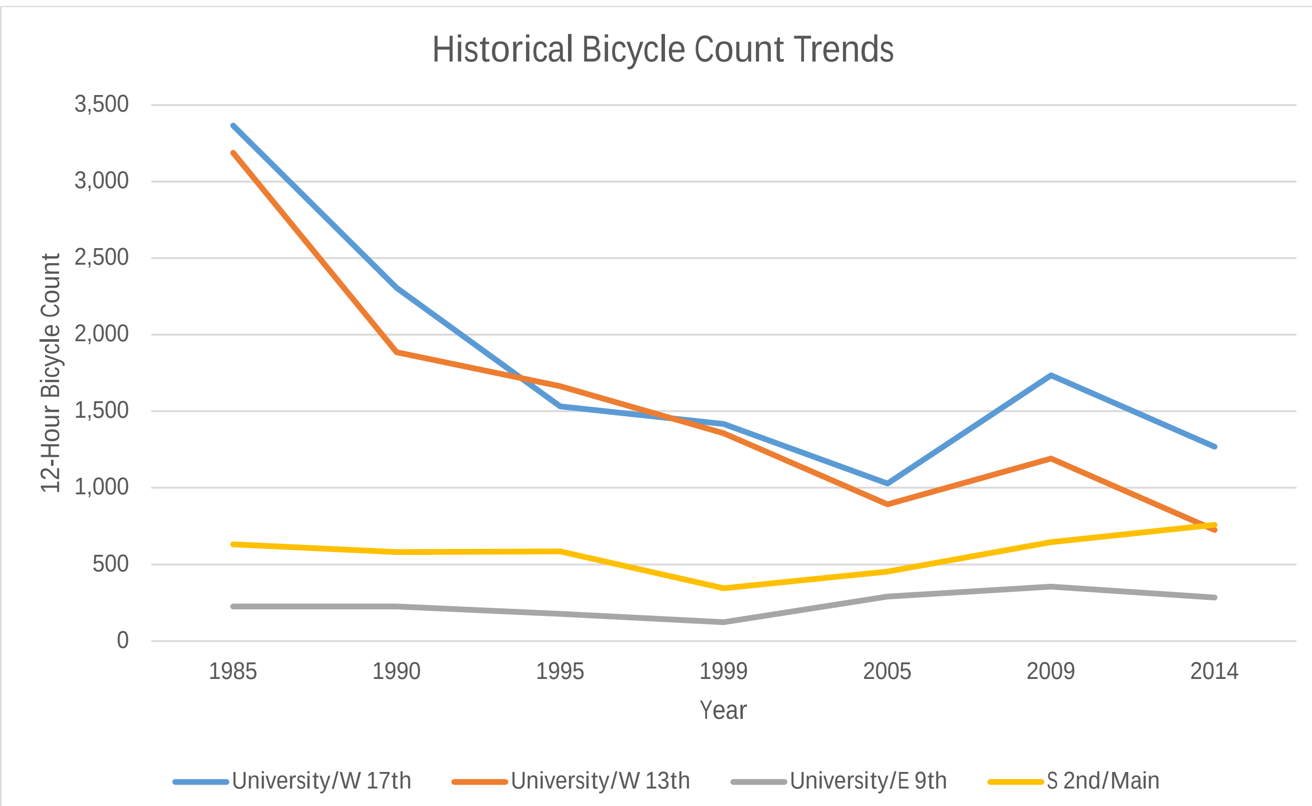
The University Avenue corridor experiences high volumes of non-motorized travel. While comprehensive bicycle and pedestrian count data for the corridor are somewhat lacking, the transportation component of the University of Florida's *Campus Master Plan, 2010-2020*, and the Gainesville MTPO's *2014 Bicycle Usage Trends Report* each include several such counts within the corridor's extents.

The UF plan counted bicycles and pedestrians entering campus (i.e., crossing University Avenue from the north) on a September weekday during the morning (7:00am - 9:00am), midway (12:00pm - 1:00PM), and evening (4:00pm - 6:00pm) travel peaks. Total counts for these periods by mode are shown in the tale below. Bicycle volumes at all four locations were significantly higher in the morning period, while pedestrian volumes were generally more consistent throughout the three periods.

Location	Bicycle Count	Pedestrian Count
Gale Lemerand Drive	82	332
NW 18th Street	130	329
NW 17th Street	250	475
NW 15th Street	176	558

The MTPO maintains a Bicycle Usage Trends Program which is based on routinely collected bicycle volumes at more than a dozen "permanent" count locations, the majority of which were established in the early 1980s. Three of these intersection locations are located along the University Avenue study corridor, and a fourth is located along S 2nd Avenue, which has a bike lane and is used by many bicyclists as an alternative to University Avenue. The bicycle volumes collected for this program are based on 12-hour weekday counts. The table and figure below show trends at the four relevant locations at roughly five-year intervals since the inception of the program.

Year	University/W 17th	University/W 13th	University/E 9th	S 2nd/Main
1985	3,365	3,188	225	630
1990	2,305	1,886	225	581
1995	1,532	1,664	177	585
1999	1,416	1,357	122	344
2005	1,028	891	290	454
2009	1,734	1,191	355	645
2014	1,269	725	283	759



This trend graph illustrates that the two count locations adjacent to the UF campus demonstrate an overall downward trend since 1985, although most of that decline occurred during the first of the three intervening decades. [The report notes that these two locations are consistently amongst the highest bicycle volumes collected throughout Alachua County.] The count location that represents the eastern portion of the study corridor demonstrates the opposite trend, with bicycle volumes generally on the rise since 1999. Three of the four locations experienced a decline in volume between 2009 and 2014, with the exception being the site along S 2nd Avenue. The *2014 Bicycle Usage Trends Report* contains additional details, including all years collected and intersection bicycle turning movements for the 2014 counts.

Historical Crash Data

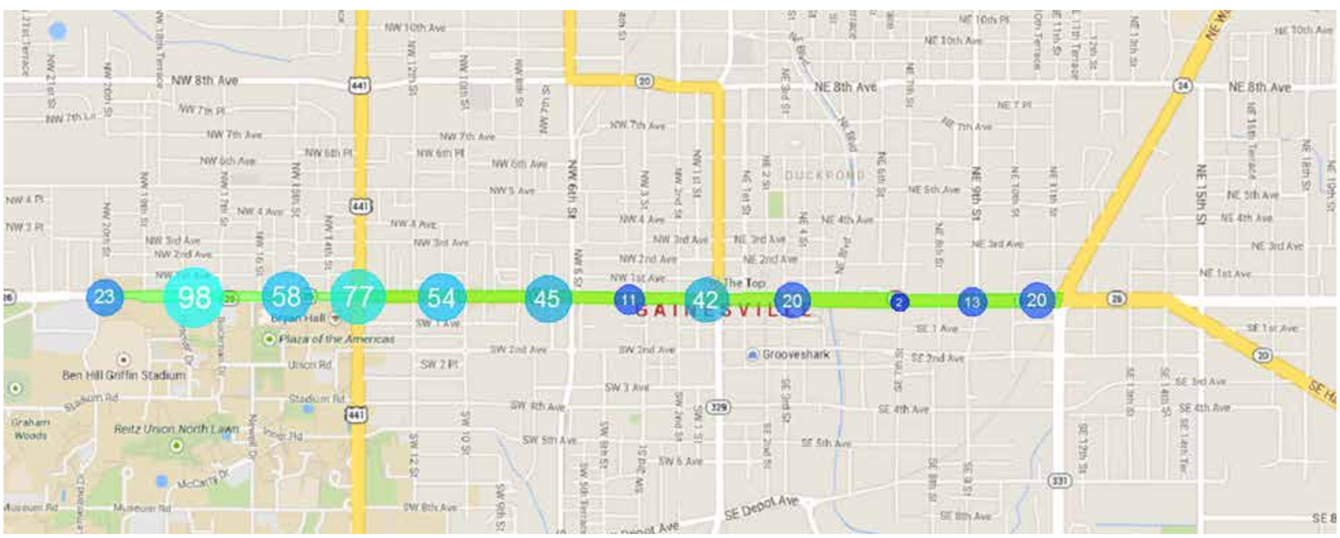
Introduction

A crash analysis was undertaken based on the past three years of crash data for the study corridor. The crash analysis includes an overall examination and separately focuses specifically on bicycle and pedestrian crashes. Temporal, roadway condition, and crash type trends are included in the analysis.

Overall, it was determined that most crashes exhibited a combination of the following characteristics: resulting in one or less injury, involving a rear end collision, occurring during daylights hours, occurring under non-adverse weather, lighting, or road surface conditions, concerning contact primarily between two motor vehicles, and not involving alcohol. Small sample sizes of bicycle and pedestrian crashes makes drawing definitive conclusions about trends difficult. However, both bicycle and pedestrian crashes more often resulted in injury. Most often, bicycle crashes occurred during daylight hours while pedestrian crashes occurred between 7pm-7am. A substantial amount of pedestrian crashes (35%) were alcohol related, with the pedestrian suspected to be under the influence more frequently than the driver.

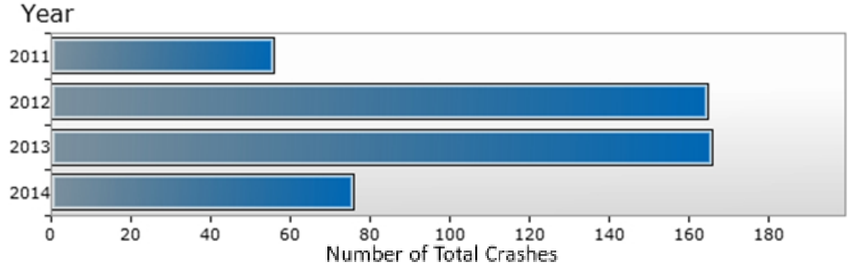
Crash Trends

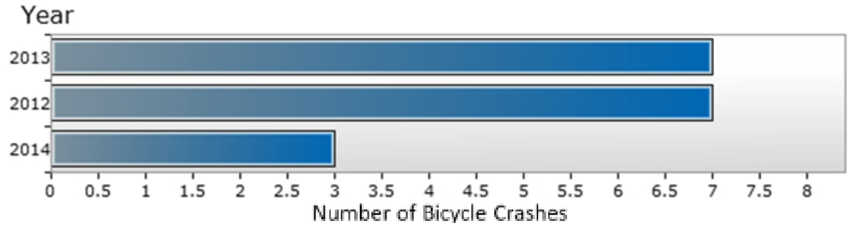
Motor vehicle crash trends were analyzed in the study area for the three year period from September 1, 2011 to August 31, 2014. Crash data was provided by the University of Florida GeoPlan Center's Signal Four Analytics. Four-hundred and sixty-three (463) total crashes were reported, with 17 crashes involving a bicyclist and 23 crashes involving a pedestrian. A map of the study area is shown below with predominant crash locations identified.

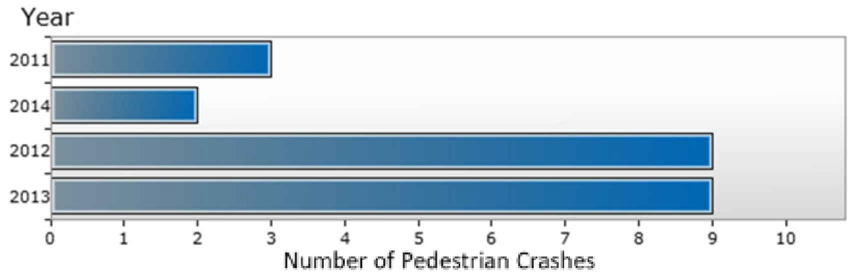


Temporal Trends

From September 1, 2011 to August 31, 2014, 463 total crashes occurred. When analyzing the two full years of data, 2012 and 2013, average annual crashes remain steady.

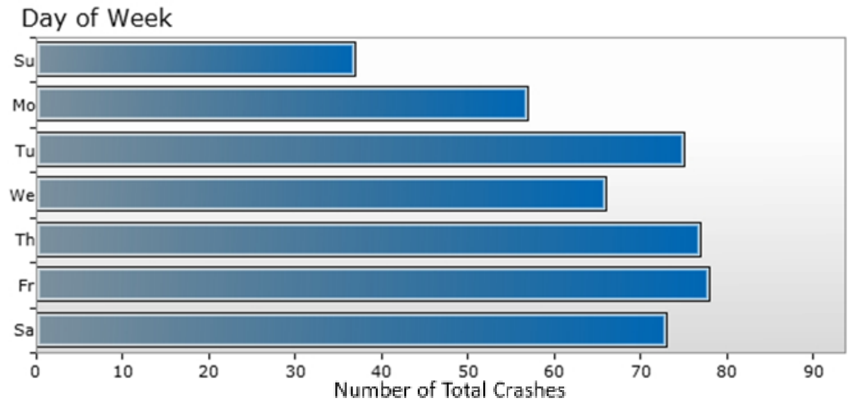


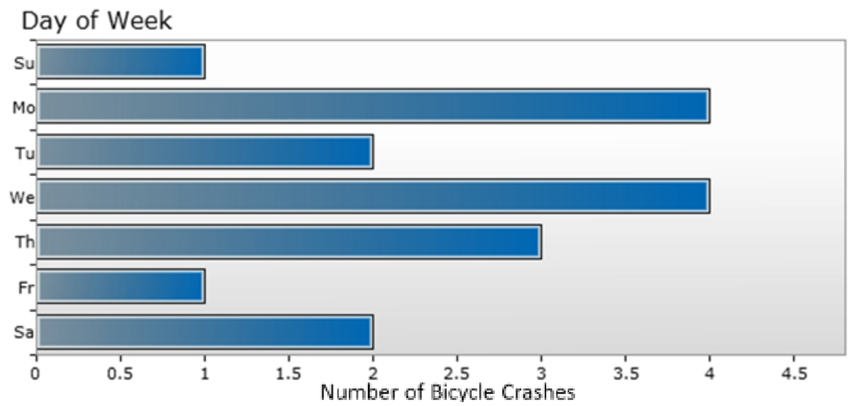


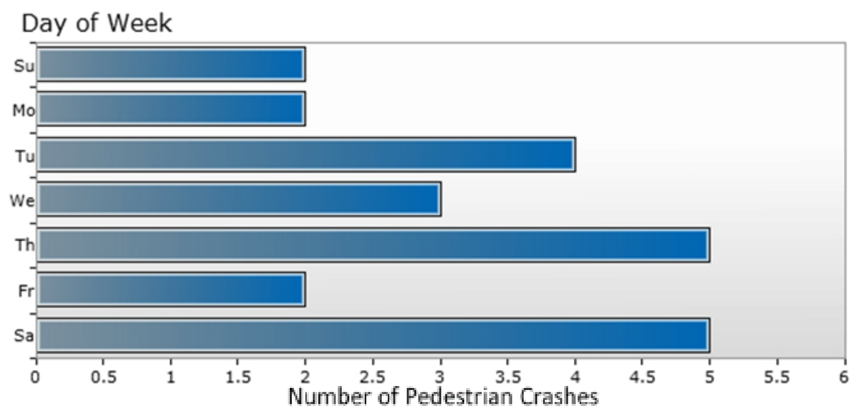


Friday is the day of the week that experiences the greatest number of crashes on the corridor. The number of crashes on Sunday is significantly lower than the other days of the week

The most bicycle crashes occurred on Monday and Wednesday while the most pedestrian crashes occurred on Thursday and Saturday. Only 17 bicycle crashes occurred compared to 23 pedestrian crashes. In both cases, prominent conclusions are difficult to draw due to such a small sample size.

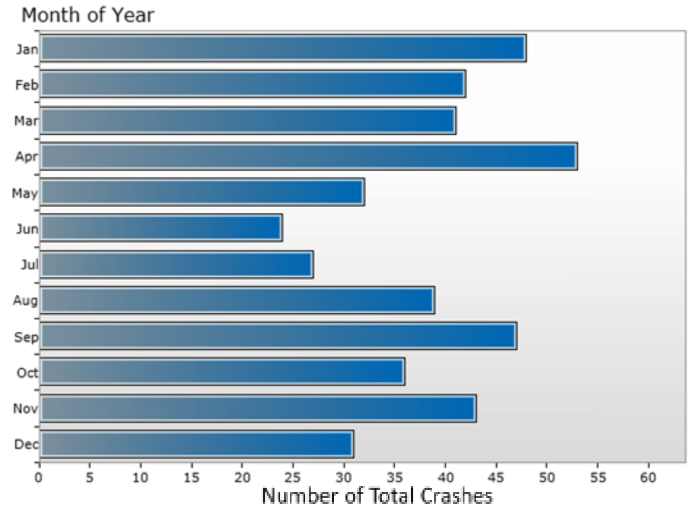


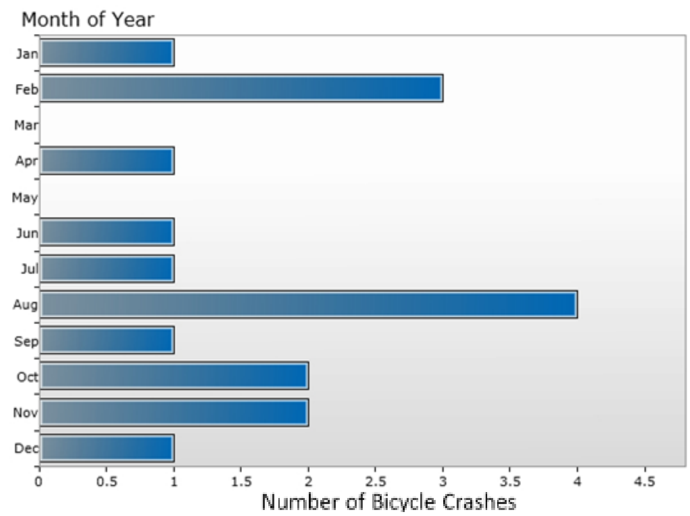


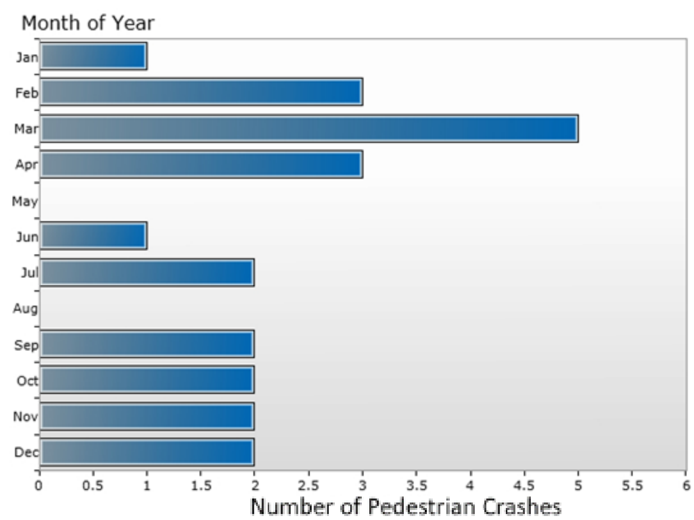


The total number crashes by month of year reveals that April experienced the most crashes, followed by January and September. Crashes are least frequent in the summer month and in December, months when campus activity is generally lightest.

Bicycle and pedestrian crashes do not show discernable seasonal trends.

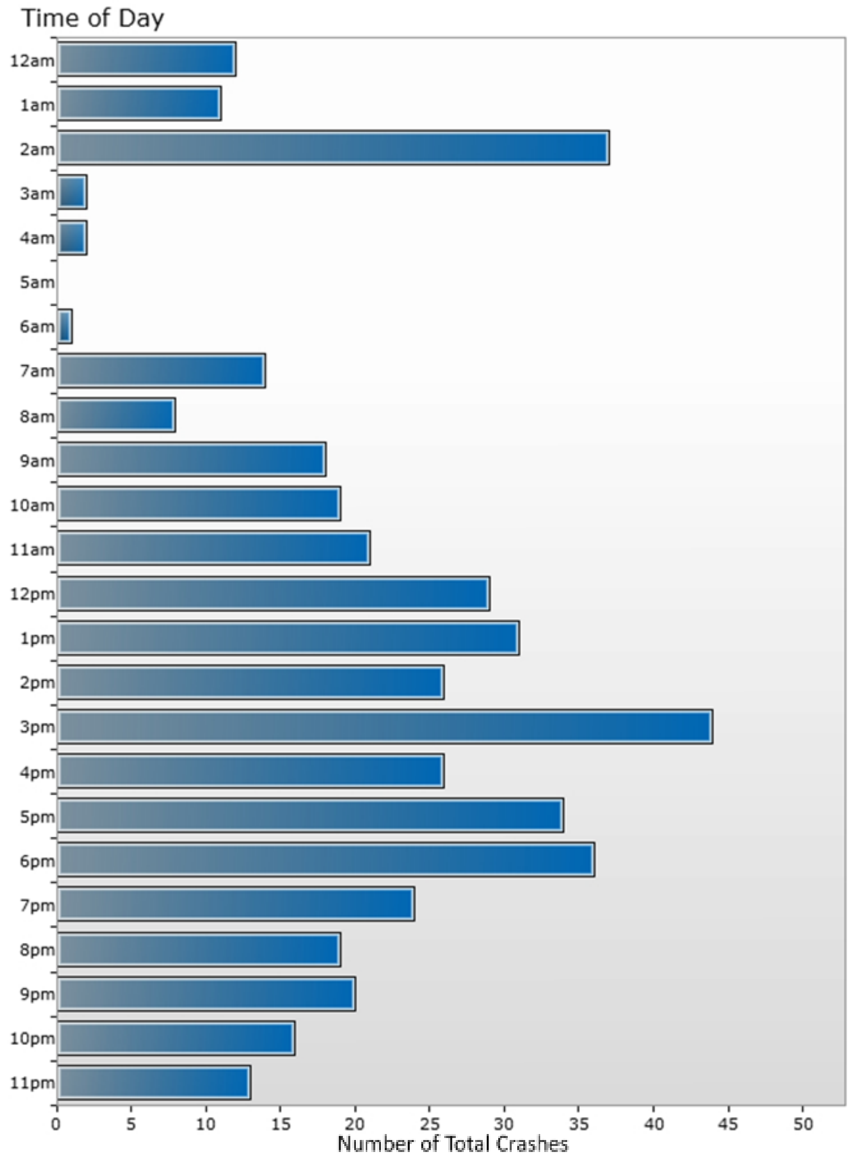




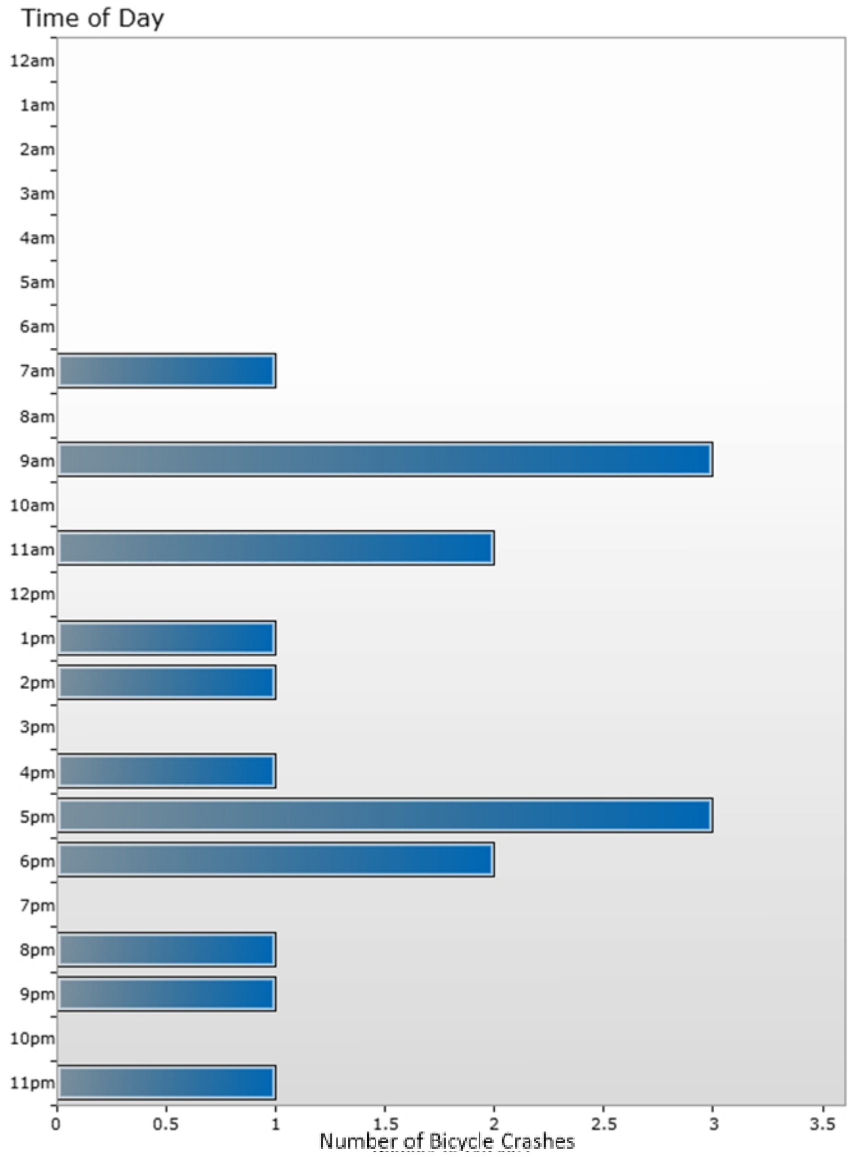


The most number of crashes occurred during the 3pm hour. There is a general increase in crashes from the late morning until a peak in the afternoon followed by a drop-off into the late evening hours.

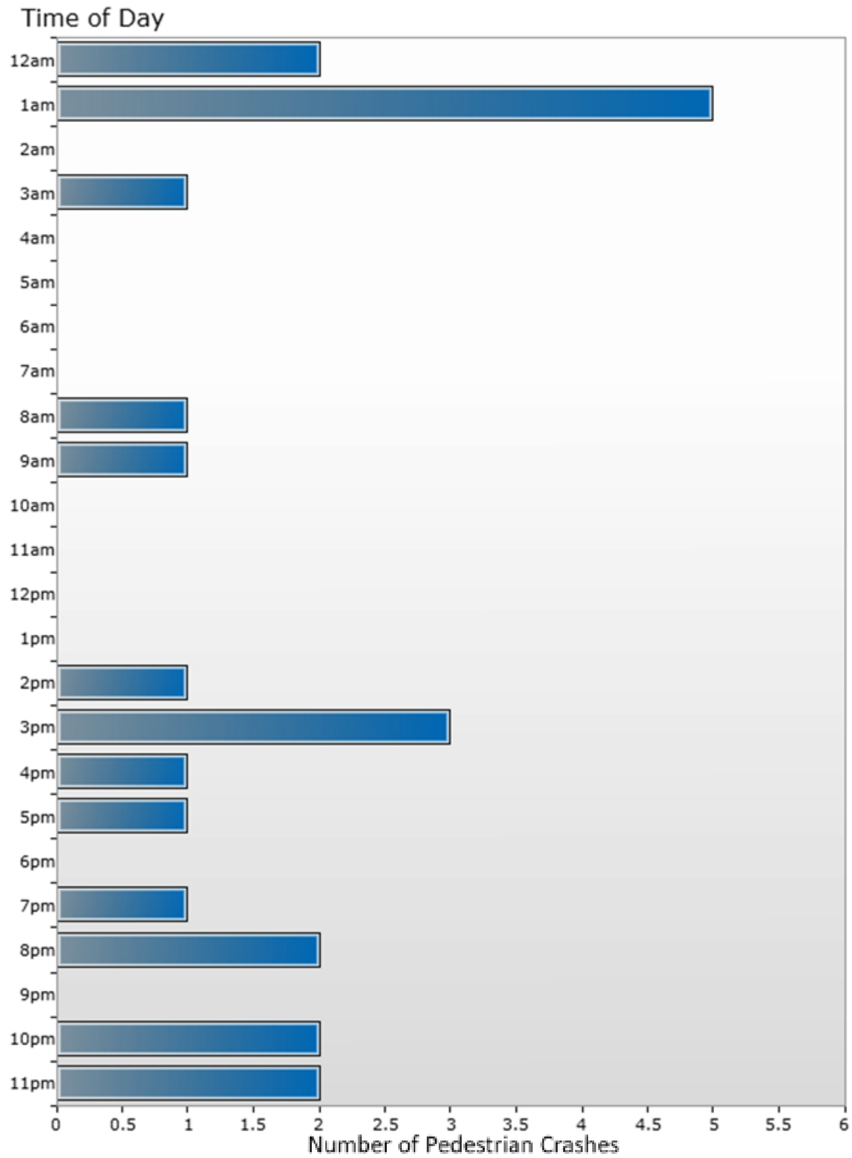
A noticeable spike in crashes occurred during the 2am hour. This spike may be explained by the corridor featuring numerous night-time entertainment venues and bars.



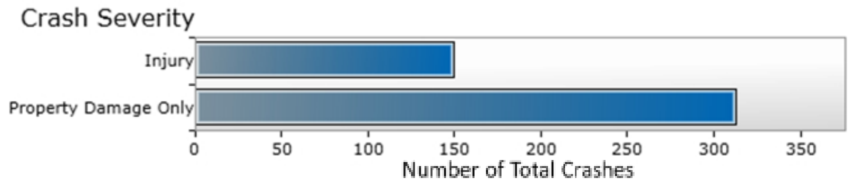
Bicycle crashes occurred sporadically between 7:00am and midnight. While the sample size is small, the greatest number of bicycle crashes occurred during the morning and afternoon peak travel periods.

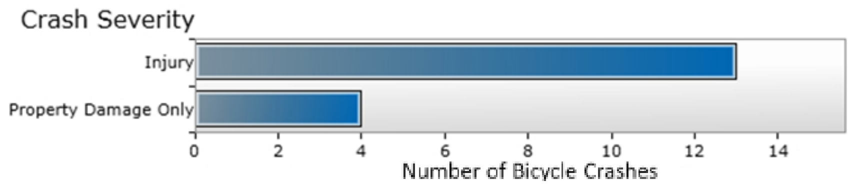


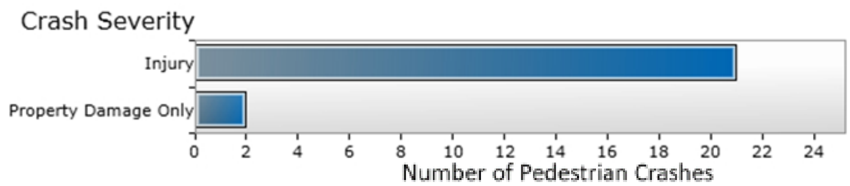
The highest number of pedestrian crashes occurred during the 1am hour. This can likely be explained similarly to the early morning peak seen in the total crashes by time of day analysis. Interestingly, more pedestrian crashes occurred between the hours of 7pm-7am (14) then during daylight hours between 7am-7pm (9). This might suggest inadequate lighting conditions. However, there is a much stronger correlation between pedestrian crashes and the involvement of alcohol compared to lighting conditions. This correlation will be explored later in this report.



Injury Trends







Injuries occurred far more frequently in crashes involving bicyclists and pedestrians compared to overall crashes. This type of trend is expected as a bicyclist or pedestrian has a higher potential to sustain injury than a motorist in a vehicle.

Out of 463 total crashes, 150 crashes occurred in which at least one injury was reported (32%). This figure is skewed slightly by the inclusion of bicycle and pedestrian crashes. There were 216 injuries reported altogether, and 43 crashes resulted in more than one injury.

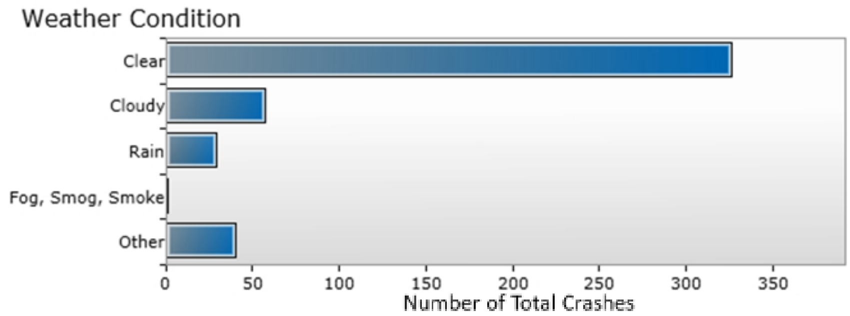
This high number of crashes resulting in multiple injuries could be the result of one or more of the following: crashes involving higher speeds, crashes where multiple parties are at fault, and crashes involving motor vehicles occupied by multiple persons. Crashes involving motor vehicles occupied by multiple persons likely have the greatest impact on the number of crashes resulting in more than one injury. This is especially true if those involved were not wearing a safety harness.

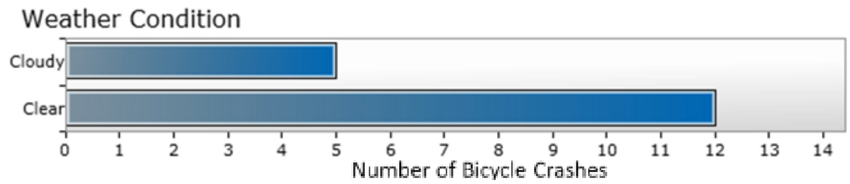
Weather Conditions

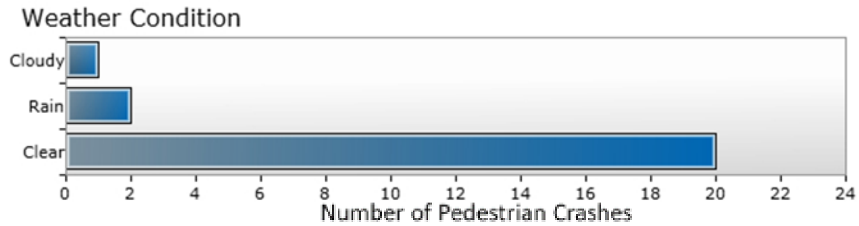
Of the 463 reported crashes, 383 (83%) occurred during clear or cloudy weather conditions. Rain was involved in only 29 crashes, and 40 crashes involved a condition other than what is listed.

All 17 bicycle crashes occurred during clear or cloudy weather conditions. The lack of crashes in other conditions is likely tied to a reduction in the volume of bicycling activity during adverse weather conditions.

Of the 23 reported pedestrian crashes, only two involving rainy weather conditions occurred. Similarly to crashes involving bicyclists, this low figure is likely tied to a reduction in pedestrian traffic during adverse weather conditions, though perhaps not to the same degree.



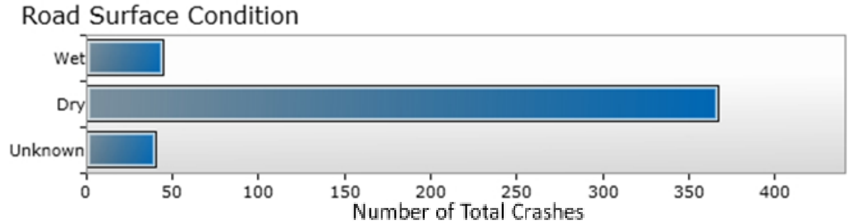


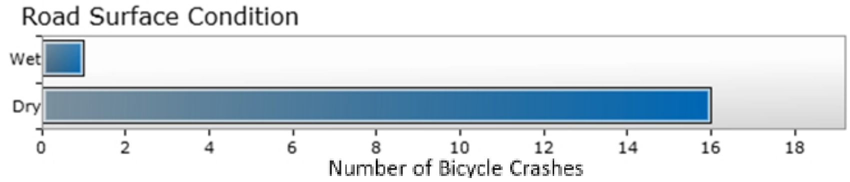


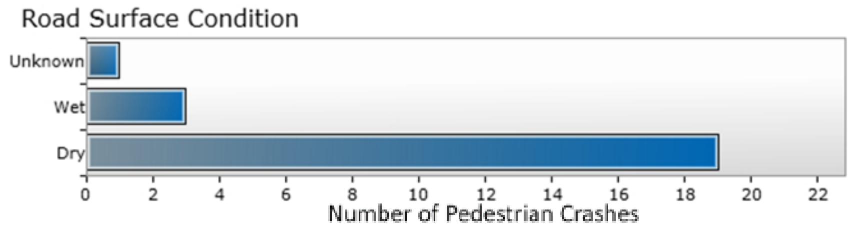
Road Surface Condition

Road surface condition had seemingly minimal impact on the majority of reported crashes. Most crashes involved a dry road surface. Of the 463 total crashes, only 45 (10%) involved a wet road surface while 41 crashes involved an unknown road surface.

A wet road surface was involved in a similarly low number of bicycle and pedestrian crashes. This is likely tied to a reduction in the volumes of bicycle and pedestrian traffic during adverse weather conditions.





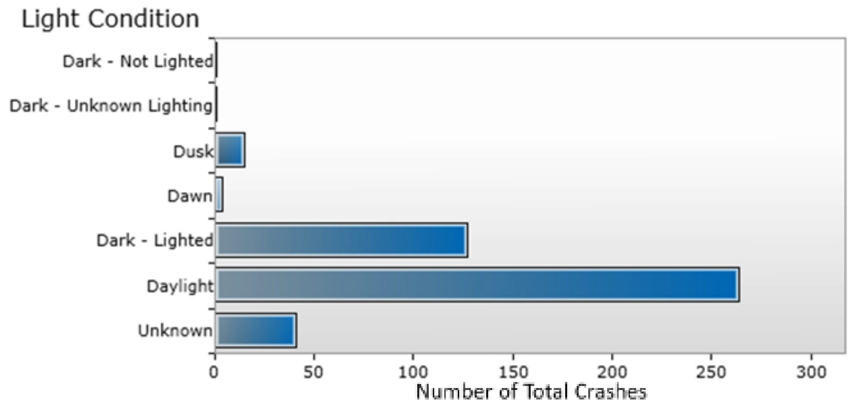


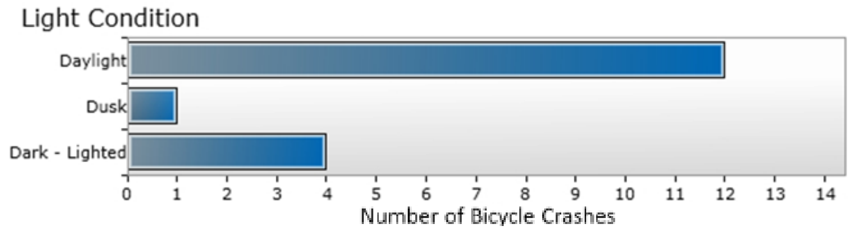
Light Condition

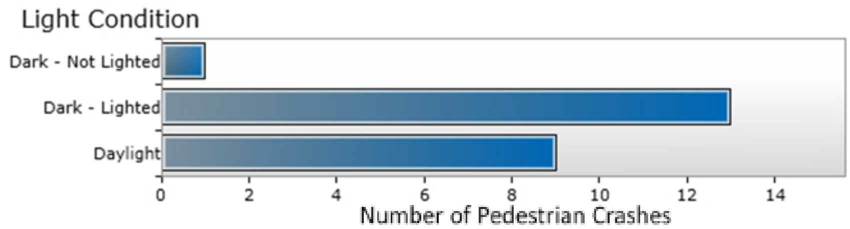
Of the 463 total reported crashes, 264 (57%) occurred during daylight conditions. An additional 127 occurred in dark-lighted conditions, while 41 crashes occurred during unknown lighting conditions. Significantly more crashes occurred at dusk (15) than at dawn (four). Only one crash occurred during dark-not lighted conditions. A single crash occurred during dark-unknown lighting conditions as well.

Similar trends can be observed for bicycle crashes, with the majority occurring during daylight hours.

Pedestrian crashes occurred mostly during dark-lighted conditions. This supports previous data that indicates an increase in pedestrian crashes between the hours of 7pm-7am.





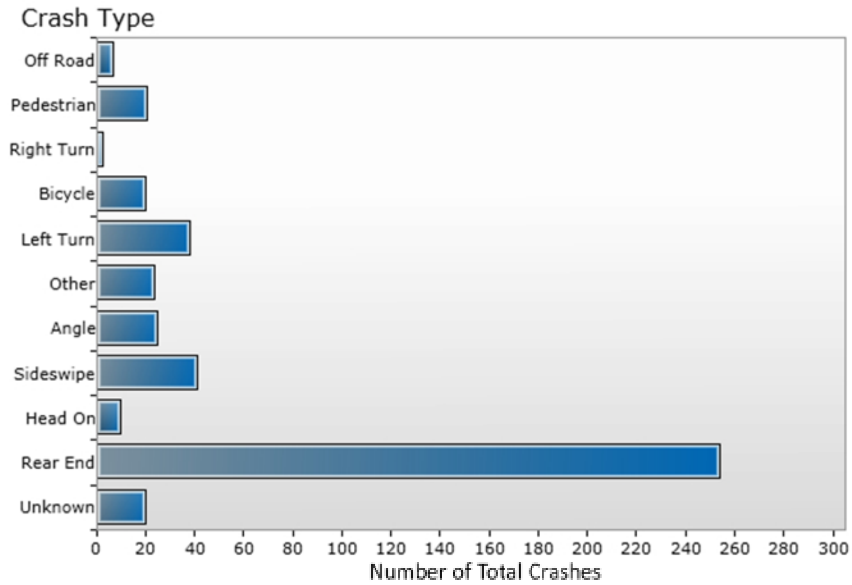


Crash Type

By far the most common crash type reported was rear end collision. Of the 463 reported crashes, 254 (55%) were rear end collisions. Sideswipe collisions were second most frequent, followed by left turn collisions.

These trends suggest that most crashes occurred as the result of an at-fault driver following too close or being inattentive. A relatively high number of sideswipe collisions suggests an at-fault driver who either misjudged a clearance or was inattentive. Left turn and angle collisions suggest a failure to yield on the part of the at-fault driver.

Only ten collisions were head on, while only seven crashes occurred off the roadway. These types of crashes are typically more severe. This correlates highly with the relatively low number of injuries and complete absence of fatalities.



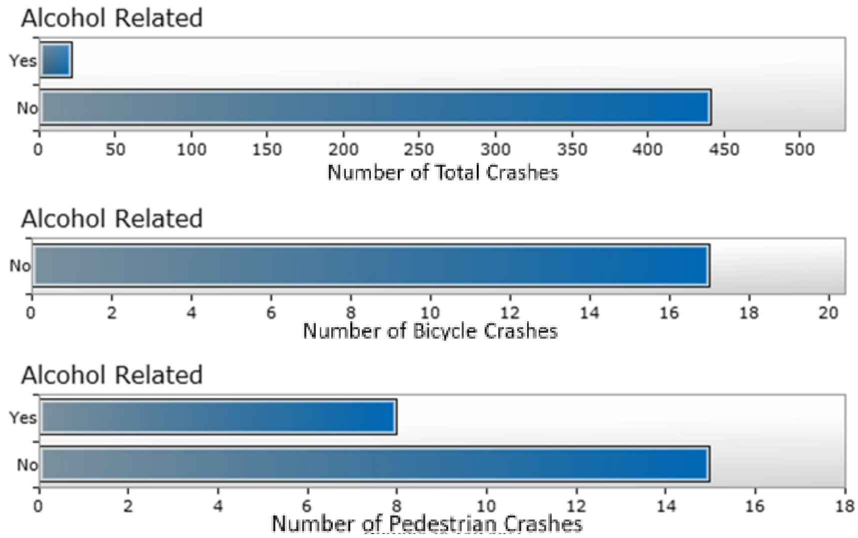
Alcohol Related Trends

Alcohol was reported as being involved in 22 of 463 total reported crashes, less than five percent. No bicycle crashes were reported as involving alcohol.

The same cannot be said for alcohol related pedestrian crashes. Alcohol was involved in about 35% of pedestrian crashes. While the sample size of pedestrian crashes is small, this trend is noticeable and deserves attention.

Of the eight pedestrian crashes reported as involving alcohol, four occurred during the 1am hour. Two occurred during the 8pm hour while 2pm and 11pm also had a pedestrian crash. Only one crash resulted in a D.U.I. for the driver. While alcohol was involved in eight crashes, the pedestrian who was struck was suspected to be under the influence in six of the crashes. More often than not, the pedestrian was witnessed as standing in the middle of the road or suddenly darting into traffic. According to multiple *Florida Traffic Crash Reports*, pedestrians were commonly struck outside of a designated crosswalk.

Note that crashes may be reported as alcohol related if either person involved is *suspected* of being under the influence. Categorization as alcohol related does not necessarily mean that a D.U.I. was issued for the driver or a citation for the pedestrian.

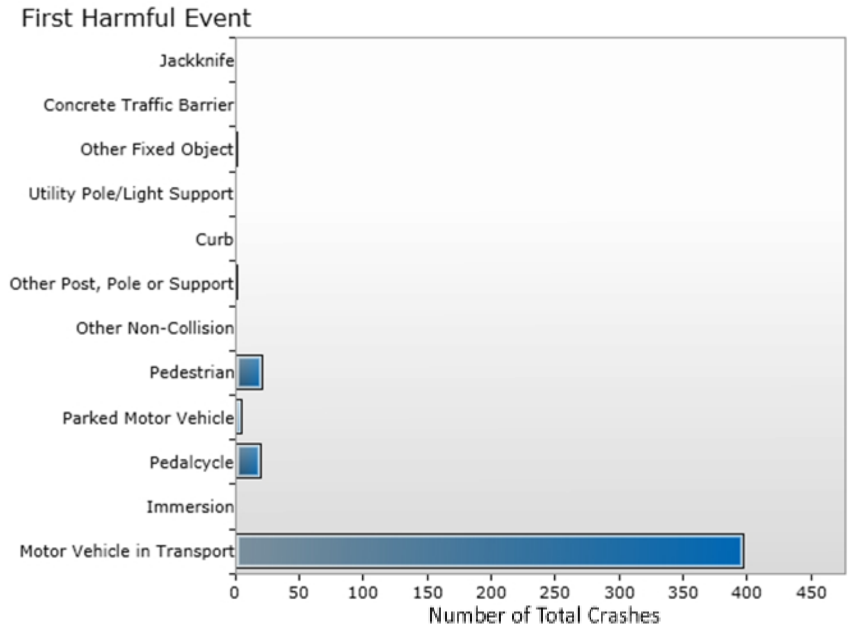


First Harmful Event

The first harmful event describes the first injury or damage producing event of a crash. It is similar to most harmful event, which describes the incident that produces the most serious injury or the most damage. Often times, especially for low speed collisions, first harmful event and most harmful event are the same.

By far the most common first harmful event was motor vehicle in transport (86%). This indicates that the initial event of a crash was due to contact between two travelling motor vehicles. Other than bicycle and pedestrian crashes, the only other first harmful event reported in more than two crashes was parked motor vehicle.

A lack of first harmful events with fixed objects suggests a few important details about the roadway on which these crashes occurred. This low number of crashes with fixed objects suggests that University Avenue is well designed both in terms of geometry and speed limit. Thus, drivers typically have ample time and space to anticipate and react to events occurring within the roadway.



Right-of-Way

The right-of-way width along the study corridor varies from a minimum of 43 feet to a maximum of 71 feet with an average width of 56 feet. The right-of-way line is generally located at the back of existing sidewalks, meaning that the corridor is largely constrained in this regard. Right-of-way boundaries and existing adjacent land uses can be seen in Appendix B.

Environmentally Sensitive and Hazardous Materials Locations

No environmentally sensitive areas or documented hazardous material sites are known within the corridor right-of-way that would impact the study's eventual recommendations.

Land Use Scenario

To begin to study the potential future buildout scenario for the SR 26 Corridor it was necessary to examine the opportunities and constraints that exist within the corridor. The first constraint to consider was to identify the current Historic Districts within which it is not anticipated that development intensity would likely increase in the future. The City's Comprehensive Plan includes a series of maps that identify five Historic Districts with parcels lying within the study corridor: University Heights Historic District North, University Heights Historic District South, Pleasant Street Historic District, the Northeast Gainesville Residential Historic District and the Southeast Gainesville Historic District. Additionally, the Comprehensive Plan includes another map of Designated Historically Significant Properties, several of which are located within the study area. These parcels are located outside of the Historic Districts and are either listed on the National Register, listed on the Local Register or on both and should be considered to remain as developed with respect to our future development scenario.

The future land use designations of parcels not listed on the Historic Register or located with Historic Districts were then reviewed for potential future buildout. Density can be defined by dwelling units per acre, floor area ratio, maximum lot coverage or maximum building height or may require a combination of these factors to fully define the potential development opportunity. Where the Future Land Use Designations provided only a maximum dwelling unit factor a general height limitation was derived from reviewing the policies within the current Land Development Code (in effect on 7/2014) for those zoning districts permitted within the Land Use Designation. Incorporating the height limitations into the development scenario will assist in the visualization of the corridor's potential future buildout. The following are the density factors for the land use designations that fall within the study area and other assumptions made that will be used to develop the potential future buildout scenario:

Residential Low-Density – up to 12 units per acre (height generally 35' or 3 stories)

Residential Medium Density – between 8 and 30 units per acre (height 3 stories with a bonus opportunity to 5 stories)

Residential High-Density – between 8 and 100 units per acre (height 5 stories)

Mixed-Use Residential – up to 75 units per acre (height generally 3 stories)

Mixed-Use Low-Intensity – between 8 and 30 units (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use Medium-Intensity – between 12 and 30 units per acre (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use High-Intensity – up to 150 units per acre (height limit of 6 stories [88'] or 8 stories [116'] with bonuses

Urban Mixed-Use 1 - between 8 and 75 units (height minimum 24' up to 6 stories)

Urban Mixed-Use 2 – between 10 and 100 units per acre with potential additional 25 units per acre by special permit (height limit 6 stories)

Commercial - height limit of 5 stories with a maximum of 8 stories possible with special use permit (assumption 10' setback; minimum 25' setback near residential but may be greater based on building height and sun angle coverage; 40% maximum lot coverage)

Education – no floor area ratio maximum

Recreation – intensities based on the Recreation Element of the Comprehensive Plan

Public and Institutional Facilities – maximum lot coverage of 80 percent except in urban core

Planned Development – this would apply to the University Corners PUD where the underlying Mixed Use Residential and Mixed Use Low designations were applied

To develop the preliminary future buildout scenario, these intensities were applied on a lot by lot basis using land area information from the Property Appraiser's GIS files. Future development would likely involve the assemblage of multiple parcels. This preliminary future buildout scenario is based on intensity calculations only and does not consider factors such as street edge, landscaping and parking requirements.

The projected future increases in density and intensity of land use in the blocks that are adjacent to the study corridor are as follows:

- Blocks 1 to 14 (Gale Lemerand Drive to W 10th Street) are programed to allow an increase of 2,735 dwellings
- Blocks 15 to 23 (W 10th Street to W 3rd Street) are programmed to allow an increase of 4,118 dwellings
- Blocks 24 to 35 (W 3rd Street to E 7th Street) are programmed to allow an increase of 4,388 dwellings
- Blocks 36 to 39 (E 7th Street to Waldo Road) are programed to allow up to 200,000 s.f. of commercial and service uses.

This analysis considers the portion of CRA plan overlap and historic district restrictions.

Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W_t (ft)	W_l (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS	Motor Vehicle LOS	Transit LOS
Gale Lemerand Dr	NW 19th St	EB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.52**	**D**	**D**	**A**
Gale Lemerand Dr	NW 19th St	WB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.52**	**D**	**D**	**A**
NW 19th St	NW 18th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	**4.21**	**D**	**3.51**	**D**	**D**	**A**
NW 19th St	NW 18th St	WB	4	27,000	30	2	16	0	0	8	0	0	17.5	Fair	≥30% and < 70%	**3.53**	**D**	**3.36**	**C**	**D**	**A**
NW 18th St	NW 17th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	**4.21**	**D**	**3.51**	**D**	**D**	**A**
NW 18th St	NW 17th St	WB	4	27,000	30	2	19	8	75	8	0	0	17.5	Fair	≥30% and < 70%	**3.69**	**D**	**2.45**	**B**	**D**	**A**
NW 17th St	NW 16th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.21**	**D**	**3.51**	**D**	**D**	**B**
NW 17th St	NW 16th St	WB	4	27,000	30	2	19	8	50	7	0	0	4.5	Fair	≥30% and < 70%	**3.01**	**C**	**2.66**	**C**	**D**	**B**
NW 16th St	NW 15th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.21**	**D**	**3.51**	**D**	**D**	**B**
NW 16th St	NW 15th St	WB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.21**	**D**	**3.51**	**D**	**D**	**B**
NW 15th St	NW 14th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.47**	**C**	**D**	**B**
NW 15th St	NW 14th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.47**	**C**	**D**	**B**
W 14th St	W 13th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.47**	**C**	**D**	**B**
W 14th St	W 13th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.47**	**C**	**D**	**B**
W 13th St	W 12th St	EB	4	25,000	30	2	20	8	50	8	0	0	2.5	Fair	≥30% and < 70%	**2.77**	**C**	**2.50**	**B**	**D**	**D**
W 13th St	W 12th St	WB	4	25,000	30	2	12	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**4.05**	**D**	**3.35**	**C**	**D**	**D**
W 12th St	W 11th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**2.01**	**B**	**D**	**D**
W 12th St	W 11th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.21**	**C**	**D**	**D**
W 11th St	W 10th St	EB	4	22,000	30	2	21	8	75	8	0	0	2.5	Fair	≥30% and < 70%	**3.25**	**C**	**2.13**	**B**	**D**	**D**
W 11th St	W 10th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.21**	**C**	**D**	**D**
W 10th St	W 8th St	EB	4	22,000	30	2	19	8	75	8	0	0	2.5	Fair	≥30% and < 70%	**3.57**	**D**	**2.15**	**B**	**D**	**D**
W 10th St	W 8th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.21**	**C**	**D**	**D**
W 8th St	W 7th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**2.01**	**B**	**D**	**D**
W 8th St	W 7th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.21**	**C**	**D**	**D**
W 7th St	W 6th St	EB	4	22,000	30	2	19	8	75	5	3	30	2.5	Fair	≥30% and < 70%	**3.57**	**D**	**2.08**	**B**	**D**	**D**
W 7th St	W 6th St	WB	4	22,000	30	2	11	0	0	5	3	65	2.5	Fair	≥30% and < 70%	**4.09**	**D**	**3.17**	**C**	**D**	**D**
W 6th St	W 3rd St	EB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	**4.12**	**D**	**3.13**	**C**	**D**	**D**
W 6th St	W 3rd St	WB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	**4.12**	**D**	**3.13**	**C**	**D**	**D**
W 3rd St	W 2nd St	EB	4	18,700	30	2	11	0	0	5	3	40	2.5	Fair	≥30% and < 70%	**3.96**	**D**	**2.89**	**C**	**D**	**D**
W 3rd St	W 2nd St	WB	4	18,700	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	**3.96**	**D**	**3.01**	**C**	**D**	**D**

Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W_t (ft)	W_l (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS	Motor Vehicle LOS	Transit LOS
W 2nd St	W 1st St	EB	4	18,700	30	2	11	3	0	5	5	40	2.5	Fair	≥30% and < 70%	**3.58**	**D**	**2.64**	**C**	**D**	**D**
W 2nd St	W 1st St	WB	4	18,700	30	2	13	0	0	8	4	25	2.5	Fair	≥30% and < 70%	**3.72**	**D**	**2.49**	**B**	**D**	**D**
W 1st St	N Main St	EB	4	18,700	30	2	12	0	0	5	3	50	2.5	Fair	≥30% and < 70%	**3.84**	**D**	**2.90**	**C**	**D**	**D**
W 1st St	N Main St	WB	4	18,700	30	2	13	0	0	4	3	30	2.5	Fair	≥30% and < 70%	**3.72**	**D**	**2.86**	**C**	**D**	**D**
N Main St	E 1st St	EB	4	16,400	30	2	12	0	0	4	4	40	4.2	Fair	≥30% and < 70%	**3.75**	**D**	**2.73**	**C**	**D**	**B**
N Main St	E 1st St	WB	4	16,400	30	2	11	0	0	5	3	35	4.2	Fair	≥30% and < 70%	**3.86**	**D**	**2.73**	**C**	**D**	**B**
E 1st St	E 3rd St	EB	4	16,400	30	2	11	0	0	7	4	60	4.2	Fair	≥30% and < 70%	**3.86**	**D**	**2.61**	**C**	**D**	**B**
E 1st St	E 3rd St	WB	4	16,400	30	2	11	0	0	6	6	50	4.2	Fair	≥30% and < 70%	**3.86**	**D**	**2.50**	**C**	**D**	**B**
E 3rd St	E 4th St	EB	4	16,400	30	2	11	0	0	6	5	45	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.54**	**C**	**D**	**E**
E 3rd St	E 4th St	WB	4	16,400	30	2	12	0	0	5	10	45	1	Fair	≥30% and < 70%	**3.75**	**D**	**2.26**	**B**	**D**	**E**
E 4th St	E 5th St	EB	4	16,400	30	2	11	2	0	5	3	50	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.74**	**C**	**D**	**E**
E 4th St	E 5th St	WB	4	16,400	30	2	11	0	0	5	10	35	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.16**	**B**	**D**	**E**
E 5th St	NE Blvd	EB	4	16,400	30	2	11	0	0	5	6	45	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.54**	**C**	**D**	**E**
E 5th St	NE Blvd	WB	4	16,400	30	2	11	0	0	5	10	30	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.10**	**B**	**D**	**E**
NE Blvd	E 7th St	EB	4	16,400	30	2	11	0	0	5	8	65	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.53**	**C**	**D**	**E**
NE Blvd	E 7th St	WB	4	16,400	30	2	11	0	0	5	6	70	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.65**	**C**	**D**	**E**
E 7th St	E 8th St	EB	4	16,400	35	2	12	0	0	5	7	60	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.66**	**C**	**D**	**E**
E 7th St	E 8th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.61**	**C**	**D**	**E**
E 8th St	E 9th St	EB	4	16,400	35	2	12	0	0	5	7	35	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.49**	**B**	**D**	**E**
E 8th St	E 9th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	**3.86**	**D**	**2.61**	**C**	**D**	**E**
E 9th St	E 10th St	EB	4	18,100	35	2	12	0	0	5	8	50	0	Fair	≥30% and < 70%	**3.94**	**D**	**2.64**	**C**	**D**	**F**
E 9th St	E 10th St	WB	4	18,100	35	2	12	0	0	5	7	65	0	Fair	≥30% and < 70%	**3.94**	**D**	**2.78**	**C**	**D**	**F**
E 10th St	NE Waldo Rd	EB	4	18,100	35	2	12	0	0	5	3	0	0	Fair	≥30% and < 70%	**3.94**	**D**	**3.18**	**C**	**D**	**F**
E 10th St	NE Waldo Rd	WB	4	18,100	35	2	12	0	0	5	4	0	0	Fair	≥30% and < 70%	**3.94**	**D**	**3.14**	**C**	**D**	**F**

Appendix B:

Right-of-Way Boundaries and Adjacent Land Use Characteristics

BLOCK N.1A			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
O	35,773	24,319	41
PUD	8,482	1,727	
RL	39,005	8,933	

BLOCK N.2C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
RL	53,227	10,573	
BLOCK N.2B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
RL	86,479	21,842	
BLOCK N.2A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	86,400	42,052	147

BLOCK N.3C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du
MUR	53,127	21,512	50
BLOCK N.3B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	86,463	21,512	74
BLOCK N.3A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	86,327	29,269	147

BLOCK N.4C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
MUR	53,227	10,573	53
BLOCK N.4B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
UMU1	86,481	5,263	87
BLOCK N.4A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
UMU1	86,310	55,341	146

BLOCK N.5C:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	53,188	24,345	51

BLOCK N.5B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	43,301	25,262	42
MUR	27,140	2,353	25
PF	10,751	0	
MUL	5,430	4,841	2

BLOCK N.5A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	86,174	40,395	147

BLOCK N.6C:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	18,489	9,250	18

BLOCK N.6A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	38,354	9,389	49
MUR	17,572	9,389	10

BLOCK N.7B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	107,826	53,536	106

BLOCK N.7A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	34,140	8,346	58

BLOCK N.8C:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	60,461	14,294	58

BLOCK N.8B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUR	61,245	19,999	59

BLOCK N.8A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU1	71,171	24,078	120

BLOCK N.9C:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
PUD	39,726	0	17

BLOCK N.9B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
PUD	51,662	0	21

BLOCK N.9A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
PUD	61,680	8,714	40

BLOCK N.10A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	184,347	39,129	115

BLOCK S.10A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	143,323	46,319	339

BLOCK S.10B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	151,330	43,546	116

BLOCK N.11A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	20,996	9,371	64
RH	55,659	11,945	

BLOCK N.12A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	28,154	0	48
RH	49,707	16,893	

BLOCK N.13B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
MUL	45,567	8,015	
RH	89,326	15,754	

BLOCK N.13A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	42,674	22,453	96

BLOCK S.13A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	72,238	34,992*	161
RH	99,793	18,288	

BLOCK S.13B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
O	45,965	12,560	
UMU2	81,430	26,577	116

BLOCK N.14B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
RH	90,480	22,554	

BLOCK N.14A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	66,448	15,590	112

BLOCK N.15A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	21,079	4,200	48
RH	97,510	25,207	

BLOCK S.15A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	47,386	15,858	106

BLOCK S.15B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	152,799	10,921	206
RH	99,793	18,288	

BLOCK N.16A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	23,013	1,393	52
RH	30,469	6,292	

BLOCK S.16A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	97,188	36,275	221

BLOCK N.17B:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
RH	72,486	21,015	

BLOCK N.17A:

LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf/du)
UMU2	76,893	24,637	225
UMU2	76,893	24,637	225

60' 0 60'

GENESIS GROUP
FROM VISION TO REALITY


N.23C
N.24C
N.23B
N.24B
N.23A
N.24A
7A
N.18A
N.19A
N.20A
N.21A
N.22A
N.W. 8th St.
N.W. 7th Terr.
N.W. 7th St.
N.W. 6th St.
N.W. 5th St.
N.W. 3rd St.
.314 ac - 47 du < 10 far
S.R. 26 (W. University Ave)
S.R. 26 (W. University Ave)
S.R. 26 (W. University Ave)
S.18A
S.21A
S.22A
S.23A
S.24A
S.W. 8th St.
S.W. 7th St.
S.W. 6th St.
S.W. 5th Terr.
S.W. 3rd St.
.314 ac - 47 du < 10 far
4.44 ac - 665 du
< 10 far
.79 ac - 118 du
< 10 far
.553 ac - 82 du
< 10 far
.771 ac - 115 du
< 10 far
.08 ac - 12 du
1.1 ac - 165 du
< 10 far
.30 ac - 45 du
< 10 far
.333 ac - 50
du < 10 far
.112 ac - 16 du
.179 ac - 26 du
< 10 far
.153 ac - 23 du <
1.78 ac - 266 du < 10 far
60'
0
60'
GENESIS GROUP
FROM VISION TO REALITY

N.24C
N.25C
N.26C
N.27C
N.28C
N.29C
N.24B
N.25B
N.27B
N.28A
N.24A
N.25A
N.26A
N.27A
N.W. 3rd St.
N.W. 2nd St.
N.W. 1st St.
N. Main St.
N.E. 1st St.
N.E. 3rd St.
S.R. 26 (W. University Ave)
S.W. 3rd St.
S.W. 2nd St.
S.W. 1st St.
S. Main St.
S.E. 1st St.
S.E. 3rd St.
1.1 ac - 165 du
< 10 far
.30 ac - 45 du
< 10 far
.333 ac - 50
du < 10 far
.25 ac - 37 du
< 10 far
.179 ac - 26 du
< 10 far
.153 ac - 23 du < 10 far
S.24A
1.78 ac - 266 du < 10 far
.27 ac - 40 du
< 10 far
S.25A
.246 ac - 36 du < 10 far
.198 ac - 28 du < 10 far
S.26A
.277 ac - 41 du < 10 far
.113 ac - 16
du < 10 far
.069 ac - 10 du
< 10 far
.072 ac - 10 du
1.329 ac - 199 du < 10 far
S.27A
1.213 ac - 182 du < 10 far
.966 ac - 145 du < 10 far
S.28A
S.25B
S.26B
S.27B
S.28B
60'
0
60'
GENESIS GROUP
FROM VISION TO REALITY

60'
0
60'
GENESIS GROUP
FROM VISION TO REALITY
N.30C
N.31C
N.32C
N.33B
N.31B
N.32B
N.33A
N.32A
N.31A
N.30A
N.35A
N.E. 3rd St.
N.E. 4th St.
N.E. 5th St.
N.E. Blvd
N.E. 7th St.
N.E. 8th St.
S.R. 26 (W. University Ave)
S.R. 26 (W. University Ave)
S.R. 26 (W. University Ave)
1.098 ac - 164 du < 10 far
1.499 ac - 224 du < 10 far
S.30A
S.33A
S.35A
S.E. 3rd St.
S.E. 7th St.
S.E. 8th St.
S.30B
S.33B
S.34B
S.35B

BLOCK N.36C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RL	99,092	19,402	FUTURE (sf)

BLOCK N.36A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
MUL	60,751	11,376	FUTURE (sf)
RL	179,682	24,024	FUTURE (sf)

BLOCK S.36A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
PUD	27,572	6,605	FUTURE (sf)
MUL	27,985	3,505	FUTURE (sf)
RM	54,503	10,161	FUTURE (sf)

BLOCK N.36C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RM	69,576	11,885	FUTURE (sf)

BLOCK N.37C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RM	100,101	28,611	FUTURE (sf)

BLOCK N.37A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	54,186	4,952	42,181
RM	185,631	22,485	FUTURE (sf)

BLOCK S.37A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	105,454	34,343	42,181
MUL	80,947	15,761	FUTURE (sf)
RM	31,512	7,152	FUTURE (sf)

BLOCK N.38C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RM	99,987	23,794	FUTURE (sf)

BLOCK N.38B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RM	109,143	18,157	FUTURE (sf)

BLOCK N.38A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	60,000	9,396	23,363
RM	50,079	8,540	FUTURE (sf)

BLOCK S.38A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	95,158	18,256	36,972

BLOCK S.38B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	89,282	12,496	34,393

BLOCK N.39C:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
RM	99,884	10,003	FUTURE (sf)

BLOCK N.39B:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	78,769	9,655	31,478

BLOCK S.39A:			
LAND USE:	TOTAL AREA:	CURRENT (sf)	FUTURE (sf)
C	26,154	6,491	9,476

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