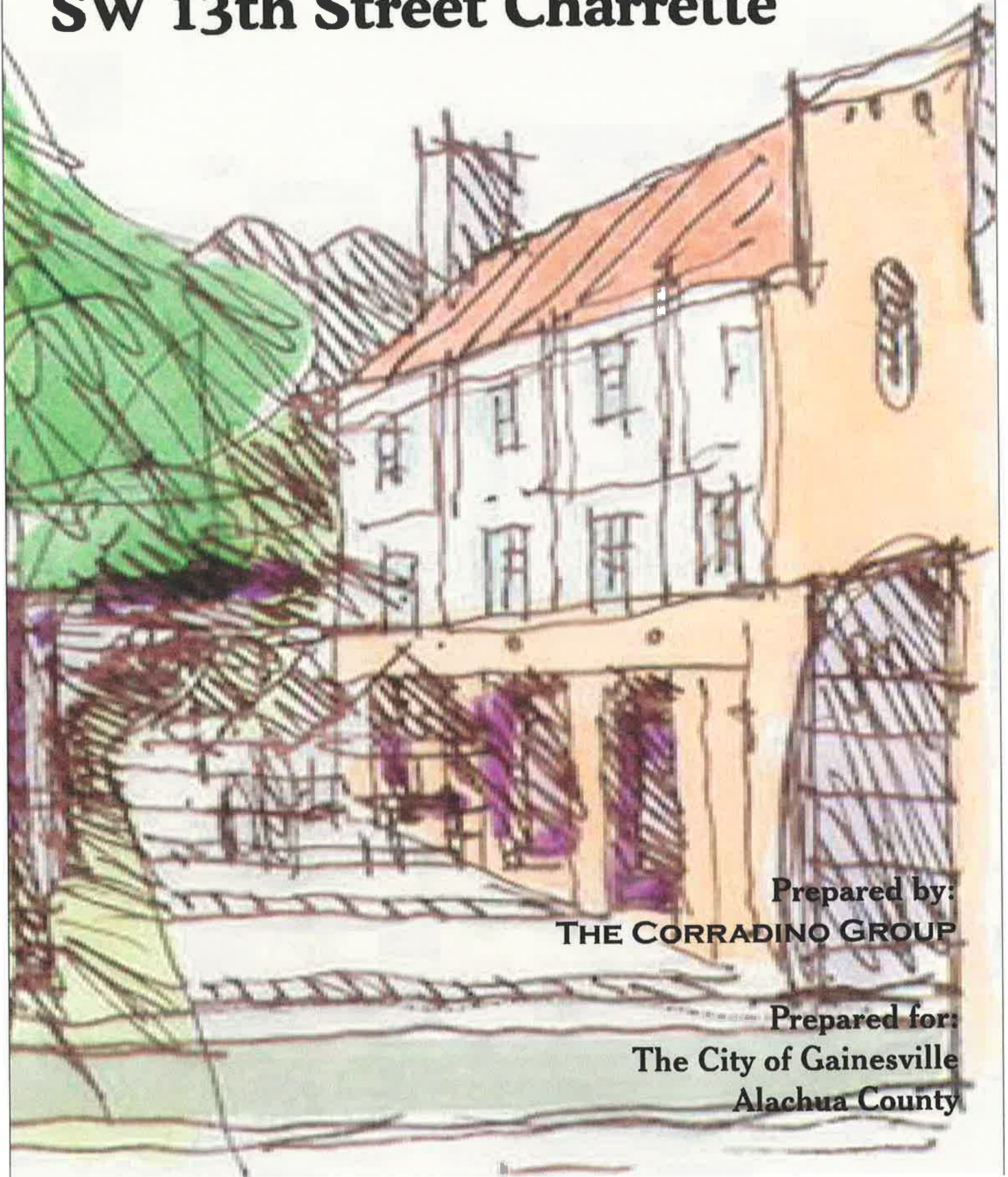


# SW 13th Street Charrette



Prepared by:  
**THE CORRADINO GROUP**

Prepared for:  
**The City of Gainesville  
Alachua County**

**TABLE OF CONTENTS**

**Introduction ..... 3**

**Design Approach ..... 6**

**Process ..... 8**

**Issues ..... 9**

**Project Bank ..... 11**

**Transportation ..... 12**

**Beautification ..... 20**

**Land Use ..... 22**

**Environment ..... 27**

**Case Studies ..... 28**



**Project Team:**

Joseph M. Corradino  
Rolando Llanes  
Ruth Steiner  
Julio Guillen  
Roberto Barrero  
Nicole Corradino  
Melissa Lober Hege  
Pablo Verez

**Special Thanks to:**

Dean Mimms  
Steven Lachnicht  
John Wachtel

Omission of any person who participated in any part of the charrette process is inadvertent.

**Charrette Participants (signed in):**

John Barrow  
Wayne Bowers  
Jane Burman-Holton  
Sandy Burnett  
Tom Bussing  
Ray Carr  
Dorothy Cassiu  
Chuck Chestnut  
Reverend Jose Cuevas  
Missy Daniels  
George Dekle  
Dian Deevey  
Bruce DeLaney  
Tony Domenech  
Rick Drummond  
Barbara Feamay  
Malic Thurm Firsts  
Mae Lee Foster  
Pegeen Hanrahan  
Anita Heard  
Carol Higman  
James Higman  
Ralph Hilliard  
Robert Hutchinson  
Helen Keifer  
Noel Lake  
Carolina Leid  
Deborah Leistner  
Michael Lucas  
Debbie Martinez  
Ernest Martinez  
Providence Nagy  
Warren Nielsen  
Kathleen W. Pagan  
Mrs. E. Pall  
Paula Rausch  
David Richardson  
Mark Robinson  
Harold Saive  
Erick Smith  
John Stockwell  
John Sung  
Margaret Sung  
Tom Saunders  
Dion Weely  
Priscilla West  
Penny Wheat  
Danny Williams  
Richard Williams  
Ken Zeichner





# Introduction

The Corradino Group was hired jointly by the City of Gainesville and Alachua County to perform the SW 13<sup>th</sup> Street Charrette. This charrette was designed to be a comprehensive and interactive process to build consensus on a vision and an implementation strategy for SW 13<sup>th</sup> Street.

Goals of the process included:

- Prepare the ground work for a Special Area Plan
- Develop design options for improving the corridor in order to assure that new development promotes a walkable, “village like” character with a pleasant public realm
- Develop an open space system
- Prepare the ground work for specifications including
  - Building Typology
  - Site Planning
  - Land Use
  - Transportation / Parking

As part of this process the consultant studied various areas and issues that blended together to create a special character for SW 13<sup>th</sup> Street. Sidewalks, traffic signals, utilities, linkages, transit, landscaping, design standards, codes, land uses, economics, lighting, mobility, bike lanes, roadways, and signage were all considered in developing recommendations for SW 13<sup>th</sup> Street.

The five-day interactive public forum was held on the corridor. Participants included the public, City and County staff, elected officials and other interested parties.

The first day included an introduction to the charrette process and approach. It initiated the public dialogue that was a major component of the planning process.

Participants discussed and prioritized the major issues and reviewed the previous planning efforts in the area. This was followed by a bus tour of the corridor where issues were discussed further and more thoroughly prioritized.

The second day was spent discussing preferred uses to ultimately develop a “project bank” to organize preferences and recommendations.

During the next three days, the consultant researched and studied the issues and worked with the public to determine the best solutions that would yield public support and consensus. Public and political support is essential for any successful project. During this process, presentation graphics were drawn to help charrette participants visualize the recommended concepts and solutions. These were all presented on the fifth day.



*The charrette process*

To focus the planning efforts, the consultant developed four categories of issues that describe the corridor. Individual projects were fit into the following categories:

- **Transportation**
- **Land Use**
- **Beautification**
- **Environment**

Essentially these categories transcend this diverse corridor, which has several fundamental components. The Corradino Group's holistic approach to the planning effort began by initially examining the corridor in a broad context and increasing the focus to the neighborhood, block and building levels.

SW 13<sup>th</sup> Street is a very diverse corridor which includes a spectrum of both rural and urban development. Traveling from south to north draws one through several distinct areas that merge and blend at their boundaries. The *primeval nature* of the natural area of Payne's Prairie is a relatively pristine natural setting. Perfect for naturalists, bicyclists or casual recreation, Payne's Prairie has been left relatively undisturbed over the years. Further north, the *rural character* of the corridor occurs between Payne's Prairie



The charrette process



Illustration of the corridor's changing character

and Williston Road. This area is characterized by a divided road, natural vegetation, low density and intensity uses, and essentially functions as a passage way. The corridor becomes more *town-like* north of Williston Road to 16<sup>th</sup> Avenue. Here the median narrows, more urban components such as sidewalks, curb, and gutter which bound the road in the northern section, and the land uses become more intense.

The Williston Road SW 13<sup>th</sup> Street intersection acts as a *town gateway*. At Biven's Arm and at Tumblin Creek, one gets a window into nature. North of 16<sup>th</sup> Avenue the corridor takes on the look and feel of the *city*, with more dense and increasingly urban land uses, sidewalks close to the travel lanes, and higher traffic volumes. North of 16<sup>th</sup> Avenue the area is appropriate for an urban village. The northern threshold is bounded by the rails to trails bridge at Archer Road.

Using the project bank involving the identified categories of Beautification, Land Use, Transportation, and the Environment, several Case Studies have been developed which capture the essence of the recommendations for improvements. These combine to create visual images of what such improvements might look like over time.

All images and concepts developed during the charrette and described in this document were presented at a joint meeting of City and County Commissioners on June 13, 2002. The following report explains the approach, process, issues, projects, and case studies in detail.



*The charrette process*



*The charrette process*

The SW 13th Street Charrette was designed within the corridor to develop a community consensus. The items presented in this report reflect the consensus of the community.



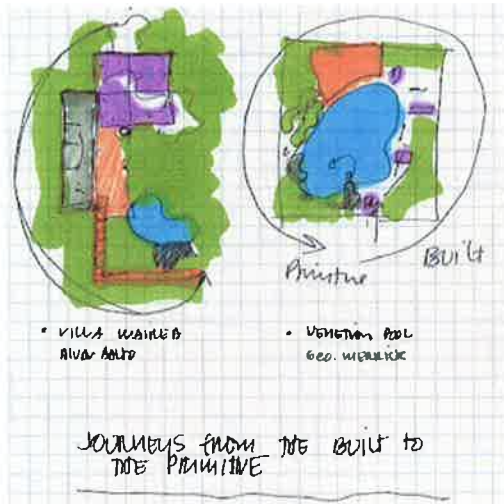
*View of 13th St. facing North to Archer Rd.  
(AFTER ENHANCEMENT)*



*View of 13th St. facing North to Archer Rd.  
(BEFORE ENHANCEMENT)*



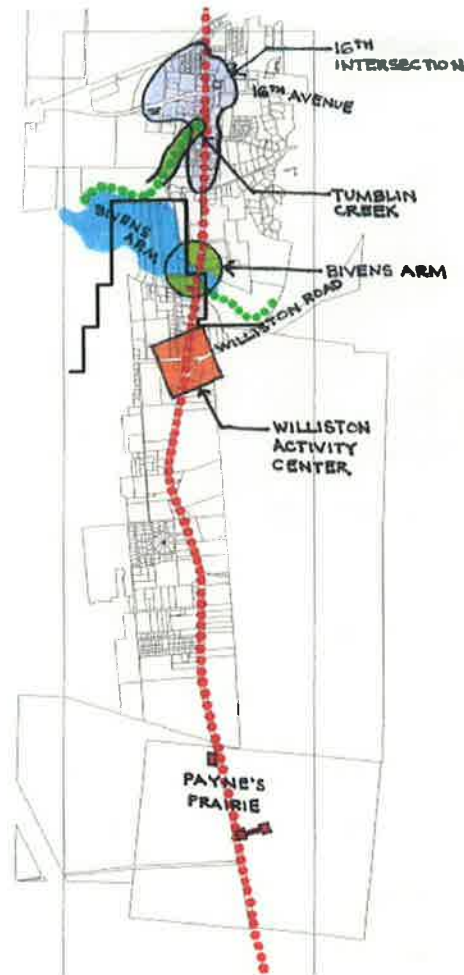
# Design Approach



Case studies

The Corradino Group's approach to planning is holistic. This begins by examining the corridor from the regional perspective, narrowing the focus to examine the corridor itself, and finally studying the blocks, streets and buildings.

Examining the corridor from the regional perspective helps to create the context for healthy neighborhoods, which combine to create healthy and functional communities. Each neighborhood within a region is defined either by topography, natural features, parks, transportation facilities, or political boundaries. Although many times the issues transcend these boundaries and affect the region, it is important not to let development patterns remove these boundaries or edges. This is because the boundaries and edges define and organize the neighborhoods. Similarly, it is important to control growth on the regional level to assist in building these functional communities. These neighborhoods and corridors are the essential components to a community's development.



Existing conditions



The consensus of the Charrette was to encourage the compact development of mixed uses along the corridor. That development pattern can create a pedestrian friendly environment. The environment is fairly diverse and provides a variety of options for transportation, shopping and living.

As the corridor is treated at the block, building, and street level, a neighborhood character may be developed. This basic block level addresses both public and private space. The most essential aspect of this is the definition of the codes, which dictate the look, feel and function of an area. Urban design components of open space, edges and gateways are developed here and often, with the use of appropriate codes, can determine the long-term viability of the corridor.



*Conceptual illustration*

## Process



*Conceptual illustration*

Members of the Corradino project team visited the project area several weeks prior to the charrette to meet with interested parties as well as City and County staff to gain initial insight into the issues. An intensive schedule was developed that focused on exploring the major issues, discussing solutions, providing time to present solutions graphically and finally developing a project bank.

The charrette began with an explanation of the process and approach to the project. A discussion of major issues followed, to confirm the planning efforts of the past. After a short break the consultants and charrette participants took a bus tour of the corridor and prioritized the major issues. This included a land use discussion and strategies for building consensus. After a thorough debate, participants found common ground and agreement on most points of concern. Subsequently, the group discussed potential projects that could become part of the project bank.

By the end of day two, participants had reached consensus on what needed to be done. Days three through five were primarily spent refining the concepts and projects as well as developing accompanying graphics. During this three-day period, the public was invited to further discuss the effort in an informal setting. The doors were open to the public at all times during this phase.

# Issues

After a lengthy discussion, several issues came to the forefront. Most pressing on the minds of many participants was the issue of undesirable uses and activities, particularly prostitution, and sexually oriented businesses. The issues that surfaced as most important included:

- Undesirable Uses
- Land Use
- Transportation
- Visual Clutter
- Pedestrians/Bicyclists
- Safety
- Fragmented Landscaping

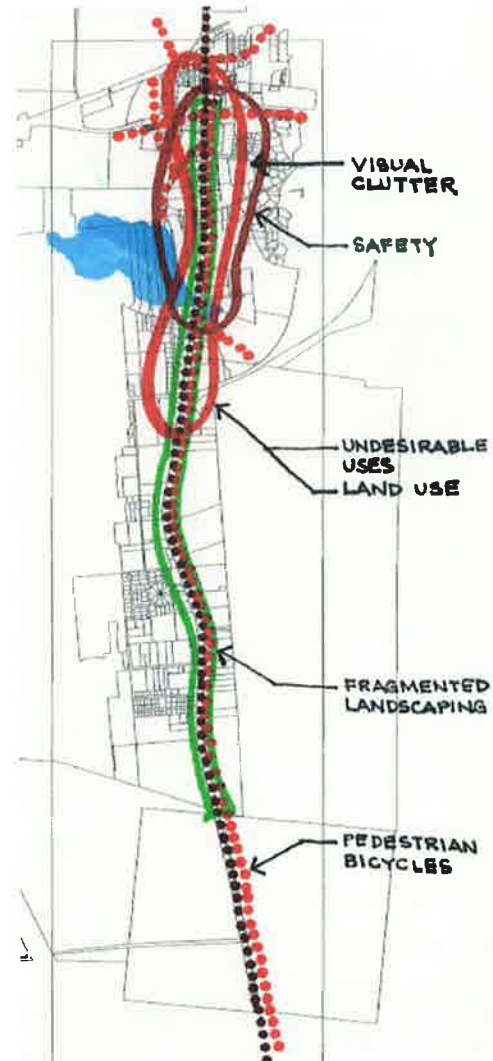
These issues were summarized into the four categories used for the project bank: Transportation, Land Use, Beautification, Environment.

## Undesirable Uses

Participants wanted to develop strategies for encouraging desired uses. One issue of primary concern was sexually-oriented businesses. This use could be difficult to exclude because legally, it must be provided the opportunity to exist somewhere. The County could resolve the issue by writing a separation distance ordinance which would prohibit such uses within certain radii of churches, schools, etc. The City was generally bound to let its current concern sunset over the next several years, at which time the use would have to make fundamental changes.

Another concern was of student and clusters of off-campus student housing. The prohibition of such a group was also found difficult. It is not within the planner's purview to exclude types of people.

As the Charrette participants discussed, the negative aspects of such uses of sexually oriented businesses, prostitution



Corridor issues

and single use clusters of student housing are all symptoms of the greater issue of corridor neglect. Over the years, SW 13<sup>th</sup> Street truly has become forgotten and has not received the attention that other areas of the community have. As a U.S. highway (U.S. 441), it once served as a main transportation route into Gainesville, but began to lose its importance during the 1960's with the completion of I-75. Development patterns began to shift to I-75 interchange locations, such as Archer



Road. Over time, different uses found their niche along SW 13<sup>th</sup> Street. Poorer quality construction and a deteriorating physical environment have made the corridor less desirable for housing, thus landlords cannot command premium rents. Charrette participants concluded that with care, attention and new land development regulations encouraging quality development, these issues could be mitigated and eventually disappear.

The opportunities and assets that exist in the corridor are enormous, starting with the people that live there care what their community is and what it will become. And the corridor's location close to the university and to the hospital make it a convenient and potentially attractive location for people to live and work.

The following is a list of desired and undesired uses as stated during the charrette:

*Desired Uses*

- Restaurants
- Hotels
- Retail
- Residential
- Office (medical/professional)
- Grocery
- Religious
- Cultural
- Day Care
- Automotive Repair
- Parks

*Undesired Uses*

- Sexually Oriented Businesses
- Crematoria
- Halfway Houses
- RV Parks / Camp Sites
- Rehab Centers
- Social Service Centers
- Car Washes
- Used Car Lots

**Land Use**

Many land use issues can be solved with a thorough reexamination of the codes. A brief examination found that while both comprehensive plans had goals, objectives, and policies that encouraged the type of development being sought, the land development regulations prohibited such development. For example, the current LDRs would prevent a developer from building a three-story mixed use building with a ten-foot setback. Current LDRs require that buildings be setback 30 feet or ten feet for each story. Such codes represent a very suburban and strip mall approach, which is not what participants in the Charrette participants envision for the corridor.

**Transportation / Pedestrians / Bicycles / Safety**

The ROW in the corridor is ample. The road is wide and speeds are relatively high. Although SW 13<sup>th</sup> Street no longer holds a prominent position as a main artery into and out of Gainesville, it does experience congestion as part of overflow of the overall transportation network. Therefore, eliminating lanes may not be appropriate. The corridor has been built as a transportation corridor and still functions as one. Therefore, it is appropriate that it remain as one. Re-configuring certain aspects of the street cross section, may be necessary for pedestrian and bicycle safety. Often students are dropped off across the street from their apartments, and attempt to cross mid-block.

## Project Bank

### Visual Clutter / Fragmented Landscape

The look and feel of SW 13<sup>th</sup> Street belies the fact that it has essentially been forgotten over the past several decades. Lack of attention and care is evident. Repetitive and unregulated signs create noticeable visual clutter. This, combined with multiple curb cuts, overhead utilities, and poor landscaping, creates the feeling of neglect. Often the clutter is accentuated by violations of the ROW. Instead, on nearly every block the ROW is encroached upon by private landscaping, automobile dealerships, signs, newspaper boxes, etc. Additionally, landscaping is in need of enhancement to create the appropriate character of a natural shaded area.



*Illustration of the corridor's changing character*

After an intensive collaborative process geared towards creating consensus, projects were grouped and a "project bank" was created. The project bank is the culmination of all issues discussed during the first three days of the Charrette. This project bank is a list of projects that, if implemented, will help improve the major areas of concern facing the corridor. Such projects represent the four major areas that span the entire length of the corridor: Environment; Transportation; Codes; and Landscape Beautification.

As discussed, the SW 13<sup>th</sup> Street corridor is not monolithic in nature and can be stratified into four geographic areas that reflect its diverse character.

As the character of the corridor changes along this continuum, so do the issues. Projects are prepared for the entire length of the corridor, but vary in application from one area to the next.

From south to north these changes are categorized as:

- Nature (Payne's Prairie)
- Rural/Town (Payne's Prairie – Williston Road)
- Town Gateway/Transition/Threshold (Williston Activity Center, Biven's Arm)
- City (25<sup>th</sup> Avenue to Archer)

The discussion that follows describes issues, projects, and project implementation as they relate to each project area. A bullet list of each project and its sub-tasks is provided, as well as a sequence of events that will lead towards implementation.

## Transportation

The SW 13<sup>th</sup> Street Corridor was designed and built as a transportation corridor. Its character is still that today. Although traffic volume on the corridor was under capacity (it is generally operating at LOS B), there are some congested periods during the AM and PM peaks. Therefore, it may not be appropriate to reduce the number of lanes, but rather to reconfigure or narrow the lanes. The ample ROW ranges from approximately 80' to 135'. Travel lanes are 12'-13'. Bike lanes are present, but inconsistent. Fortunately, there is enough area in the unpaved swales to expand bicycle and pedestrian facilities. The character of the facility is more urban with curb and gutter between Archer Road and 25<sup>th</sup> Place. It becomes more rural with drainage swales, south of 25<sup>th</sup> Place.

A major issue addressed during the SW 13<sup>th</sup> Street Charrette included poor lane configuration that has led to vehicular and pedestrian conflicts. For example, bike lanes and sidewalks are inconsistent, many intersections have movement conflicts, east/west pedestrian mobility at intersections is seen as unsafe, and transit stop locations are generally inadequate, poorly located, and encourage mid-block crossings.

A core issue is the road's ownership by the Florida Department of Transportation (FDOT). Any corridor changes must be coordinated and approved by FDOT. In order to change or recreate the character of the facility it is recommended that a combined City/County/FDOT Corridor Analysis / Mobility Study should be undertaken. This effort would be administered by project managers from the City of Gainesville, Alachua County, and FDOT who would develop a study methodology. FDOT does have Livable Community Initiatives which promote many of the principles initiated for the SW

13th Street corridor. Therefore, FDOT should be able to develop a methodology based on these principles. Furthermore, the community has adopted the MTPO 2020 Livable Communities Reinvestment Plan. Frequent coordination during the process would aid in cooperative efforts. Implementation would occur with approval from the City and County, and MTPO, and prioritization on an implementation plan by FDOT. Implementation could be 7 to 10 years in the future. As always, implementation of many of the issues discussed will be determined by available funding. Local funding will probably be required for certain aspects of long-term development and maintenance. Currently FDOT and MTPO have coordinated a rumble strip project through Payne's Prairie. This is both funded and budgeted.

This effort would have several sub-tasks as described below. Aside from coordination with FDOT, MTPO, the University of Florida, Regional Transit System (RTS) and Gainesville Regional Utilities (GRU) should be included in the process because each has issues and potential projects that will effect the use of the corridor.

### Coordinated Corridor Analysis / Mobility Study

- Uniform Bike Paths, Sidewalks, Pedestrian Paths
  - *ROW Survey*
- Lane Narrowing / Reconfiguration
  - *Develop Alternatives*
  - *Examine Issues Dealing with Curbing Medians*
  - *Traffic Counts*
  - *Level of Services Analysis*
  - *FSUTMS/Syncro/Corsim*



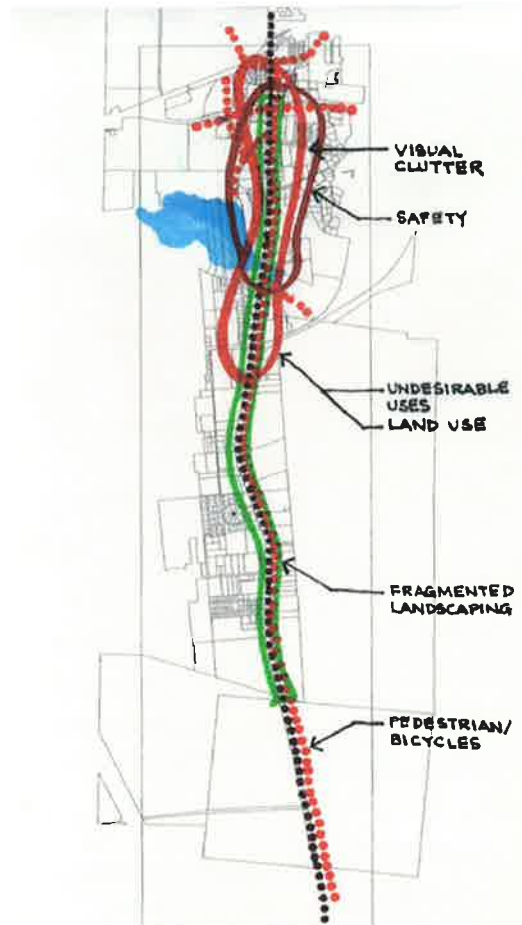
- *Speed/Time and Delay Study*
- Redesign Intersections, 16<sup>th</sup> / Williston
  - *Develop Alternatives*
  - *Roundabout, Lane Configuration*
  - *Provide Colored and Textured Crosswalks*
  - *Examine Signal Timing*
- Transit
  - *Create Bus Bays*
  - *Implement Improved, Sheltered Bus Stops*
  - *Study Relocation of Bus Stops Closer to Intersections*
  - *Study Alternatives for Mid-Block Pedestrian Crossings at Bus Stops*
  - *Pedestrian Actuated Signals*

### **Pedestrian Accessibility Study**

- Develop Alternatives Between 16<sup>th</sup> Avenue and Shands Hospital

### **ROW Recommendations**

The corridor has four general ROW widths: 80', 121', 145', 160 which are illustrated on the following pages.. These are the area north of 16<sup>th</sup> Avenue, the area between 16<sup>th</sup> Avenue and the Gainesville Sun, the area between the Gainesville Sun and Williston Road, and the area between Williston Road and Payne's Prairie. The corridor has a ROW of between 80' and 135' measured from utility pole to utility pole, (a survey would be needed to determine exact dimensions). Generally the corridor consist of two 13' lanes in each direction. South of 16<sup>th</sup> Avenue it is divided by a median of between 28' to 30' in width. Bike lanes and sidewalks are present, but not consistently.



*Traffic issues*

The goal is to narrow the travel lanes, provide for consistent and ample bike lanes and sidewalks, and provide for appropriate landscaping. All of these enhancements would make it easier for automobiles, bicyclists and pedestrians to coexist on the facility, while providing ample access and opportunity for each. In addition this would help calm traffic and moderate speeds to the design speed of between 30 and 35 mph. The following illustrations provide recommendations for streetscape changes.



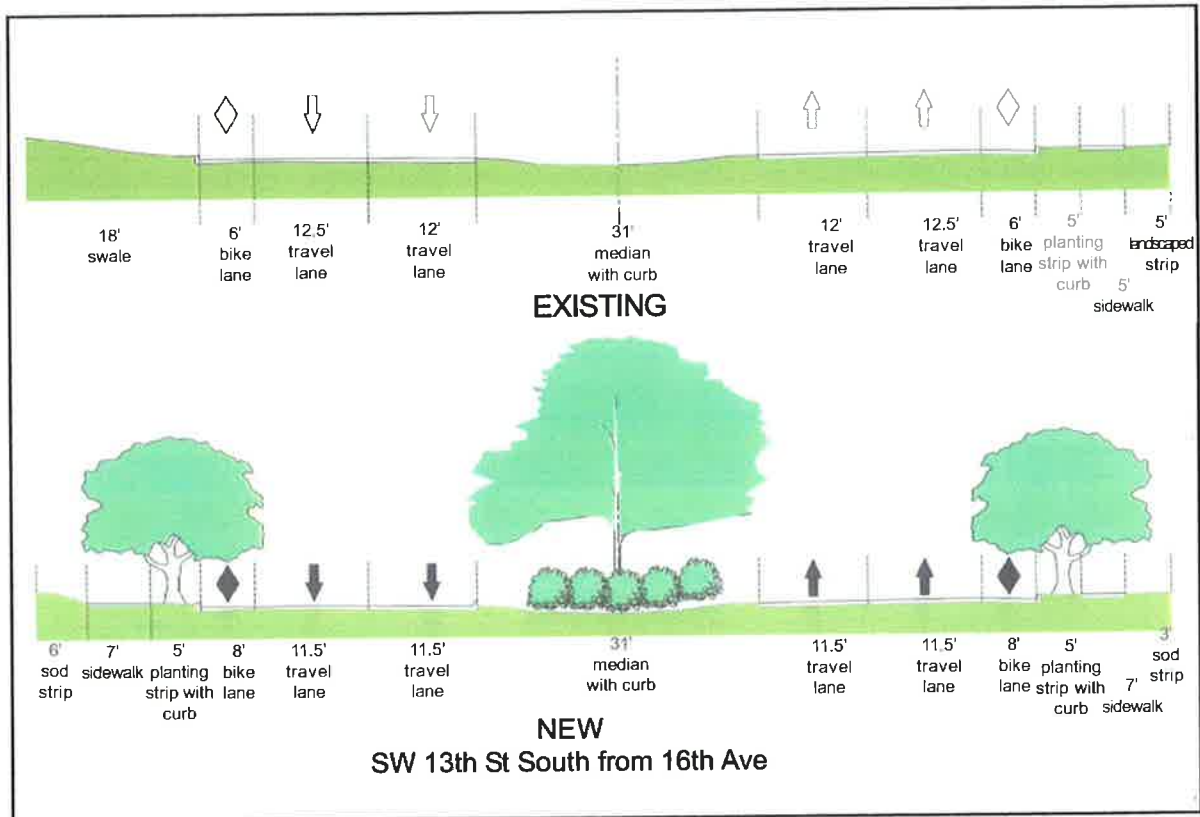
**North of 16<sup>th</sup> Avenue**

Here the existing condition features an approximate 80' ROW of curb and gutter consisting of:

- 5' sidewalk
- 3' swale/planting strip
- 6' bike lane
- Two 13' travel lanes (in each direction)
- No median
- 6' bike lane
- 3' swale and curb
- 5' sidewalk

The new configuration would consist of:

- Widen sidewalk to 7'
- Widen planting strip to 5'
- Retain 6' bike lane
- Reduce travel lanes to 11' lanes (in each direction)
- Retain 6' bike lane
- Widen planting strip to 5' (appropriately landscaped)
- Widen sidewalk to 7'



### Between 16<sup>th</sup> Avenue and The Gainesville Sun

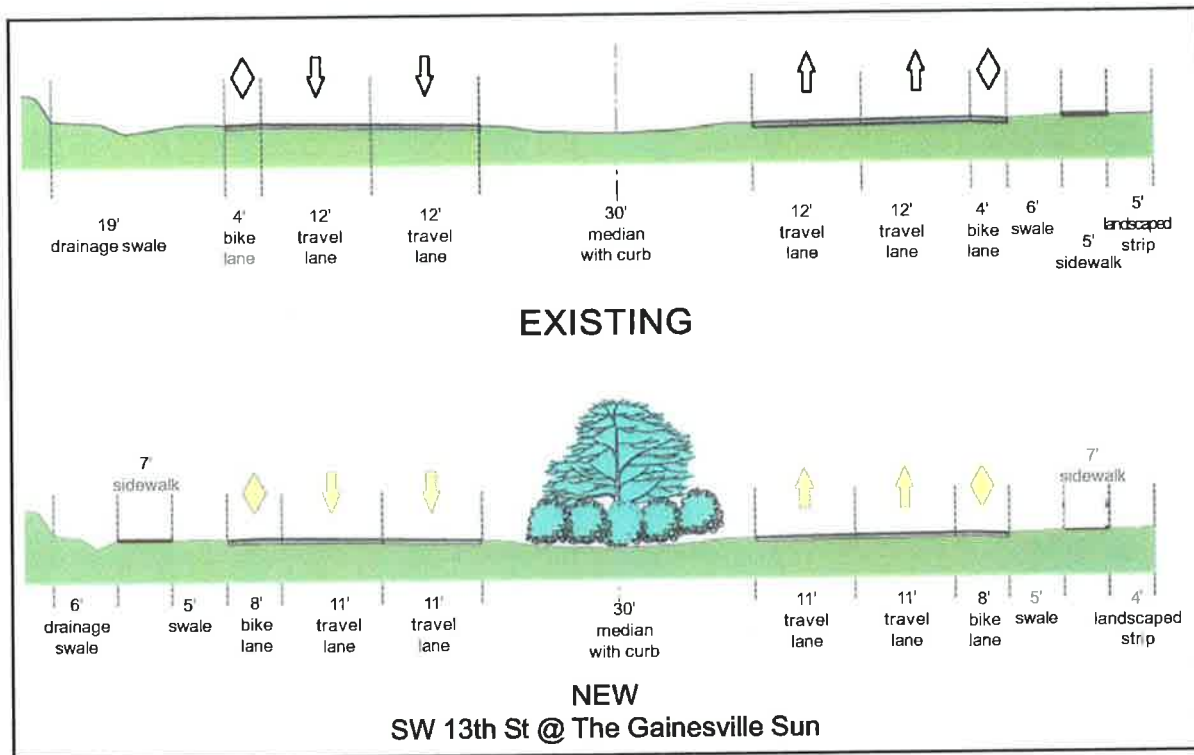
Here, the existing condition features an approximate 80' ROW of curb and gutter consisting of:

- 18' swale/planting strip
- no sidewalk
- 6' bike lane
- Two 12' to 12.5' travel lanes (in each direction)
- 31' median
- 6' bike lane
- 5' swale and curb
- 5' sidewalk
- 5' planting strip

The new configuration would consist of:

- Narrow swale/planting strip to 6'
- Create sidewalk to 7'
- Create 5' planting strip (appropriately landscaped)
- Widen bike lane to 8'
- Reduce travel lanes to 11'- 11.5' lanes (in each direction)
- Maintain 31' median (appropriately landscaped)
- Widen bike lane to 8'
- Maintain 5' planting strip (appropriately landscaped)
- Maintain 5' sidewalk
- Maintain 5' planting strip





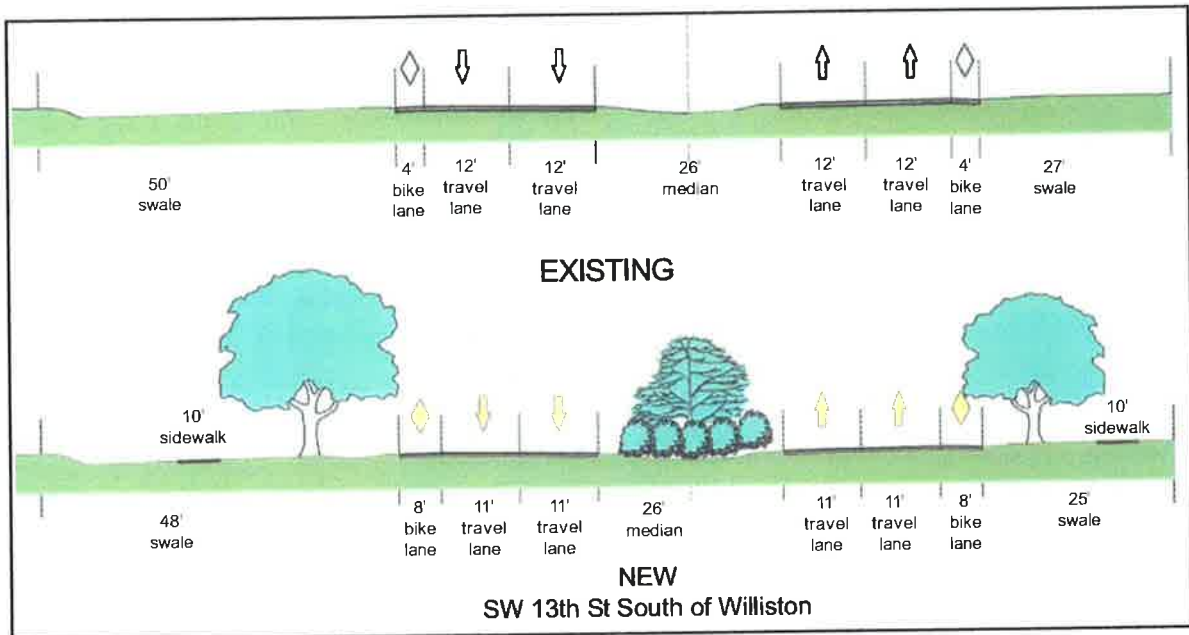
**Between The Gainesville Sun and Williston Road**

Here the existing condition features an approximate 121' ROW of no curb and gutter consisting of:

- 19' swale/planting strip
- no sidewalk
- 4' bike lane
- Two 12' travel lanes (in each direction)
- 30' median
- 4' bike lane
- 6' swale
- 5' sidewalk
- 5' planting strip

The new configuration would consist of:

- Narrow swale/planting strip to 6'
- Create sidewalk to 7'
- Create 5' planting strip (appropriately landscaped)
- Widen bike lane to 8'
- Reduce travel lanes to 11' lanes (in each direction)
- Maintain 30' median (appropriately landscaped)
- Widen bike lane to 8'
- Reduce planting strip to 5' appropriately landscaped
- Create sidewalk to 7'
- Reduce planting strip to 4'



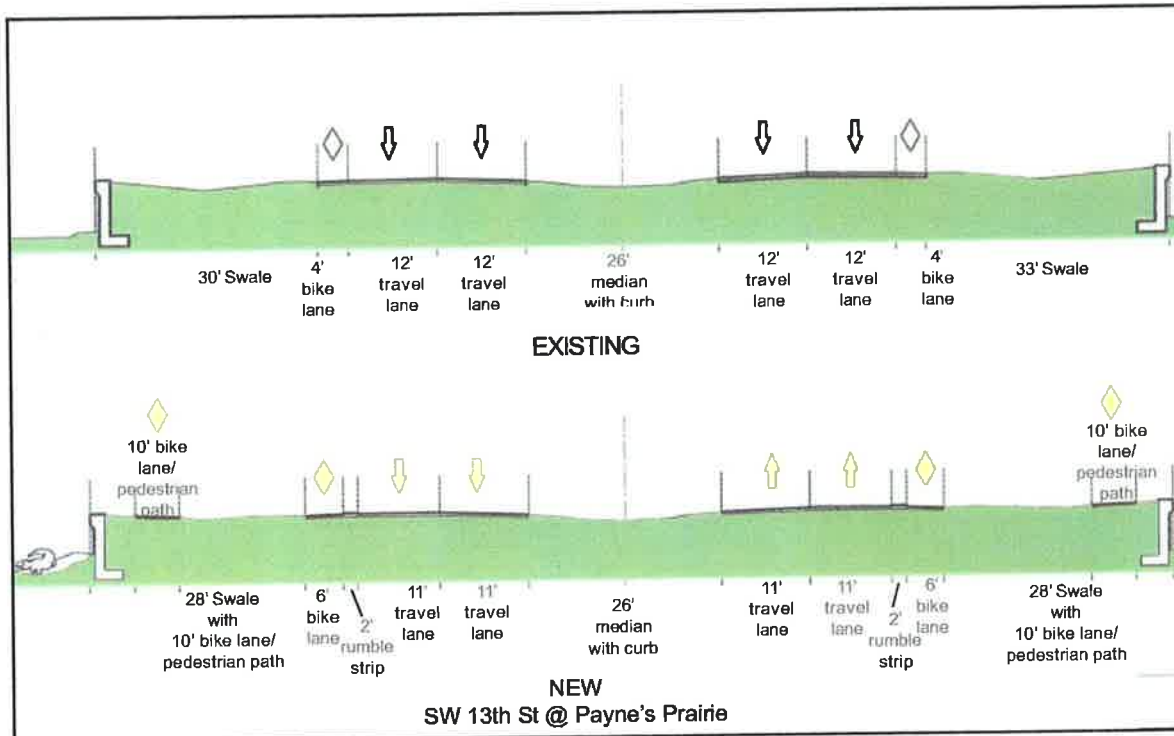
### Between Williston Road and Payne's Prairie

Here the existing condition features an approximate 160' ROW of no curb and gutter consisting of:

- 50' swale/planting strip
- No sidewalk
- 4' bike lane
- Two 12' travel lanes (in each direction)
- 26' median
- 4' bike lane
- No sidewalk
- 27' swale

The new configuration would consist of:

- Reduce swale to 48'
- Create sidewalk/bike path to 10' (20' off edge of pavement, which meanders slightly through appropriately landscaped swale area)
- Widen bike lane to 8'
- Reduce travel lanes to 11' lanes (in each direction)
- Maintain 26' median (appropriately landscaped)
- Widen bike lane to 8'
- Reduce planting strip to 25' appropriately landscaped
- Create 10-foot-wide sidewalk



**Through Payne's Prairie**

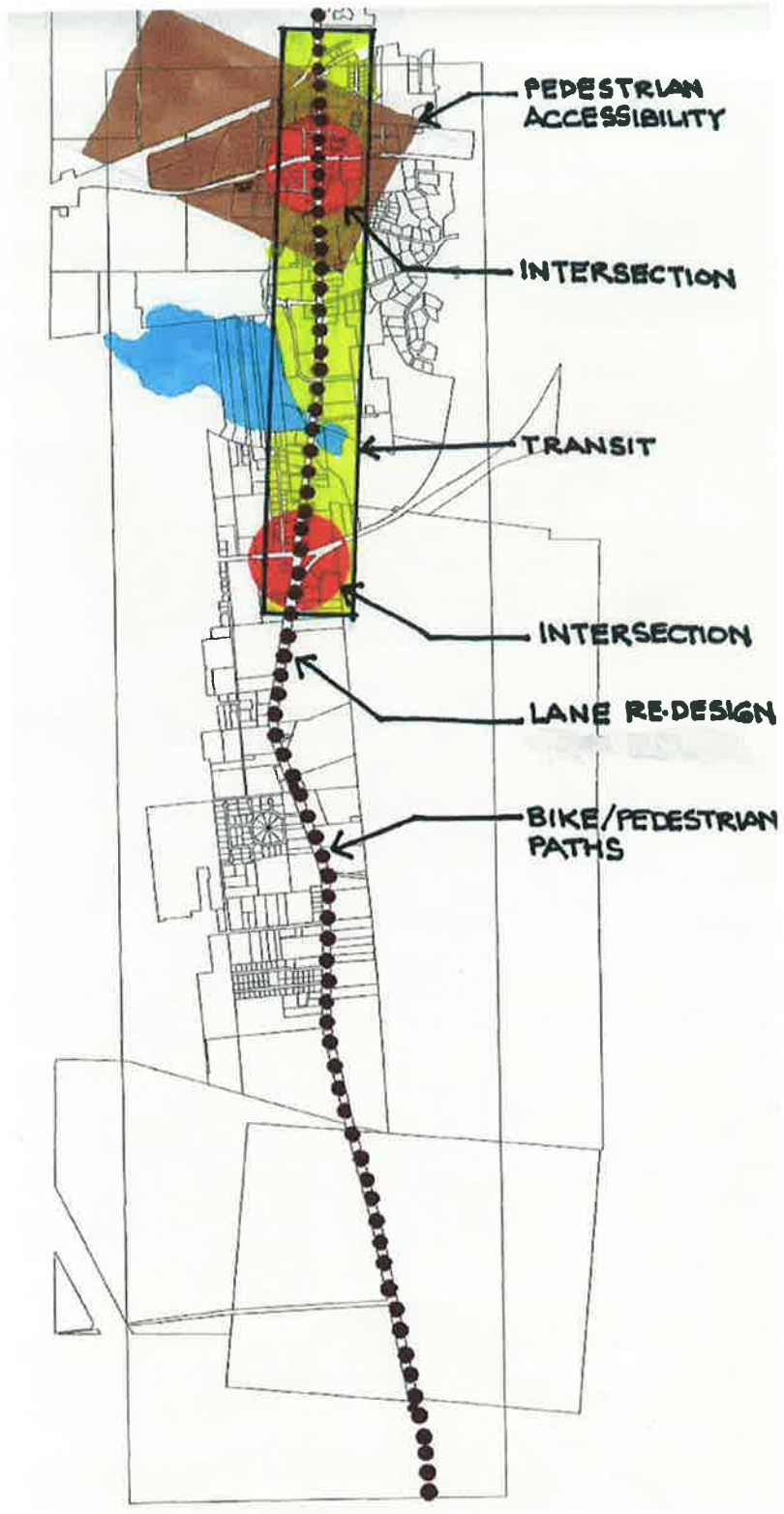
Here the existing condition features an approximate 145' ROW with no curb and gutter bound by two elevated retaining walls consisting of:

- 30' swale
- No sidewalk
- 4' bike lane
- Two 12' travel lanes (in each direction)
- 26' median
- 4' bike lane
- No sidewalk
- 33' swale

The new configuration would consist of:

- Reduce swale to 28'
- Create sidewalk/bike path to 10' (10' off edge of pavement, which proceeds straight through the non-landscaped swale area)
- Widen bike lane to 6'
- Create 2' rumble strip
- Reduce travel lanes to 11' lanes (in each direction)
- Maintain 26' median (non-landscaped)
- Create 2' rumble strip
- Widen bike lane to 6'
- Reduce swale to 28' (non-landscaped)
- Create sidewalk/ bike path to 10'





*Proposed transportation network*

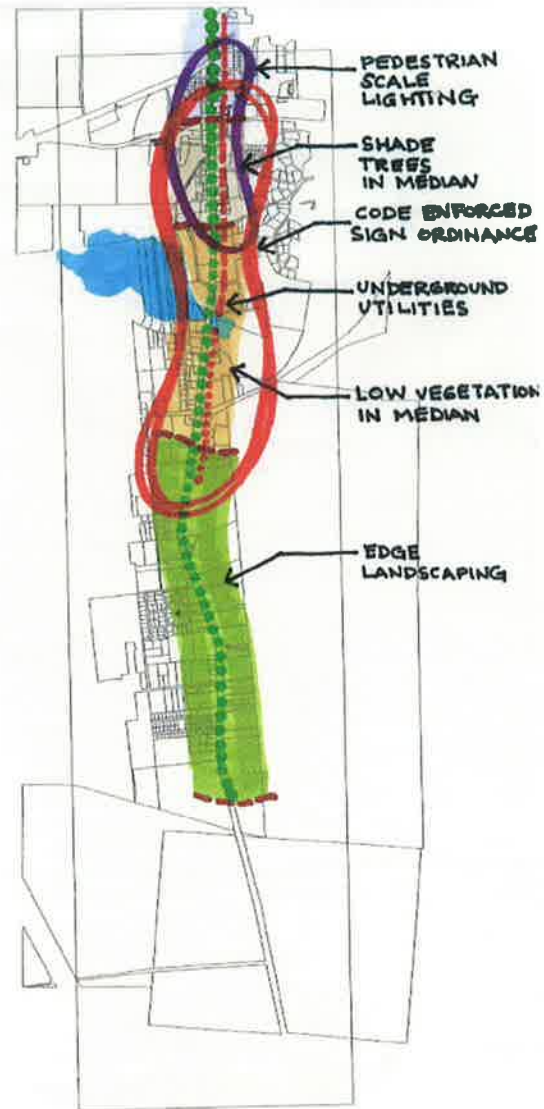
## Beautification

One of the major issues addressed in the corridor is its look and feel. Currently, the corridor has landscaping that is inconsistent, out of character and in need of improvement. The poor edge conditions are a direct result of: unattractive above-ground utilities; ROW violations and encroachments by property owners' landscape treatments, automobiles, newspaper boxes and signs; the lack of pedestrian lighting; and inconsistent pedestrian and bicycle facilities. In general, there is a lack of uniformity particularly in the northern section of the corridor.

The City has written an FDOT Beautification Grant to make corridor improvements, though it has not been submitted. If the application is approved by FDOT, the agency will require that curbs be added to the median for trees greater than a certain size.

Fortunately, there are examples of beautification efforts by the private sector. Tree-lined street edges, for example, outside the public ROW, are a positive influence on the corridor and should be maintained.

Beautification can be accomplished through a combination of landscaping, undergrounding utilities, preventing ROW encroachments and providing appropriate style lighting. Coordinating of issues dealing with ROW encroachments should be initiated immediately with the property owners along the corridor. The general approach to landscaping would be formal edges and medians with large-scale canopy trees along the more urban portion



*Proposed beautification enhancements*

of the roadway, medians with smaller-scale canopy trees along the more rural portion of the roadway from 25<sup>th</sup> Place to Williston Road, medians with lower hedges between Williston Road and Payne's Prairie, and no changes through the Prairie.

## Landscaping

- Approve and Submit Beautification Grant
  - *Shade Trees Along Edges and Median (City)*
  - *Smaller Native Trees in Median, Existing Edge Condition (Transitional)*
  - *Native Vegetation Protecting Pedestrian/bike Path (Rural/Town/Nature)*
- Coordinate with FDOT Prior to Submittal

## Enforce Codes

- Coordinate with Property Owners to Prevent ROW Encroachment

## Underground Utilities

- Assess Useful Life of Existing Utilities
  - *North of Biven's (+, - 25 yr Life Span Remaining)*
  - *South of Biven's (+, - 10-15 yr Life Span Remaining)*
  - *Seek Partners in Funding*

## Sign Ordinance

- Single Sign, Out of ROW, Height/Material/Colors
  - *Needs to Be Reviewed by Staff*

## Lighting

- Pedestrian Scale
  - *Acorn Lights*
  - *60' On Center*
  - *Needs to Be Confirmed by Staff*



Environmental issues

## Land Use

An additional aspect to the overall improvement of the SW 13<sup>th</sup> Street Corridor is the development, design and implementation of appropriate land use codes for the study area. The corridor is currently under a development moratorium, which will end by late November 2002. This aspect of the project is the most logical next step in the entire process because land use is almost completely in the control of both the City and County. Generally this type of effort can be done relatively quickly. It is recommended that the community undertake a Special Area Plan to address the recommendations of this charrette.

Through the interactive public involvement process, several uses were considered desirable or undesirable. Additionally, the desired uses should be applied in a manner that encourages development to focus on limiting the "strip" character that currently exists and promotes a mix of uses and higher densities for residential areas. The following recommendations will help further this effort. This should be scheduled and added or otherwise amended through the special area plan:

- Designate the Area Around Tumblin Creek a Conservation Area.
- Change the Area Surrounding the Corridor Between 21<sup>st</sup> Avenue and 25<sup>th</sup> Avenue from Commercial Medium Intensity to Mixed Use Low Intensity.
- Preserve the Current Large Single Family PD Area on the East side of SW 13th adjacent to Payne's Prairie for the County.
- Change the Williston Activity Center From Residential Low Intensity to Mixed Use Low Intensity.
- Create formal access to Bivins Arm as quality open space along the corridor.

Although several uses are undesired, particularly Sexually Oriented Businesses, there is a legal reason that they exist somewhere in the community. The location of such uses is seen as symptomatic of neglect. An overall change in the Corridor, implemented through recommendations in this report, will mitigate this use.





# ALACHUA COUNTY

## LEGEND

- Residential (0-2)
- Residential (2-4)
- Office/Residential (2-4)
- Mixed Use Low Intensity
- Commercial
- Institutional
- Recreation
- Preservation

GENERALIZED FUTURE LAND USE ( ADOPTED)

The Special Area Plan should examine acceptable uses for the corridor. This may require changes or amendments to the City and County Comprehensive plans or the Land Development Codes, or be able to be addressed through an overlay. Additionally, the codes should be revisited to limit undesirable uses, and permit more integrated mixed uses.











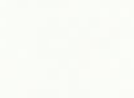
The Comprehensive Plans' Goals, Objectives and Policies encourage quality development that favors aesthetically pleasing, pedestrian friendly, sustainable development as opposed to strip development. However, this is not reflected in the land development regulations, which have specific requirements restricting setbacks, light angles, heights, and other requirements. The Land Development code should be changed to reflect these pedestrian friendly qualities. Additionally, Design Standards for specific developments should encourage quality development, and emphasize the importance of public space and the public realm.

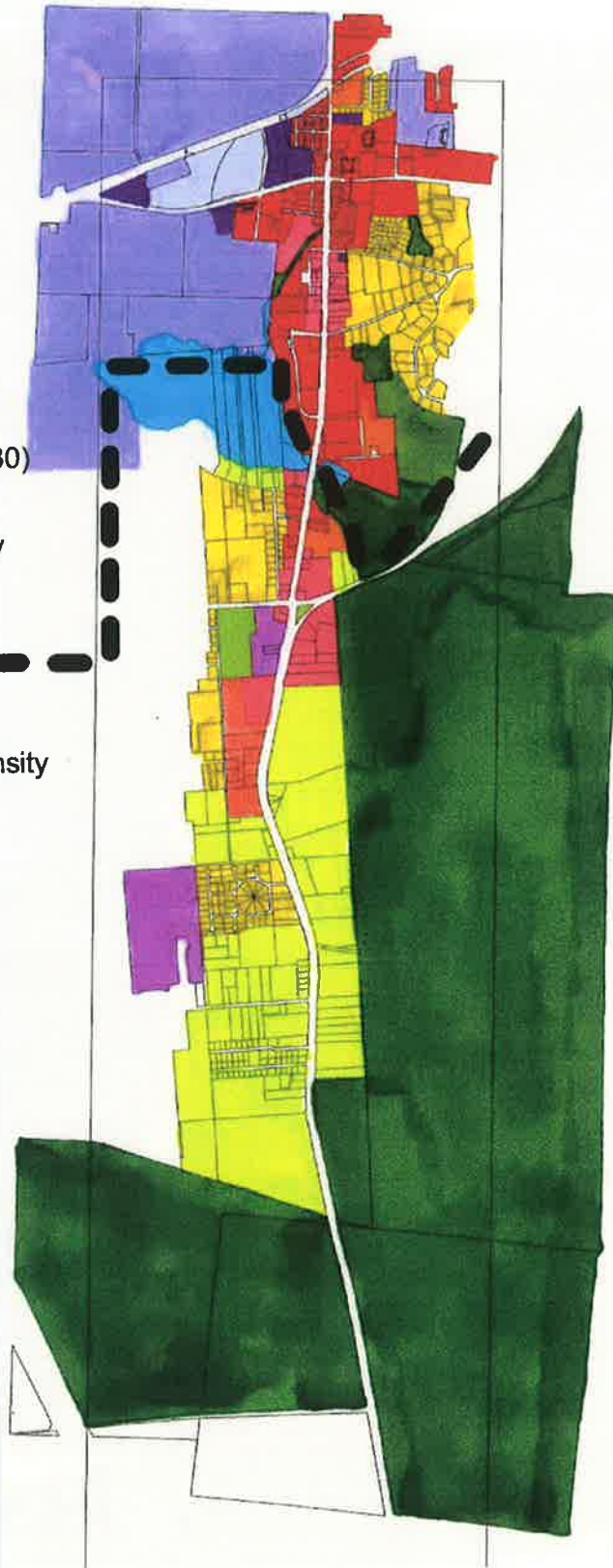
The Policies, LDR's and Design Standards will apply corridor wide to all properties fronting SW 13<sup>th</sup> Street. Since the corridor includes both City and County jurisdictions, each government will need to enact the appropriate changes. The effect of these standards will be to provide potential developers with a clear understanding of what is necessary in order to develop property in the corridor, thus, making it much easier and inviting to occur. If a developer cannot meet the standards set by the Special Area Plan, they may have the opportunity to undergo the planned development process.

The issue of banning uses has been addressed. It may not be appropriate or legal to prohibit certain uses. The answer may lie in limiting these uses, developing around them and thereby diluting them. Enhancements of codes, beautification and right of way improvements can accomplish this.

# CITY OF GAINESVILLE

## LEGEND

-  Single Family (0-8)
-  Residential Low (8-12)
-  Residential Medium (8-30)
-  Residential High Density (8-100)
-  Mixed Use Low Intensity
-  Mixed Use Medium Intensity
-  Office
-  Commercial
-  Education
-  Public Facilities
-  Conservation



GENERALIZED RECOMMENDED LAND USE

The process for implementation is as follows.

#### Special Area Plan

- Redefine Mixed Use
  - *Integrate, Uses that Relate, Vertical as Well as Horizontal*
- Redefine or Remove Business Tourism Category
- Redefine all other use categories
  - *Eliminate Undesired Uses (to the Extent Possible)*
- Study Removal of PD from Zoning Map for the County
- Focus on Mixed Commercial Areas
- Provide for More Residential Character in the Area South of the Williston Activity Center
- Create Policies that Promote redevelopment
- Examine Appropriate Locations for Mixed use, Commercial and Higher Density Residential
  - *Focus Densities in Activity centers, (16<sup>th</sup> Avenue, Williston)*
- Create Policies that Facilitate Desirable Development
- Create Design Standards
- Examine Partnerships with Business Community
- Write a Sexually Oriented Business Separation Distance Ordinance (County)

#### Consider a Market Analysis Study

- SW 13<sup>th</sup> Street in Regional Market Context
- Market Profile
- Explore Ability, Desire and Cost of Land Assembly
- Examine Solicitation of Developers Through RFP Process
- Examine Public / Private Development Opportunities
- Explore Development Incentives

#### Coordinate with University of Florida

- Examine Possibility of Archer Road modifications
- Explore Possibility and Feasibility of Higher Density Mixed-Use Residential Development in the Ghandy Neighborhood

#### Approve Special Area Plan

- Both City and County Commissions
- By December 2002

#### Modify Comprehensive Plans and LDR's

- Either as Comprehensive Plan Amendments or as LDR Amendments



## Environment

The unifying characteristic of the SW 13<sup>th</sup> Street Corridor is its position in the natural environment and how that environment meshes with the various degrees of developments. Charrette participants agreed that access to the environment needed to be improved.

The corridor is situated on a continuum where one passes from an area of primeval nature in Payne's Prairie through controlled nature to a gateway to the built environment at Williston Road. Biven's Arm and Tumblin Creek serve as windows into nature. Improvements here will improve the quality and health of the natural environment, improving the general quality of life of those who live in the community, and economic development opportunities. Four projects have been recommended to help accomplish these goals.

### Payne's Prairie Observation Area

- Create a Covered Observation Deck on the South Bound Northern Quadrant of the Prairie.
- Create Parking Amenities for the Observation Deck
  - *Bicycle racks*
  - *Drinking water*

### Biven's Arm Access

- Implement Bridge Improvements Over the Area
  - *Pedestrian access*
  - *Textured / Colored Bridge Treatment*
  - *Replace Guard Rails with more Aesthetically Pleasing Treatment*
- Develop Boardwalk, Pier and Observation Area on East Side
- Examine Opportunities to Access the Property to the South of the Lake



Environmental issues

- Promote Environmental, Educational, Dining and Recreation uses

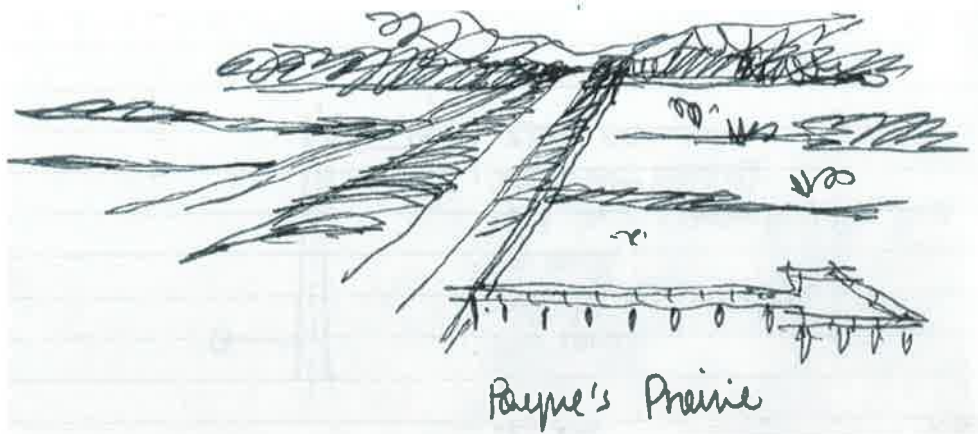
### Tumblin Creek Enhancement

- Coordinate with Water Quality and Environmental Planning Efforts
- Examine De-channelization of Creek
- Examine Restoration to Natural Path
- Enhance Pedestrian Amenities Across and Beside the Creek

### Stormwater Master Plan

- Examine the Corridor's Drainage, Flooding Issues
- Provide Conceptual Costs for Mitigation or Improvements
- Coordinate on a Regional Basis

## Case Studies



In many cases the efforts described above will ultimately combine to form the creation of a new corridor, with a character, look, feel and function all its own. The projects that have examined the corridor in the regional, neighborhood and block context will have defined SW 13<sup>th</sup> Street as an area with several distinct parts. In a way, SW 13<sup>th</sup> Street is a living organism. The results of subtle changes will be represented slowly over time. To represent what the projects suggested here may look like in the future, several case studies have been created. These include:

- Payne's Prairie: Primeval Nature
- The Williston Road Gateway
- Biven's Arm Crossing: A Moment To Celebrate
- 25<sup>th</sup> Place to Tumblin Creek
- Tumblin Creek Restoration
- The Archer Road: Urban Village

### Payne's Prairie: Primeval Nature

Payne's Prairie is a naturally beautiful environment that needs little enhancement. The addition of one more observation deck and beautification of the existing one with shade and water will add



Enhanced viewing area



Existing condition

enormous value. Adequate bike paths and pedestrian amenities will make utilization of this facility easier and more rewarding.

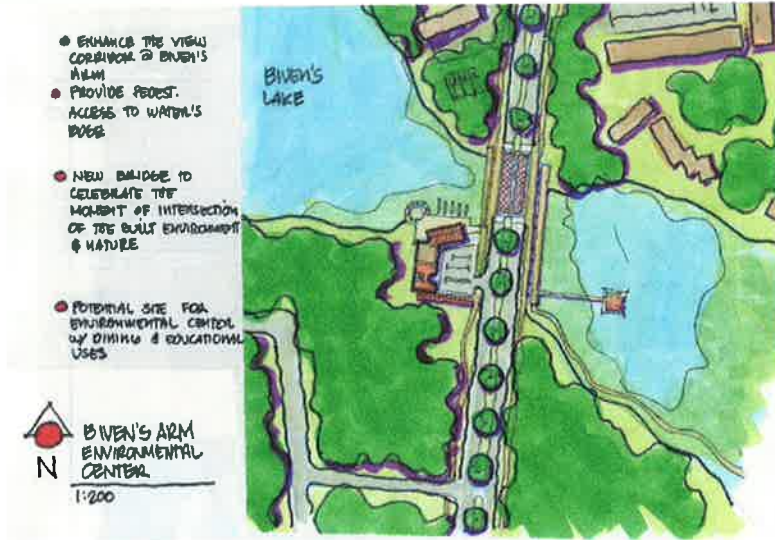
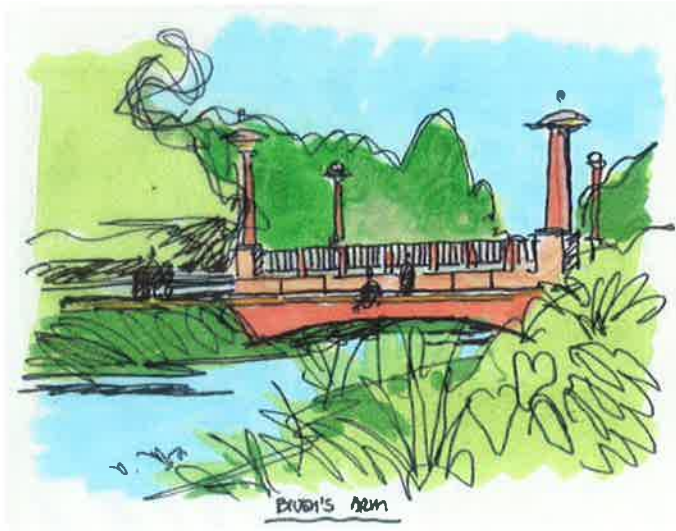


### The Williston Road Gateway

This area will redefine the activity center, changing to a Mixed Use, Low Intensity designation. Building will become closer to the ROW and uses will be integrated vertically. Design standards will enable gas stations to fit seamlessly into the environment while maintaining their

function. An entry feature will act as a gateway and a reconfigured intersection will create a pedestrian friendly area, by which people can utilize the many uses and recreation area, which will have more amenities.





### Biven's Arm Crossing: A Moment To Celebrate

Biven's Arm is one of the most underutilized areas along the corridor. This wonderful amenity needs to be opened up for all to appreciate. The view can be enhanced and pedestrian access can be provided to the waters edge. The area south of the bridge is a potential site for an environmental center with dining and educational uses. Environmental concerns can be served through a stormwater master plan.





### 25<sup>th</sup> Place to Tumblin Creek

This area can be reconfigured with quality town homes and small-scale local retail with buildings set far off of the ROW. The mix of uses could be vertical in nature, and incentives could be provided for developers to assemble property and build vertically for additional floor area ratio. The maintenance of the pocket park north of the Gainesville Sun is of particular importance.



Photo Rendering AFTER



Photo Rendering BEFORE

### Tumblin Creek Restoration

This is primarily a beautification project that restores one of the Corridor's hidden assets. Unattractive structures will be removed and adequate and attractive lighting will be placed. The concrete culvert can be removed and the creek can be de-

channelized or landscaped as a more natural creek. Through this project the environment will be cleaned and a linear park can be created on the north edge of Biven's Arm Lake, with connections to pedestrian paths to the campus.



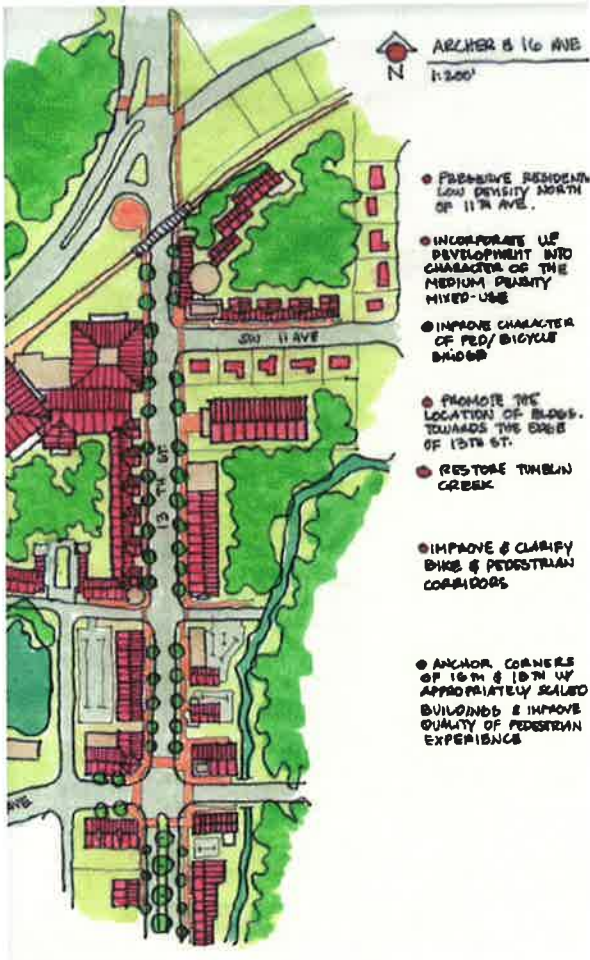


Photo Rendering AFTER



Photo Rendering BEFORE

### The Archer Road: Urban Village

As the corridor becomes more urban this area can be characterized by mixed use retail. Pedestrian needs will be accommodated with adequate sidewalks and crossings. Residential opportunities will be enhanced through transit oriented development, landscape features, bus shelters and access to the hospital and campus.



Conceptual Perspective

