



## Agenda Item Summary

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**File #: 23-00763**

**Agenda Date: 12/12/2023**

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**Agenda Item Name:**

**Gainesville Community Reinvestment Area Update (GCRA) and Airport Gateway Phase I Analysis Presentation**

**Presenter:**

Rick Smith, GCRA Director

Sean H. McLendon, Economic Development & Food System Manager 352 548 3765

**Description:**

Hear a presentation updating the Board on the GCRA and the Airport Gateway Phase I Analysis

**Recommended Action:**

Hear presentation

**Prior Board Motions:**

As part of the September 13, 2022, Consent Agenda, the Board approved an amendment to the GCRA interlocal agreement and authorized the Chair to sign.

At the November 10, 2020 Commission meeting, Commissioner Cornell moved option 1 (*Direct staff to coordinate with the Gateway Team to develop a scope of work to study the economic redevelopment potential of the Waldo Road Corridor (aka Airport Gateway Project) within the bounds of the Gainesville Metropolitan Area and bring back to an appropriate County meeting for approval and:* Option 1: Approve the use of up to \$100,000 as contributed by Alachua County to the 2019 City of Gainesville-Alachua County Community Redevelopment Agreement as a 50% match with the City of Gainesville. Option 2: Approve the use of up to \$100,000 as contributed by Alachua County Gainesville Community Redevelopment Step-Down Fund as a 50% match with the City of Gainesville)

...if the City is not using CRA Funding then approve of Option 2 to use the step down funding and authorize the County Manager to sign the agreement. Chair Hutchinson, Commissioner Cornell, and Commissioner Byerly presented comments. Public Comment Chair Hutchinson recognized Anna Prizzia who presented comments. The motion carried 5-0.

**Fiscal Note:**

From January 2020 through 2029, Alachua County will contribute \$37,448,801.40 to the GCRA. [001.17.1770.552.83.75 Grants & Aids] The City of Gainesville will contribute \$33,256,578.90 to the GCRA. In addition to the GCRA contribution, the County also budgets for an annual allocation to restricted use to community redevelopment within the boundary of the Gainesville Metropolitan area per Section 3 of the contract. [001.17.1770.552.83.77] The County has appropriated \$100,000 toward

the Airport Gateway project from these such funds.

**Strategic Guide:**

Social and Economic Opportunity

**Background:**

This item brings back a brief update on GCRA actions and a briefing on a related project, the Airport Gateway Phase I Analysis.

**GCRA Update**

The City of Gainesville (City) and Alachua County (County) entered an interlocal agreement creating the Gainesville Community Reinvestment Area on April 9, 2019. The agreement was amended in 2022 to expand the boundary west around the Martin Luther King Recreation Center on Waldo Road and 8<sup>th</sup> Ave.

History of the Statutory CRA and Interlocal Agreement “GCRA”

In 1979, the City first created a Downtown Community Redevelopment Area (“Downtown”) and the Downtown Redevelopment Agency, which later became the Gainesville Community Redevelopment Agency (the “Agency”) and named the City Commission as the Agency board members.

In 1994, the City created the College Park University Heights Redevelopment Area (“CPUH”); in 1996, the City created the Fifth Avenue Pleasant Street Redevelopment Area (“FAPS”); and in 2000, the City created the Eastside Redevelopment Area (“Eastside”).

The County was not chartered at the time of the creation of the Agency. It was obligated under the State Statute to provide 95% of its tax increment (calculated per the Statute at the County’s millage rate) over the base year.

Up to the April 2019 interlocal agreement, the City and County discussed reducing tax increment contributions to the Agency to utilize that tax revenue for other purposes. This Interlocal is intended to focus the work of the Agency, eliminate the boundaries that currently separate the redevelopment areas, cap the annual funding provided by the City and County, and set an end date for the community redevelopment work. The Agency was rebranded after the new interlocal agreement to be the ***Gainesville Community Reinvestment Area***.

Schedule of Payments by the City and County to the GCRA 2020-2029

Due Date	County contribution	City Contribution
January 1, 2020	\$4,191,460.39	\$3,325,657.89
January 1, 2021	\$4,091,460.39	\$3,325,657.89
January 1, 2022	\$3,991,460.39	\$3,325,657.89
January 1, 2023	\$3,891,460.39	\$3,325,657.89
January 1, 2024	\$3,791,460.39	\$3,325,657.89
January 1, 2025	\$3,691,460.39	\$3,325,657.89
January 1, 2026	\$3,591,460.39	\$3,325,657.89
January 1, 2027	\$3,491,460.39	\$3,325,657.89
January 1, 2028	\$3,391,460.39	\$3,325,657.89
January 1, 2029	\$3,325,657.89	\$3,325,657.89

Totals	\$	37,448,801.40	\$	33,256,578.90
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# Airport Gateway Project Update

The City of Gainesville, Alachua County, Gainesville Airport Authority, and the Greater Gainesville Chamber of Commerce are committed to providing quality redevelopment and employment opportunities in East Gainesville.

Part of that work is building on the foundations of the planning efforts of the past, such as Plan East Gainesville and the current efforts of the GCRA. This work is also part of the City and County's shared funding commitments of over \$111 million in East Gainesville over the next ten years.

East Gainesville Projects	Investment	Sector
Gainesville Community Reinvestment Area	\$70,705,380	Urban renewal for East Gainesville
Airport Gateway Industrial Park Development	\$200,000	Light manufacturing, Logistics, Commercial
US Army Reserve Equipment Concentration Site	\$36,000,000	Military
EcoLoop- Recycling-focused Industrial Park	\$4,685,746	Clean-tech, Agri-tech, Waste-based Manufacturing and Processing
Totals	\$111,591,126	

## Phase I Analysis

There is a strategic opportunity for business recruitment and the geographic competitive advantage of growing services centered around our regional airport. An economic reinvestment in this area must also celebrate the people and culture of what makes Waldo Road and NE 39<sup>th</sup> an important gateway into our community.

The partnership joined three years ago to lay a pathway to these ends. This report by the Urban Land Institute (ULI) Technical Assistance Panel Program (TAP) is the first critical step toward that vision.

ULI was engaged to study economic development opportunities in and around the Gainesville Regional Airport, known as the Airport Gateway corridor in East Gainesville.

The Airport Industrial Park is near capacity, and there is a growing need to improve economic opportunity in East Gainesville, which has not experienced the economic boom enjoyed on the city's west side.

The TAP study area comprises 4,234 acres and consists mainly of light industrial, logistics, and institutional facilities. Some study areas lie in Alachua County outside the Gainesville municipal boundary.

In August 2022, the ULI TAP team conducted:

- A two-day advisory service available to communities, nonprofits, public entities, and private enterprises facing real estate or land-use issues.
- Bring together a cross-section of experts to examine issues from multiple angles and produce recommendations and implementation strategies.
- Panelists are chosen for their knowledge of the client's issues and may include land planners, architects, market and financial analysts, developers, engineers, appraisers, attorneys, and/or brokers.
- To ensure objectivity, panelists cannot be involved in matters pending before the client, currently

working for the client, or solicit work from the client during the six months following the TAP program.

- TAP members are briefed on the client's issues and receive detailed information relevant to the assignment.
- During the two-day program, TAP members tour the study area, interview stakeholders, and work collaboratively to produce preliminary findings and recommendations.

#### General ULI TAP Recommendations

The TAP evaluated current efforts, market conditions, potential development areas, and the need for stakeholders to speak with one voice.

The panelists' overarching recommendations included the need to:

- Develop a vision and strategic plan for the Airport Gateway that speaks to the East Gainesville brand and provides a foundation for why companies should relocate to the corridor.
- Create an economic development zone that provides incentives for the business community.
- Create an "Economic Gateway Partnership" to champion the Airport Gateway corridor's economic development.

The individual in charge of this entity—whether a development authority or public-private partnership—should be tasked with implementing a master plan, conducting due diligence, and spearheading the coordination, financing, and marketing effort.

The entity should include representation from each stakeholder – city and state government, airport authority, GRU, Chamber, local businesses, UF, Santa Fe College, community leaders, FDOT, and Army Corps of Engineers. Their participation, collaboration, financial and other support are crucial to creating ownership and synergy.

Other recommendations from the ULI TAP study include:

- Spatial inventory and prioritization: Identify key catalytic sites ripe for redevelopment.
- Economic development: Review zoning codes and other land-use regulations, create a redevelopment grant program, and acquire additional land for redevelopment.
- Infrastructure: Review stormwater conveyance, assess environmental issues, determine the capacity of existing utilities, and determine associated costs for infrastructure improvements.
- Airport: Upgrade airport infrastructure, consider creating a minimum standards document, utilize 50-year ground leases, keep the airport website current, validate that FAA regulations do not limit development opportunities, and identify a portion of the General Aviation site for redevelopment.
- Placemaking: Engage a landscape architect to develop a beautification program.
- Workforce training: Address the workforce skill gap by creating and supporting technical and trade education programs.
- Funding sources: Seed money, intergovernmental agencies, grants, private sector corporate partnerships/sponsorships, and a public-private partnership with a developer.

#### History of the Airport Gateway Project

At the September 30, 2020, joint meeting of the City of Gainesville and Alachua County, City Commissioner Simmons reported on her efforts with the Chamber, Airport Authority, City, and County staff to look at the Waldo Road and 39th Avenue area as an economic gateway. She requested that both Board's consider a jointly funded study that would inform the redevelopment of this area. City

Manager Feldman outlined the need to create a plan to look at the needed infrastructure through a jointly funded masterplan, like what is happening with the Downtown area. The estimated total cost to conduct this study is approximately \$200,000.

The County Commission authorized using Community Redevelopment Funds (CRF) as a matching funding source.

Utilizing the CRF funds for redevelopment study is aligned with the Board's adopted framework as the proposal fits within an "economic analysis, planning studies or designs in support of capital project investments".

From the adopted guidance document, fundable projects are generally defined as:

Capital reinvestment opportunities that promote community redevelopment. On an annual basis the Board of County Commissioners will allocate a portion of the GCRA funds to project types including but not limited to architecture, engineering, economic analysis, planning studies or designs in support of capital project investments, sidewalks; trail networks; parks; eco-tourism support infrastructure (signage, way-finding, kiosks etc.); streetscapes; façade improvements; utility connection assistance; pop-up retail pilot projects; high-speed internet connectivity; property acquisition; community gardens; green roofs; edible landscapes; or the further development of Recycling Market Development Zone (RMDZ)/Resource Recovery Industrial Park (Eco-Industrial Park) related facilities.