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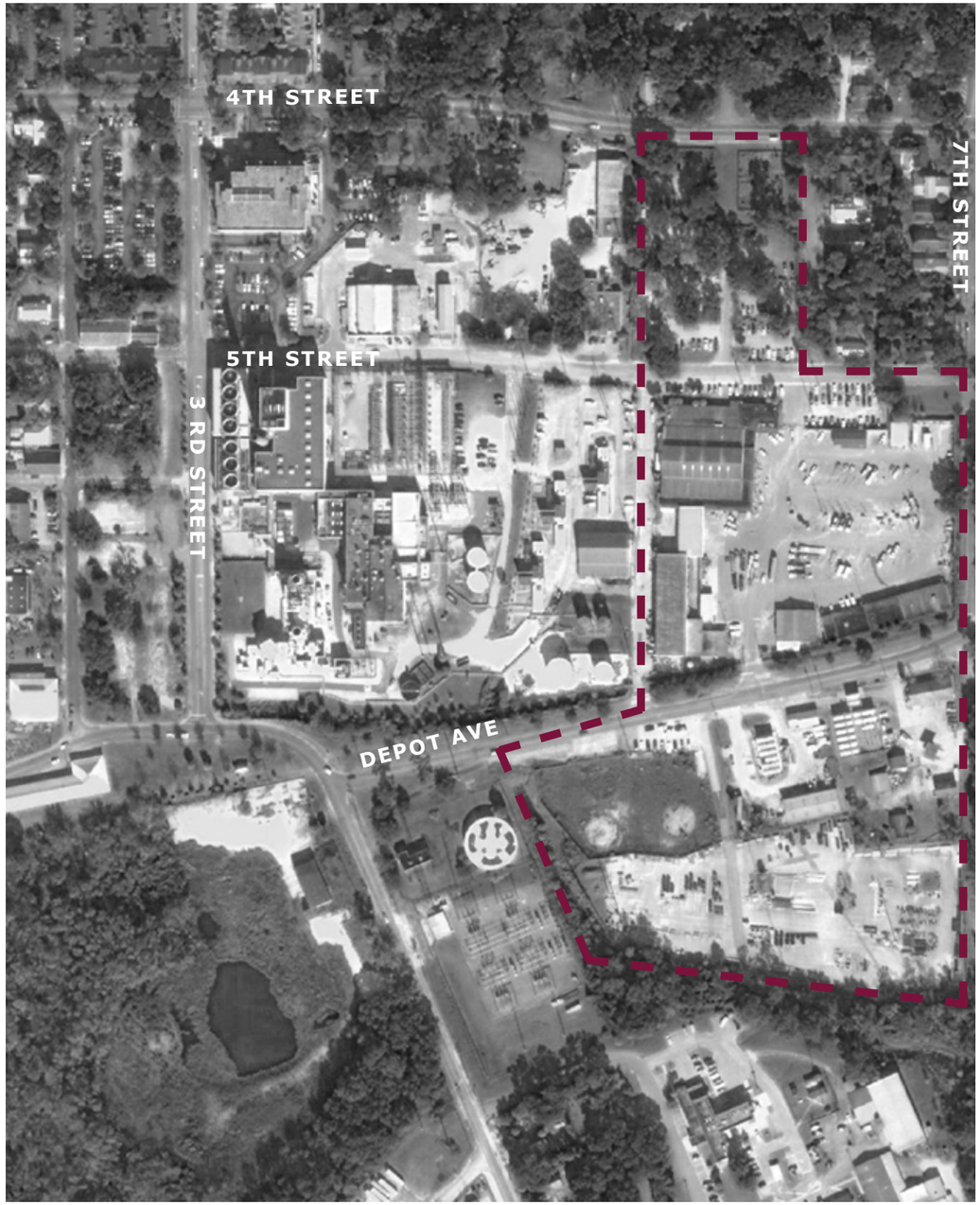
DRAFT

Existing Power Plant

Springhill Neighberhood

Existing Condition



Vicinity Map

OVERVIEW

background.

Gainesville Regional Utilities (GRU) is headquartered on the southern edge of downtown Gainesville, FL. The complex includes the administrative buildings, existing Kelly Power Plant that dates back to 1912, as well as various operational facilities encompassing +/- 35 acres. GRU has begun the process of moving its operational facilities out of this location to a new 100 plus acre complex north of the city. The process should be completed by 2011. The relocation of these uses allows for +/-16 acres of land to be redeveloped. The redevelopment site does not include the existing administrative building, nor the existing power plant and its associated structures. The study was commissioned by the Gainesville Community Redevelopment Agency (CRA). The site is located in the Downtown and Eastside CRA districts.

community input.

Public participation is vital to the understanding and future implementation of any successful redevelopment project. The community was engaged through a variety of public meetings with various formats over a three month period. In addition, meetings were held with City Council, City Staff, and University of Florida representatives as well as members of the development community.

meetings.

July 21	Process Presentation to CRA Council
August 3	Public input session
August 3	Presentation to Sprout Committee
August 4	Public input session
September 15	Preliminary Plan Presentation to CRA Committee
September 15	Public feedback session

Pearl District - Portland OR

Washington DC

Virginia Highlands - Atlanta, GA

Central Park - New York, NY

APPROACH

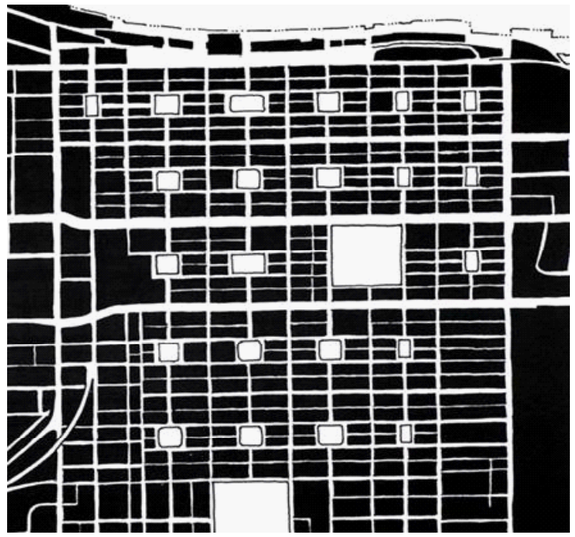
What happens when a redevelopment plan focuses on future land uses and not on the public infrastructure? What happens when market changes no longer make those preferred land uses an option? What happens when new opportunities arise yet were unforeseen during the creation of the "vision" of the community? Too often, redevelopment plans are prepared focusing on land uses or specific building types rather than identifying the necessary public infrastructure needed to foster both public and private redevelopment. The clear delineation between the public realm and the private realm is essential in creating the "framework" to allow for development to happen over time regardless of changing market conditions. Four elements are required to create such a framework:

master plan.

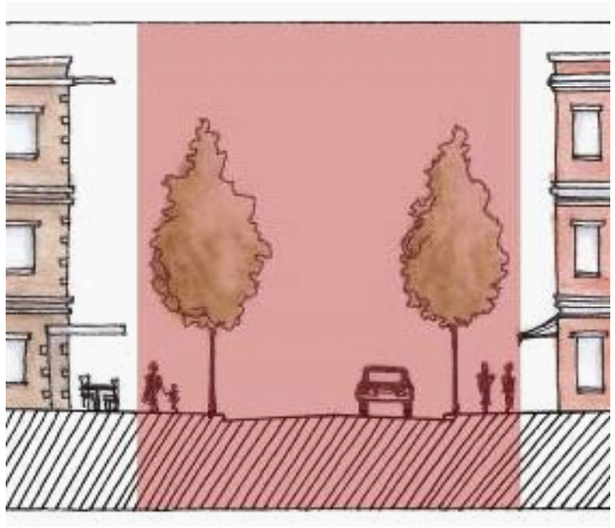
public works standards.

building design standards.

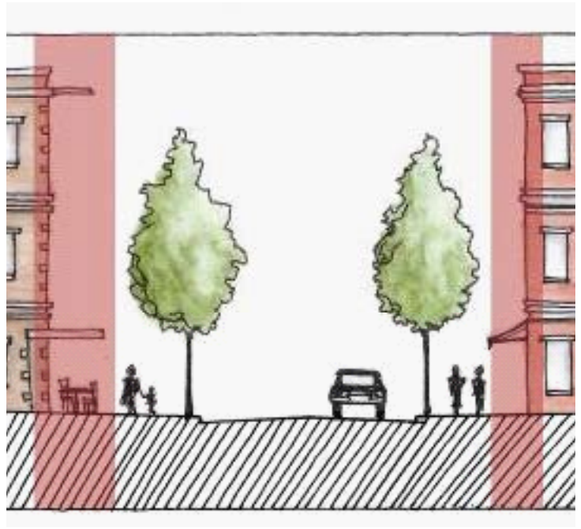
development controls.



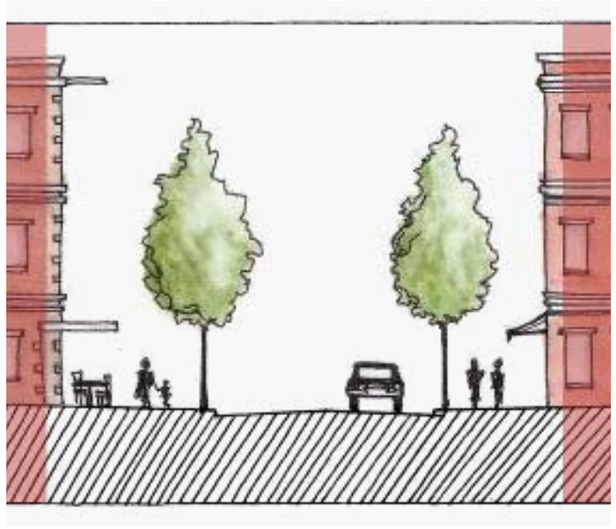
Master Plan



Public Works Standards



Building Design Standards



Development Controls

master Plan.

The Master Plan delineates the boundary between the public realm and the private realm. The public realm is everything that the community holds collectively. It is a long term strategy for development that allows for flexibility in uses over time. The most important component of the public realm is the public street and the land "blocks" that they create. The street includes not only the travel lanes for car traffic, but the sidewalks, street trees, street furniture and building placement that create a pedestrian friendly environment. Based on precedents from historical development patterns of other cities, the location of these streets creates connectivity between the project site and the surrounding community while clearly identifying the boundary between what is public and what is private. This boundary creates the redevelopment blocks that allow for private investment to occur in a appropriate manner, that is contextual with its surroundings

public Works Standards.

The public works standards clearly states the condition of the streets by defining the width of the right of way and components within in them

building Design Standards.

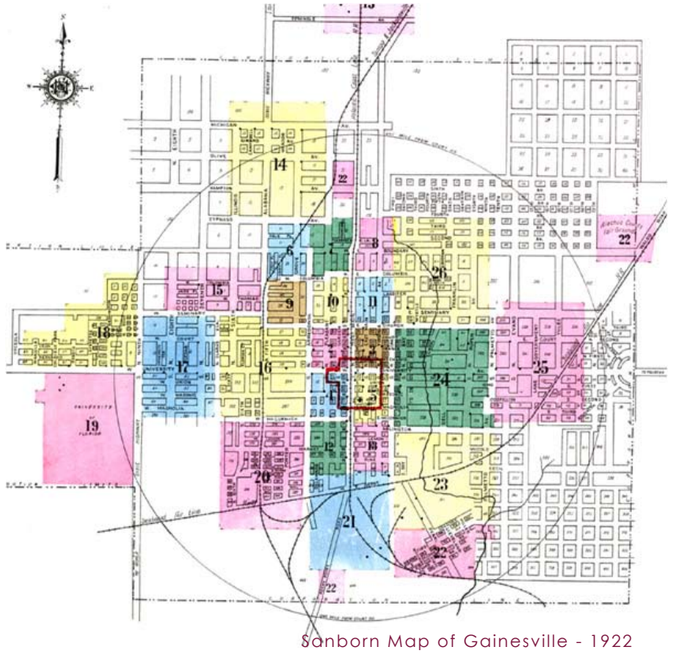
The building design standards regulates the building envelope and it relationship to the public realm by identifying façade and material standards that tie the building together through similar design elements while allowing for flexibility within the façade design.

development Controls.

The development controls regulate the height, density and parking allowed within the private realm. The regulations are based on the contextual limitations of the surrounding area while allowing for appropriate and necessary redevelopment to occur

Historical References

Commissioners Plan of 1811 - New York City



Sanborn Map of Gainesville - 1922

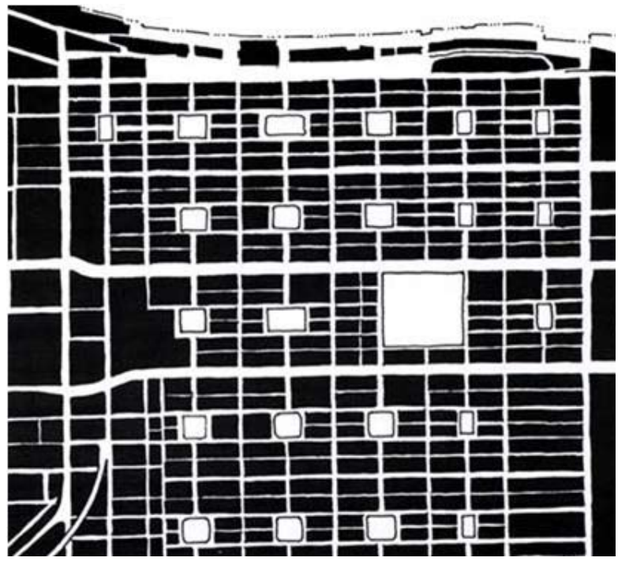


Figure Ground of Savannah - 1733

blocks.

Historically, urban areas have been developed through the use of various and varying subdivision regulations and master plans; in many cases without the benefit of a comprehensive zoning ordinance. Cities like Savannah, New York, Philadelphia and even Gainesville were constituted and grew relative to a master plan that was created for the express propose of locating the relationship between the two elements that are the fundamental building blocks of civil, political society; that which is public and that which is private. It is this fundamental relationship that determines the framework that allows for the city to emerge as a representation of this basic political structure.

Cities were built based on the master plan. There were no zoning ordinances in 1735 when Savannah was founded, nor were there urban design guidelines or form-based codes in 1811 when the Commissioners Plan for New York was developed. There was however, in both cases and many more, a plan that was drawn, made public and followed throughout the development of these cities. These plans generally indicated nothing more than what was publicly held and what was privately held. The Commissioners Plan of 1811, for example, indicates future rights-of-way, public parks and squares, and a public market. The plan is silent as to the nature of the remaining land, which is to remain private and that it would develop somewhat organically relative to the needs of the owners and the market forces at the time the land was to be developed. This would change due to the untenable nature of incompatible adjacencies in cities (i.e. the rendering factory next door to the apartment house), and ultimately lead to the Euclid v. Ambler case, making zoning legal, and the adoption of the Standard State Zoning Enabling Act, in 1926. It is this shift from the idea that the primary act of creating the city is the making of the plan, to the idea that the primary act is that of determining the relative location of 'uses' that continues today.

Streets are thus laid out on a project-by-project basis, and the design of the public realm is made equivalent to the design of the privately held building. The zoning/ use in cities like New York and Savannah has changed dramatically over the last 80 years, but the street framework, the public domain, has remained little changed. It is clearly this public realm which exists through time, fundamentally unchanging, but able to accommodate the present and futures unknown.

1 5th Ave - Looking West

2 Southern Tract - Looking Southwest

3 Existing Driveway - Looking South

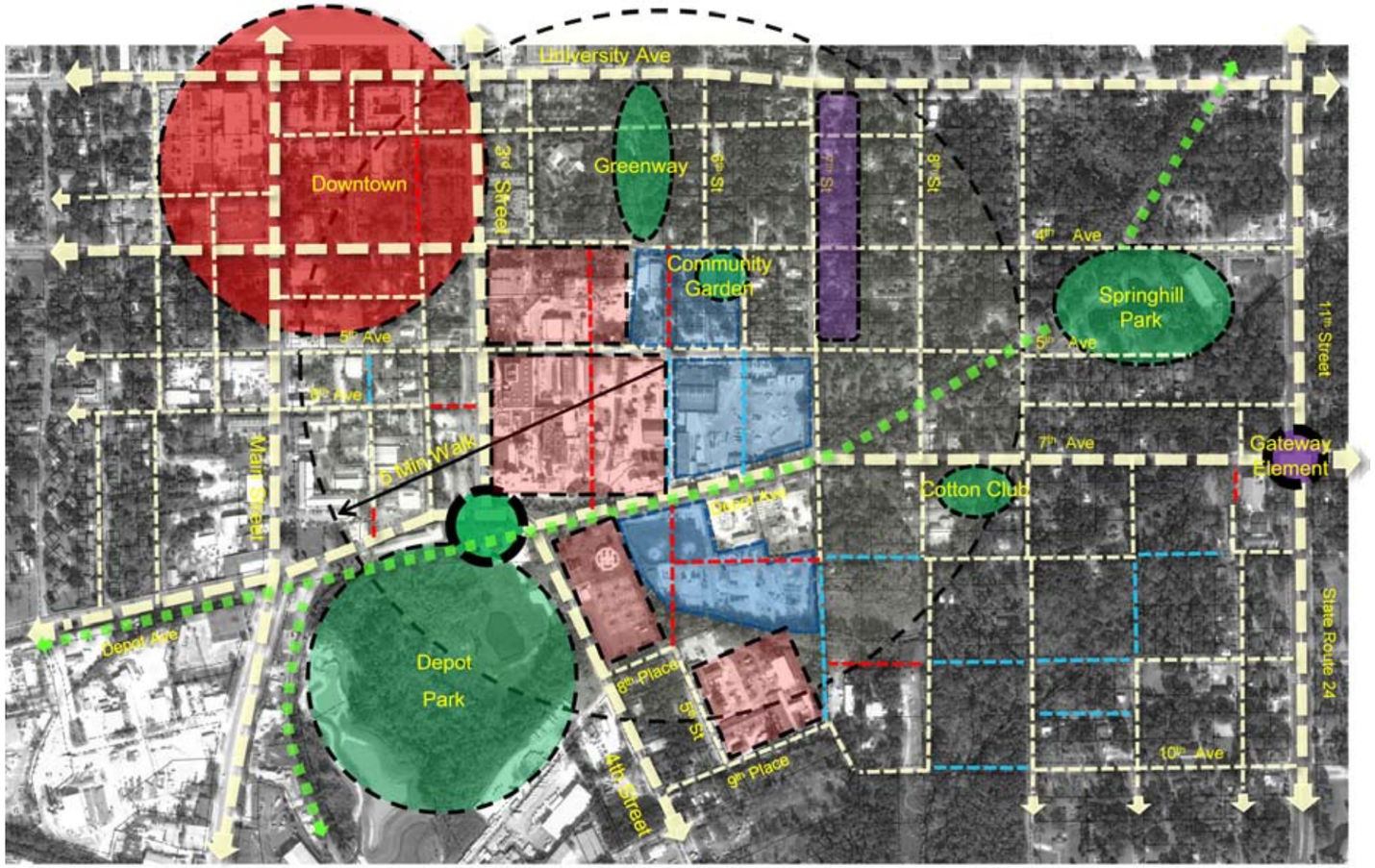
Site

Existing Conditions

site.

The existing Kelly Power Plant site sits on +/- 16 acres southeast of the CBD of Gainesville. The site is used by the GRU primarily as vehicle storage for the operations division. The site is divided into three tracts (north, central and south) by existing city streets. Sweetwater Creek is partially "daylighted" and partially piped along the eastern and southern boundaries of the site. 6th Terrace and 7th St compile the eastern boundary of the site with 4th Ave delineating the northern boundary of the site. The majority of the property is impervious material and includes some older, insignificant structures.

While the expanded GRU campus and adjacent Chevron gas facility are not part of the site area as defined by the GRU, the additional areas where included in the study area for the purpose of identifying a long term redevelopment strategy for the area. The existing GRU administrative building and central power plant as well as other plant operational uses are within these boundaries but not scheduled to be relocated.



Context Plan

context.

The site is surrounded by traditional urban fabric of streets and varying uses. Gainesville's CBD to the north and west of the site. The historic neighborhood of Springhill is to the east and includes a Bed & Breakfast "Row", located on 7th street, a 5 minute walk from the site. Some industrial parcels, including the City's Fire Department's training facilities are located to the south of the site. To the southwest of the site is the proposed Depot Park, an existing 22 acre brownfield, which will include the proposed Cade Family Science and Innovation Museum.

1 McRorie Community Garden

2 Sweetwater Creek

3 Existing Chevron Facility

Site - Limitations

study area

expanded study area

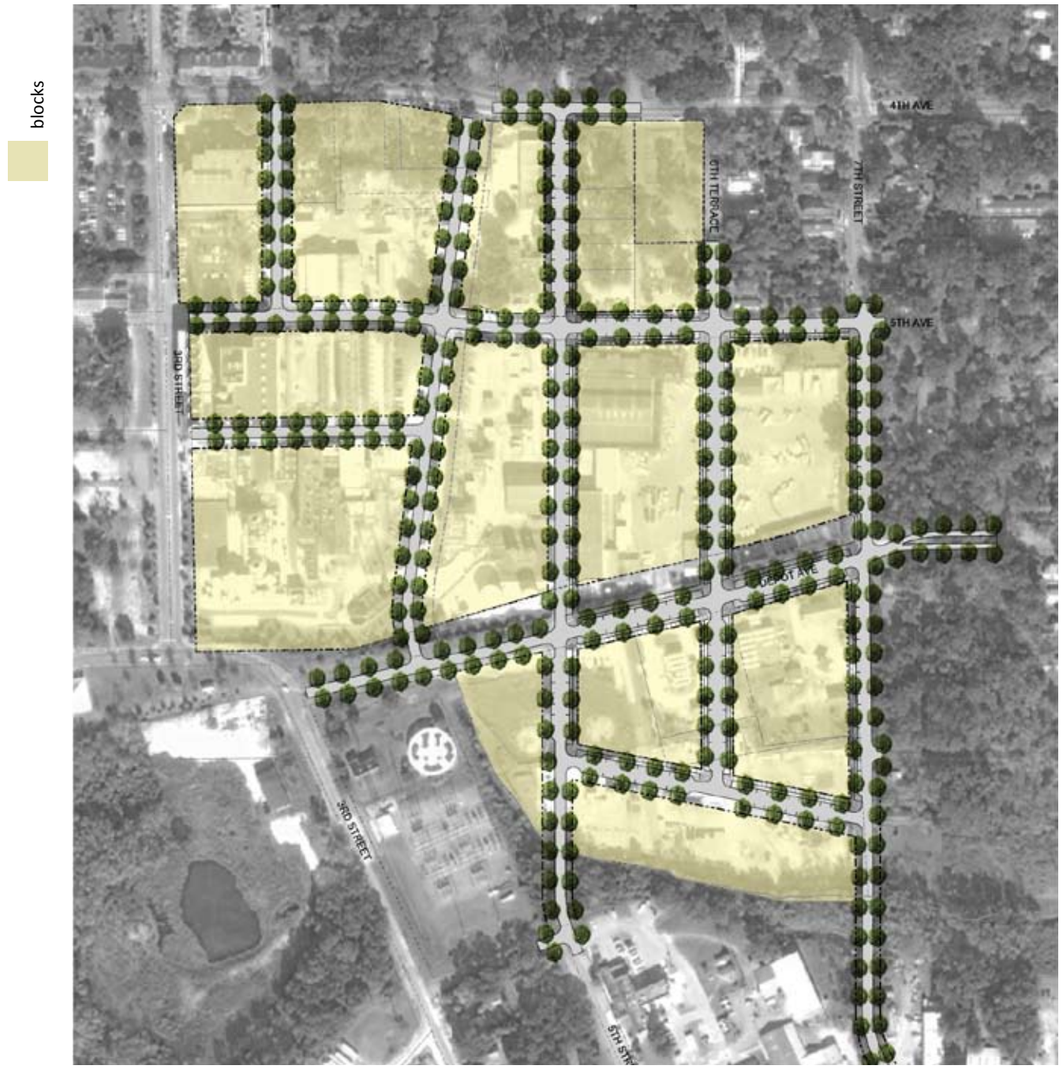
limitations.

While the expanded GRU campus and adjacent Chevron gas facility are not part of the site area as defined by the GRU, the additional areas where included for the purpose of identifying a long term redevelopment strategy for the area. The existing GRU administrative building and central power plant as well as other plant operational uses are within these boundaries but not scheduled to be relocated

The site includes an active community garden located at the intersection of 6th Terrace and 4th Ave. The McRorie Community Garden serves as a gateway to Springhill as well as creating a unique social gathering space.

Sweetwater Creek is an active water body. The creek is “piped” within part of study area. GRU officials have indicated substantial engineering and expense would be required in “daylighting” the creek while and even after the power plant is operational.

Master Plan

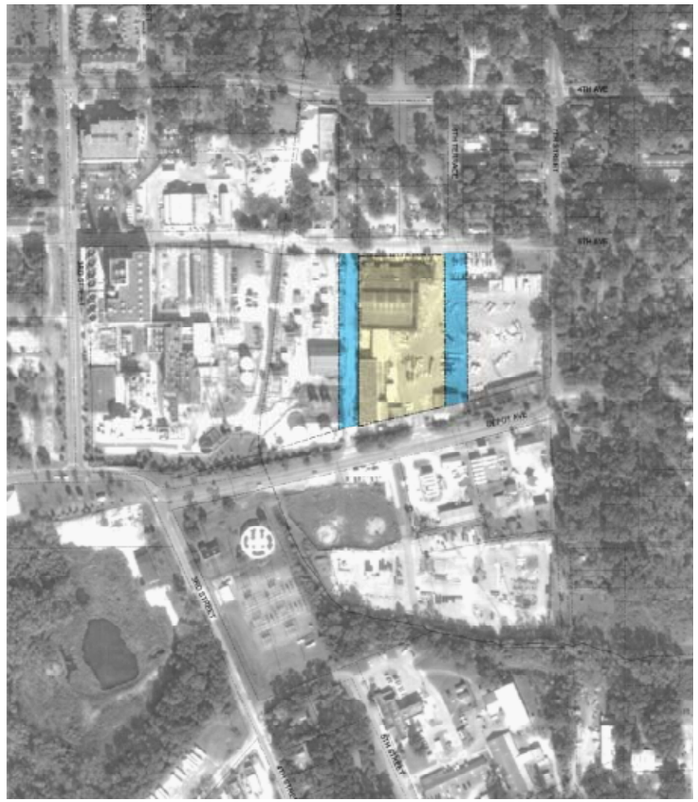


Master Plan

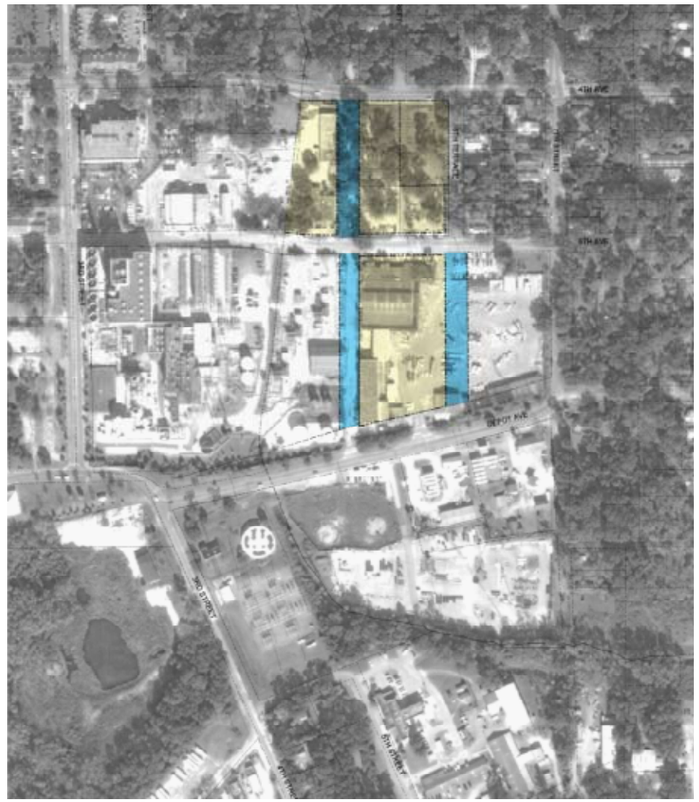
concept.

The concept expands on the existing block structure of the surrounding community. The City of Gainesville has a wide variety of block sizes ranging from 200 ft x 200 ft in the CBD to 400 ft x 600 ft in the Springhill neighborhood. The existing block dimensions of the site vary reaching 1,300 ft along 5th Ave. The immediate block dimensions to the east of the site measure 240 ft x 400 ft. Variations of this block dimension were repeated by extending existing streets across the study area or converting existing drives into public streets where possible to create walkable block dimensions. The result is the clear delineation between what is publicly held (the streets) and what is private (blocks) for redevelopment.

The block dimensions were tested based on dimensions required to allow for a variety of uses, building types, and parking requirements to allow for flexibility in uses as the district evolves. A central greenway is proposed along the alignment of the existing Sweetwater Creek. These particular blocks are dimensionally challenged for private redevelopment due to restrictions associated with a waterway and the minimal dimensions of the block. While limited for private redevelopment, these blocks perform an important public role of openspace and connectivity.



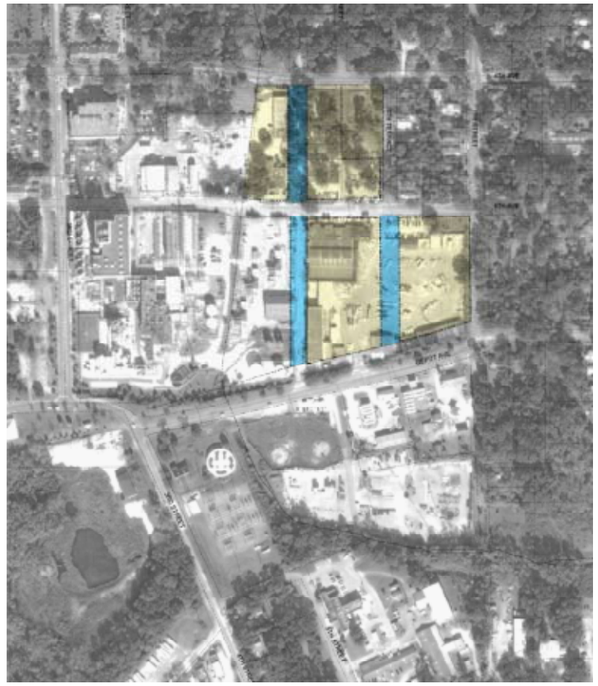
Phase 1



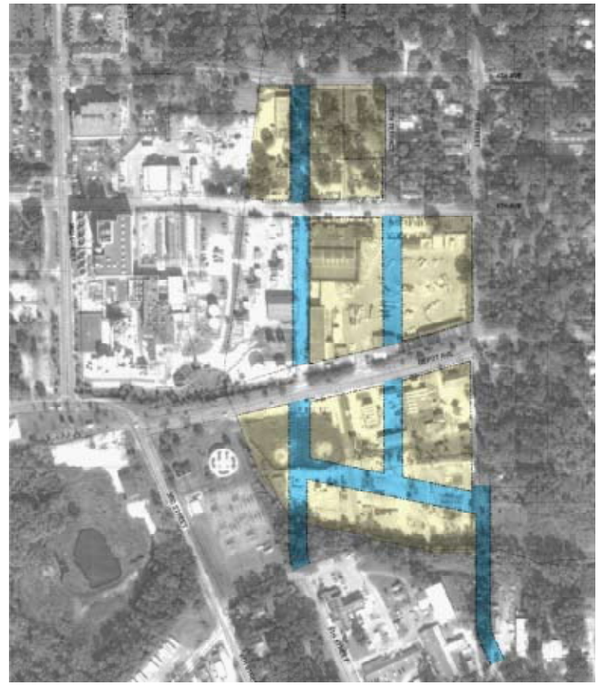
Phase 2

phasing.

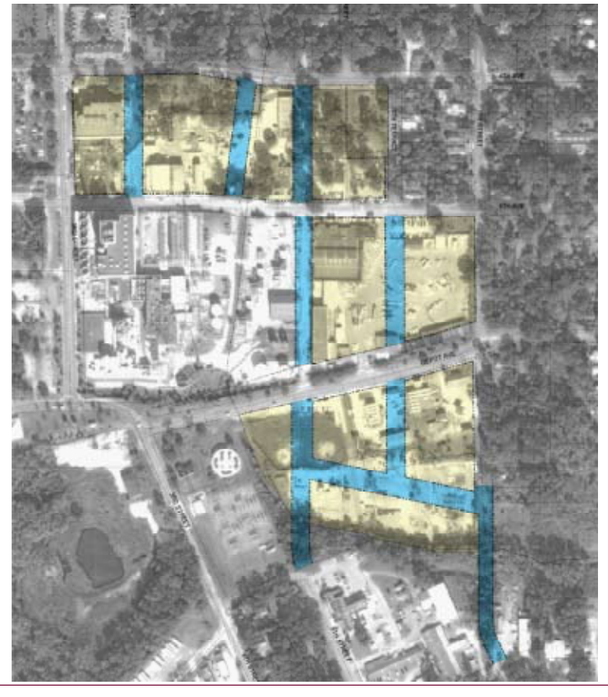
The phasing of the development is crucial to the ultimate build-out of the district. No one knows what the market will do in the next 5 to 10 years. The proposed block structure allows for the plan to be implanted over a period of time allowing for changes in uses and reaction to market pressure. Capturing on the limited existing infrastructure, the investment within the area can be incremental as potential users are identified. The public realm (streets) does not change based on the program of the private realm (blocks).



Phase 3
3 - 5 Years



Phase 4
5 - 10 Years



Phase 5
10 - 20 Years

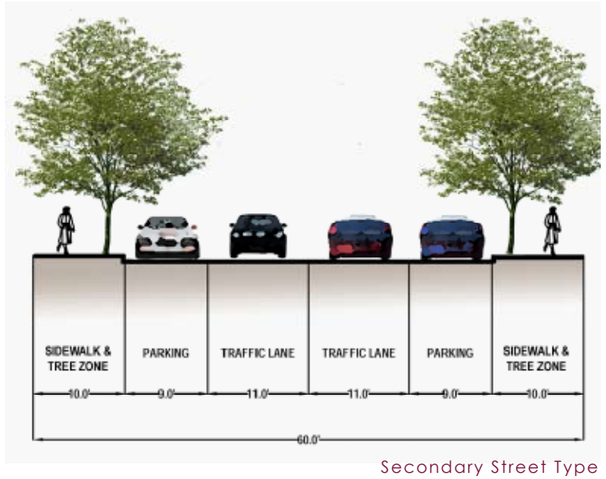
Phase 6
20 - 50 Years

Master Plan - Alternative

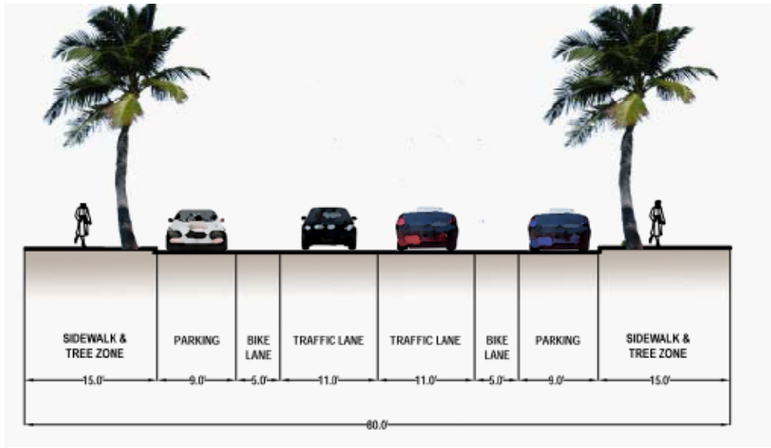
alternative.

Alternative block structures were investigated. The differences focused on the block structure for the northern tract and southern tract of the study area. The central block structure remained the same. The alternative for the northern tract consisted of extending 5th street south. This design action created a smaller block bordered by 6th terrace. This block structure would allow the existing community garden to expand and be fronted by public streets on all four sides. While this block structure benefited the garden by increasing public visibility, it severely compromised the remaining block structure west of 5th street to Sweetwater creek. The depth of the block does not allow for a public edge to the proposed greenway, instead backing private development onto a public space, thus eliminating opportunities for "eyes on the park".

Additionally an alternative block structure was investigated for the southern tract. The proposed street network actually limited potential redevelopment opportunities as well as compromising the proposed public realm of the greenway. The southern most private block, encroaches on the proposed greenway. In addition, high tension power lines run east to west across this block. Significant investment would be required to relocate the lines to allow for development of the block under this alternative.



Secondary Street Type



Primary Street Type

BELTLINE NEIGHBORHOODS
R.O.W. Minimum Standards

Zoning Categories		R	MR 4-B	MR	MRC		R	MR 4-B	MR	MRC		R	MR 4-B	MR	MRC		R	MR 4-B	MR	MRC		R	MR 4-B	MR	MRC
STREET TYPE	PARKWAY	Single Family	Townhouse	Multi-Family	Commercial and Mixed Use	THOROUGHFARES (Arterial)	Single Family	Townhouse	Multi-Family	Commercial and Mixed Use	PRIMARY (Collector)	Single Family	Townhouse	Multi-Family	Commercial and Mixed Use	SECONDARY (Distributor or Collector B)	Single Family	Townhouse	Multi-Family	Commercial and Mixed Use	TERTIARY (Local)	Single Family	Townhouse	Multi-Family	Commercial and Mixed Use
Components	Feet																								
RIGHT-OF-WAY WIDTH	120					100					80					60					50				
PAVEMENT WIDTH - TOTAL *		50	50	72	72		n/a	72	72	72		50	50	50	50		40	40	40	40		30	30	30	30
Pavement Width - Traffic Lanes		22	22	44	44		-	44	44	44		22	22	22	22		22	22	22	22		22	22	22	22
Traffic Lane Width		11	11	11	11			11	11	11		11	11	11	11		11	11	11	11		11	11	11	11
Number of Traffic Lanes		2	2	4	4			4	4	4		2	2	2	2		2	2	2	2		2	2	2	2
Pavement Width - Bike Lanes		10	10	10	10		-	10	10	10		10	10	10	10		n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a
Bike Lane Width		5	5	5	5			5	5	5		5	5	5	5		-	-	-	-		-	-	-	-
Number of Bike Lanes		2	2	2	2			2	2	2		2	2	2	2		-	-	-	-		-	-	-	-
Pavement Width - Parallel Parking		18	18	18	18		-	18	18	18		18	18	18	18		18	18	18	18		8	8	8	8
Parallel Parking (on street)		9	9	9	9			9	9	9		9	9	9	9		9	9	9	9		8	8	8	8
Number of Parallel Parking Sides		2	2	2	2			2	2	2		2	2	2	2		2	2	2	2		1	1	1	1
Sidewalk Zone Width		24	24	30	30		-	28	28	28		30	30	30	30		20	20	20	20		20	20	20	20
Sidewalk Width		7	7	15	15			9	14 ***	14 ***		9	9 ***	15 ***	15 ***		5	10 ***	10 ***	10 ***		5	10	10	10
Planting Strip Width		5	5	n/a **	n/a **			5	n/a **	n/a **		6	6	n/a **	n/a **		5	n/a	n/a	n/a		5	n/a **	n/a **	n/a **
Number of Sides		2	2	2	2			2	2	2		2	2	2	2		2	2	2	2		2	2	2	2
Parkway divider (variable / minimum)		46	46	18	18																				

* Face of Curb to Face of Curb
** Planting zone in sidewalk
*** Planting may occur in bulb-outs in parallel parking lanes. Sidewalk width may increase from the minumum by an additional 9 ft.

Street Framework Plan

Public Works Standard

streetscape.

The street is more than just the travel lanes used by vehicles to get from point to point. It is the environment shared by the pedestrian and the car. With the site's proximity to downtown, the University, the future Depot Park and the historic Springhill neighborhood, as well as pedestrian friendly nature of the topographical conditions of the area, an improved pedestrian environment is vital in order to link these amenities together. Not only is a clear definition between what is vehicular and what is pedestrian required, creating a comfortable pedestrian experience is needed to ensure these connections.

The components of a good street include vehicle lanes, tree and furniture zone, sidewalks and building placement. Recommendations include minimizing the width of the vehicular lanes to 11 ft and limiting the travel lanes to two. Parallel on-street parking is recommended to provide additional, designated parking. On-street parking allows for reduced off-street parking requirements for future uses as well as providing street calming opportunities. Bike lanes should be provided for on streets as designated by the City. Tree zones should be a minimum of 5 ft in width and shall include shade trees spaced a maximum of 30 ft on-center with pedestrian scale street lighting in between. Deciduous shade trees provide shelter from the sun in summer and allow warmth from the sun in winter. The lighting style is encouraged to be different from that of other areas of the city to help "distinguish" the district. The type of lighting should be coordinated with the future Depot Park to help foster a visual connection between the two sites. The sidewalks should be a minimum of 10 ft in width along primary streets and 6 ft along secondary streets. Primary streets include 5th Ave, Depot Ave and the proposed streets framing Sweetwater Creek. Seconday streets include 4th St, 6th Terrace and 6th Ave. A 5 ft to 10 ft (maximum) setback should separate the buildings from the sidewalk but should allow for stoops, porches, overhangs and awnings. The setback may include hardscaping material to create larger outdoor areas for public gatherings such as dining.

Master Plan - Public Realm

public realm.

Additional public realm recommendations include the preservation of the McRorie Community Garden, a signficant asset to the neighborhood, and the future of Sweetwater Creek. As indicated by GRU representatives during the master planning process, a substantial economic investment will be required to "daylight" Sweetwater Creek. Whether the creek is daylighted or not, public access along the alignment of Sweetwater Creek allows for the non-vehicular connection to Depot Ave and its existing bike path from the Duckpond community to the north in the form of a pedestrian friendly greenway. This connection begins the process of a larger pedestrian and bicycle friendly network that links Depot Park to the west and potentially Lincoln Park to the east.

Atlanta, GA

Gainesville, FL

Seattle, WA

Augusta, GA

Building Design Standards

Building design standards were not investigated as part of this scope. The site is influenced by the competing styles of the adjacent residential neighborhood, close proximity to downtown and the existing industrial character of the area. There is an opportunity to create a style that is unique to this area that can become part of the marketing of the project. The development of a consistent public realm of streetscape standards will connect the district to its surroundings allowing for buildings "uniqueness" to be explored.

Development Controls

While Development Controls have not been addressed as part of this project, the following recommendations can be made based on site investigation, analysis and feedback from public input sessions and the development community. Allowing for increased density while still being contextual sensitive to the surrounding single family community will need to be addressed prior to implementing the project. A transitional height plane should be applied across the site. Three stories (35 ft) should be the maximum along the eastern boundaries of the site (7th St and 6th Terrace) with increased height allowed as the project moves west towards the existing GRU Campus. Parking should be located to the rear of the buildings in order to reinforce the public realm and foster an urban character for the site. Due to the site's close proximity to the CBD, transit terminal and bike trail, traditional parking requirement ratios should be reduced.

Recommendations

uses.

Subdivision Plan

Through the engagement of the community in meetings and presentations as well as meeting with representatives from the City Council, City Staff, University of Florida, and the development community, a variety of potential uses were identified. The proposed block structure allows for multitude of uses to occur. What will drive the future uses will be the market reality of the site at the time of implementation. Advantages include the site's close proximity to downtown, future Depot Park to the west and the adjacent neighborhoods. Disadvantages include a lack of residential density to support traditional retail and available vacant buildings in the downtown market as well as a perceived negative location adjacent to an operating power plant. The anticipated investment required to improve the site and provide the necessary infrastructure improvements suggests that a higher density is needed to spur private interest.

While the density maybe needed, the redevelopment needs to be contextual sensitive to the adjacent neighborhood of one and two story single-family homes. Some uses clearly identified by the community that would not be supported included high density multi-family apartments, focusing on the student housing market. Additionally lower density residential was not supported by the development community. Proposed uses focused on attracting the "creative" class. The site, adjacent to a power plant, will need to attract users that connect with an edgier downtown location. Close proximity to downtown and University is a positive, but the constant operation of the power plant will likely inhibit substantial residential development. In addition, traditional professional office users are more likely to seek space closer to the CBD.

Proposed uses for the initial phases include business warehouse or incubator space often developed in the form of old warehouses or lofts. These spaces generally attract young start-up companies looking for lower rental rates and urban locations. Proximity to downtown, university, park space, bike path make the site attractive. This type of building allows flexbility and is adaptable to small retail and restaurant opportunities.

Catalyst Project

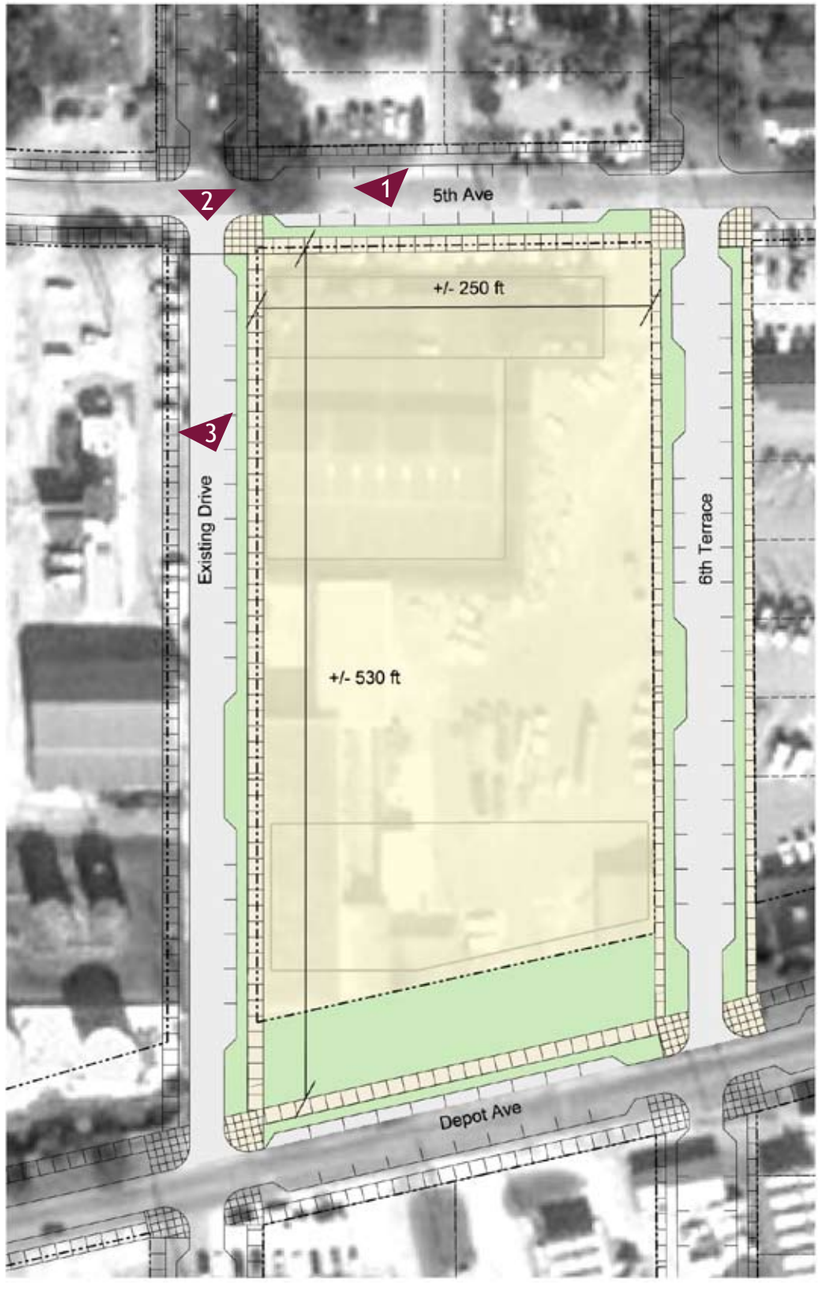
site.

The site is the first phase of the proposed redevelopment plan. Located on +/- 2.7 acres, the site is bounded by 5th Ave to the north, Depot Ave to the south and an existing drive to the west. There are six existing structures on-site including a one story general office building with the remaining area used as parking for maintenance vehicles.

1 Existing GRU Office Building

2 Existing Driveway

3 Existing GRU Maintenance Building



Proposed Block

Site Plan

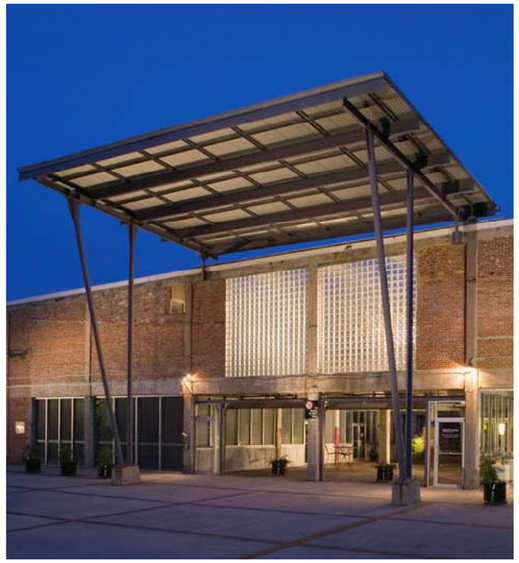
proposed development.

Although strategically located within walking distance for downtown Gainesville and a little over a mile from the university, the negative perception associated with the site has hampered previous investment opportunities The catalyst project proposes "re-using" two of the existing structures on-site. The two buildings consist of a one story office building and a two story warehouse. By utilizing the existing structures, it allows for a relatively small initial investment to test the marketability of the site by focusing on a small portion of the project rather than a substantial investment in redeveloping the entire study area at one time.

The initial streetscaping focuses on improving the existing aesthetic infrastructure of 5th Ave and the existing drive that makes up the western boundary rather than developing new streets.

The second phase of the catalyst project includes an additional structure located on the southern end of the tract fronting Depot Ave. Public entrances to the buildings would face Depot Ave with parking and loading located to the interior of the block.

Combined, the proposed building square footage +/- 50,000 sf with 90 parking spaces.



precedent case study.

StudioPlex is located in Atlanta's historic Old Fourth Ward neighborhood. Planned in the early 1990's, StudioPlex is an adaptive-use of the c. 1904 Southeastern Cotton Warehouse (listed as the oldest concrete building in Atlanta) for a mixed-use commercial, retail and residential development. This 133-unit arts-based development was envisioned as the catalyst for the revival of the Martin Luther King Historic District. The redevelopment of the site allowed for a connection between two historic neighborhoods that had been seperated by a linear corridor of industrial properties fronting an abandoned rail line. Upon completion of StudioPlex in 1998, additonal renovations of existing industrial buildings began along the corridor including new structures, creating a thriving mixed-use community with a growing arts and culture scene.