



## **Depot Avenue Master Plan Proposal**

Presented November 8, 2001

Prepared by Professors Tina Gurucharri and Kim Tanzer  
College of Design Planning and Construction  
University of Florida

With Partial Funding from the  
Environmental Protection Agency and the City of Gainesville  
Through a grant from the Center for Construction and the Environment

## **PRESENTATION OUTLINE**

Community-based process

Types of research and analysis

Proposal

Implementation

Invitation to opening



## **COMMUNITY-BASED PROCESS**

Summer 1999: “Re-visioning Gainesville” six week community-wide visioning exercise

Fall 1999: UF landscape architecture and architecture studios participate in stormwater park charrette, develop site analysis and propose master plans

Summer and Fall 1999: Neighborhood meetings used to solicit project ideas

October 1999: Community charrette at Williams Elementary School

December 1999: Student projects shown to community at the Matheson Center

Spring 2000: Architecture students design housing in project area

February 2000: Students’ initial “preposterous” proposals exhibited in Depot Building as part of Historic Gainesville, Inc. sponsored walking tour

Summer 2000: Design team develops master plan proposal, shows to members of community, and City and County officials

Fall 2000: Landscape architecture students design cultural gardens and propose site design for the Warehouse, both in conjunction with community groups

Spring 2001: Architecture students design 21<sup>st</sup> century live-work blocks within 1913 neighborhood, working with area stakeholders (Neighborhood Nutrition Network, Dignity Project, Spin Cycle, bicycle expert Linda Crider, artist Brad Smith)

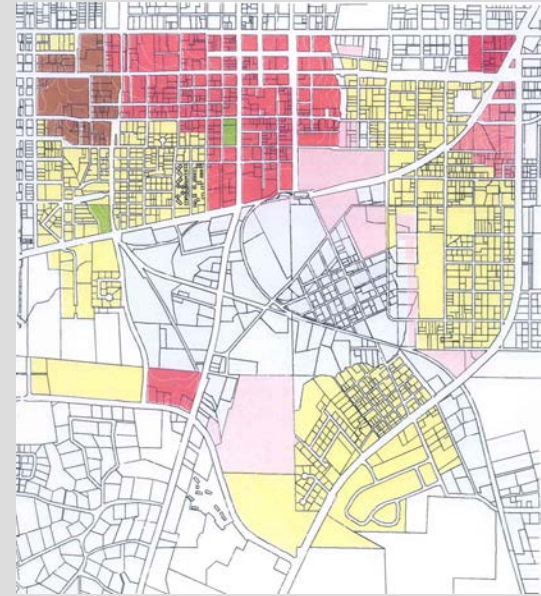
Summer 2001: Final report completed and submitted to City of Gainesville, EPA

November 2001: Report to MTPO and exhibit of Depot Area Project(s) at the Florida Community Design Center

**Community meetings: 14**

**Public presentations: 4**

**Architecture and landscape architecture design studios: 5, with approximately 75 students**



Fall 1999: UF landscape architecture and architecture studios participate in stormwater park charrette, develop site analysis and propose master plans

October 1999: Community charrette at Williams Elementary School



## Around the Region



UF architecture students Ivan Pire (left), Rich Emerson, Partha Ajaonkar and Jeewon Ryu place the finishing touches on a scale model of the area around what will become Stormwater Park on Depot Avenue. Participants in a workshop, which was held at Williams Elementary School on Saturday, planned and built the model.

## DEPOT: City seeks residents' input

*Continued from 1B*

students, was the staging ground for ideas from workshop participants.

Depot area residents focused on practical issues such as more streetlights and sidewalks, repaved streets, storm drainage, community centers and police substations.

Other workshop participants suggested bicycle and pedestrian trails and mixed-use developments following new urbanism design principles.

"A few times students might have put in a few more high-end things like playgrounds and the residents said that was kind of overkill," said workshop organizer Brad Guy, interim director of UF's Center for Construction and Environment. "But I think there was not any kind of conflict, really."

Mount Olive neighborhood resident Vivian Filer praised the weekend workshop and the new emphasis on the city's communities south of downtown.

"I think it's about time that all of us who live on this side of the city on purpose get together to bring the people who run the city to come over here to see what we want," Filer said.

The renovation of the depot and the development of a surrounding park may not be a top priority with many southeast Gainesville residents, Filer said, but the attention those projects bring to the area south of downtown is welcome.

"We are on a roll," she said. "We are going somewhere with this project."

Tanzer agreed. "The most important thing about this project is that it puts on the map, so to speak, a part of

Gainesville that is historic, that is connected to downtown, that's got wonderful people and great opportunities urbanistically, and it has just been kind of a black hole at this point," Tanzer said.

Tanzer said students would continue to develop design proposals for the area, and over the next year the model will be taken to various neighborhood meetings to get more community feedback.

The city, meanwhile, will move forward with plans to renovate the depot and develop the adjacent park.

Among city officials attending parts of the workshop were city Commissioners Ed Jennings, Pegeen Hanrahan, John Barrow and Bruce Delaney.

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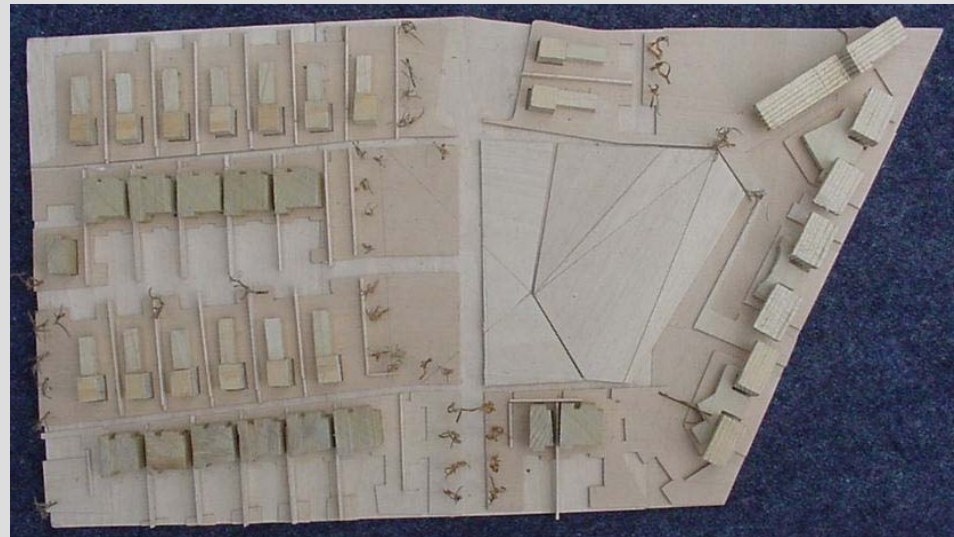
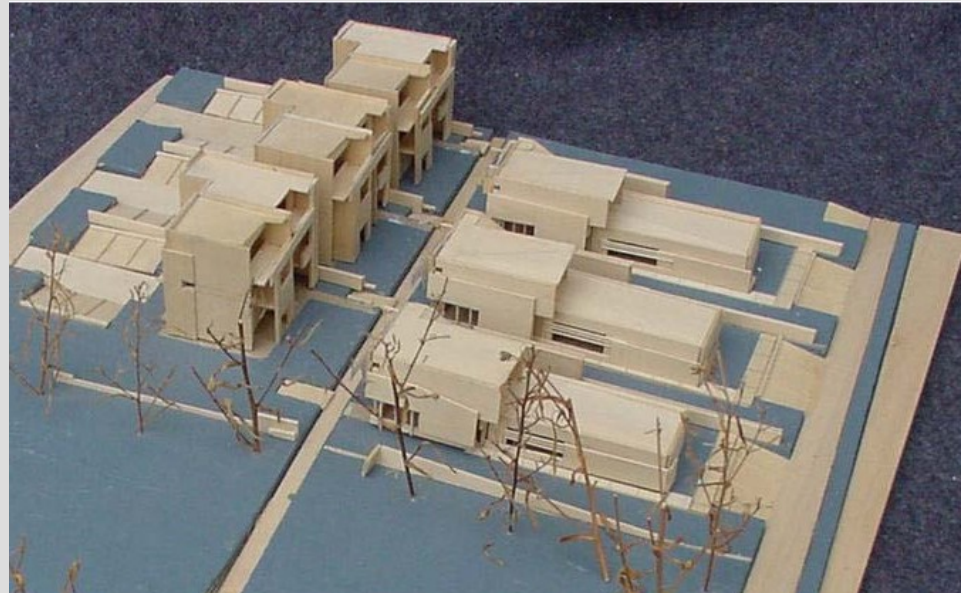
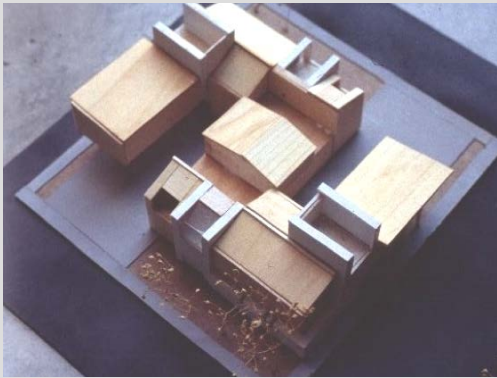
October 1999: Community charrette at Williams Elementary School



Collaged photographs of model at the completion of the charrette reflect citizens' desires for the project area.

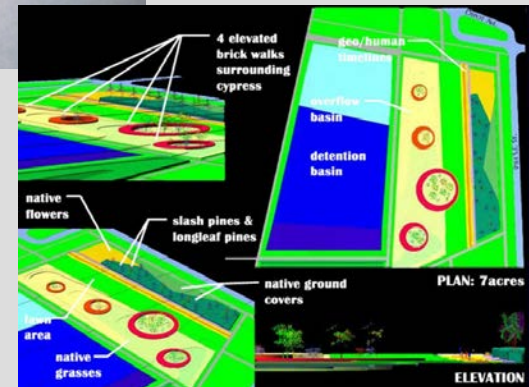
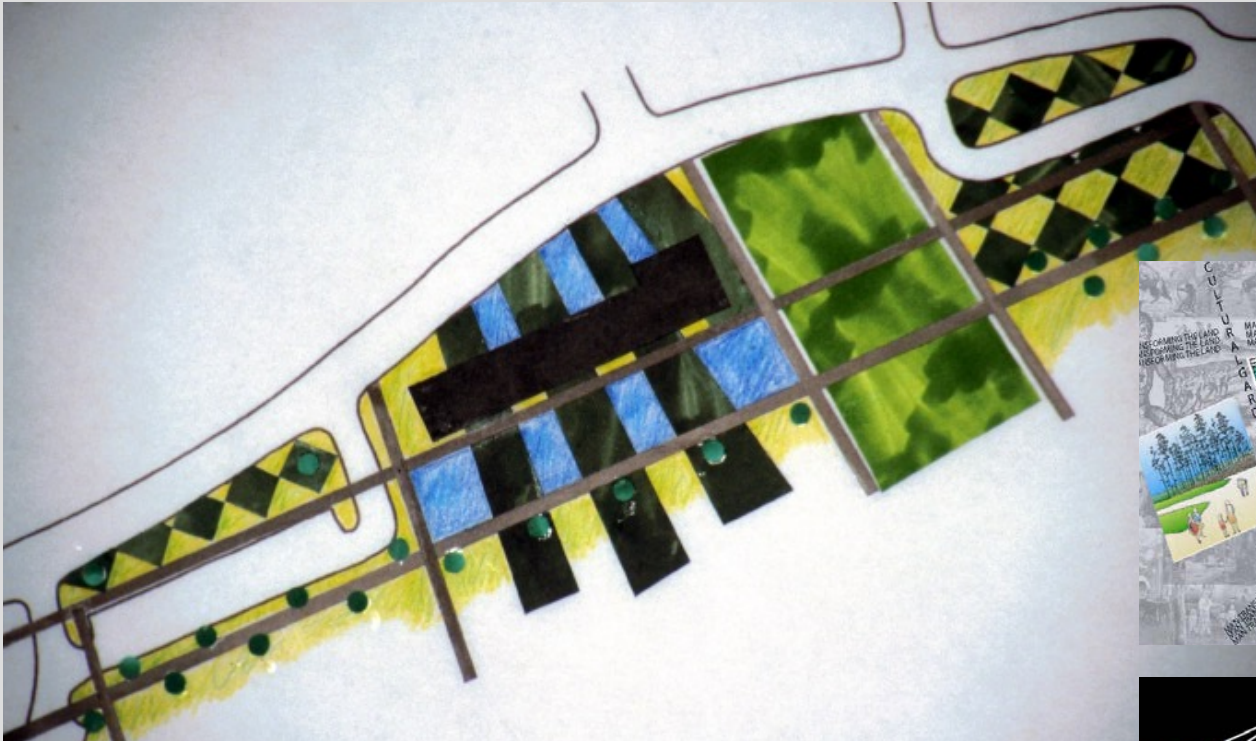


Exhibit of student work in Depot Building during Historic Gainesville walking tour

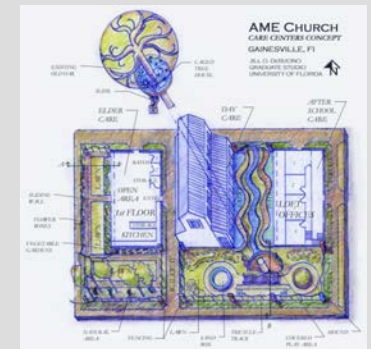


Spring 2000: Architecture students design housing in project area





Fall 2000: Landscape architecture students design cultural gardens in conjunction with a community group



Fall 2000: Landscape architecture students propose site design for the Warehouse in conjunction with a community group



Spring 2001: Architecture students design 21<sup>st</sup> century live-work blocks within 1913 neighborhood, working with area stakeholders

(Neighborhood Nutrition Network, Dignity Project, Spin Cycle, bicycle expert Linda Crider, artist Brad Smith)

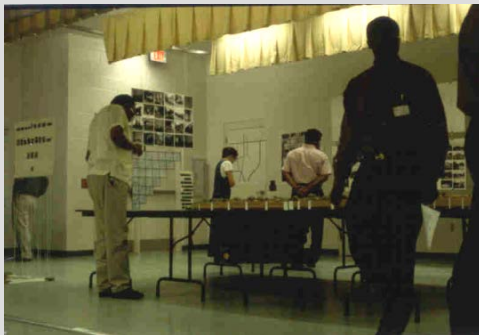
## SEVERAL TYPES OF ANALYSIS USED TO UNDERSTAND PROJECT AREA

Community based practices, particularly charrette

Historic study using texts, historic maps including Sanborn maps

Traditional urban analysis, using maps

Analysis based on cultural art practices

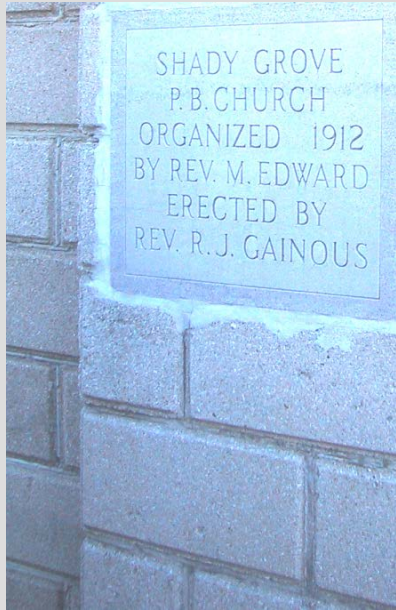




“The city covers an area of one mile square, with a new addition know as East Gainesville, while the new town of New Gainesville, closely connecting, with its Hygienic hotel, cottage sanatoriums, and fine business and building lots, will rapidly increase the power, importance and influence of the place. The U.S. Land Office, and the East Florida Seminar, and the Military Academy, are already located here, and it is likewise proposed to locate the State Agricultural College in the center of this great agricultural region.”

### *The Eden of the South*

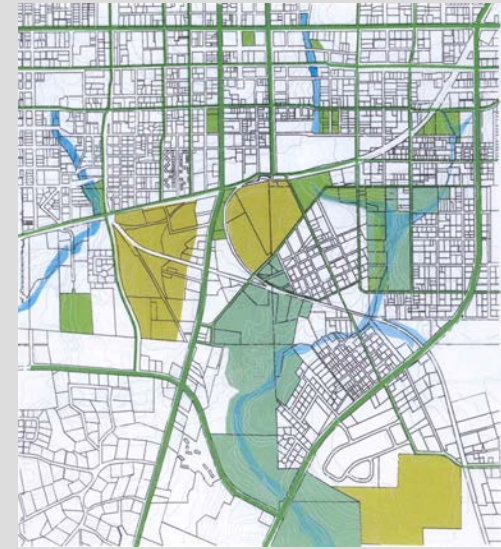




Comparing Sanborn maps and buildings



Natural Systems: Regional Analysis



Natural Systems: Depot Proposal



Neighborhoods: Regional Analysis



Neighborhoods : Depot Proposal



Site analysis using traditional and art practices exhibited at Williams Elementary School



# PROPOSAL

Natural systems

Human Paths

Significant Places

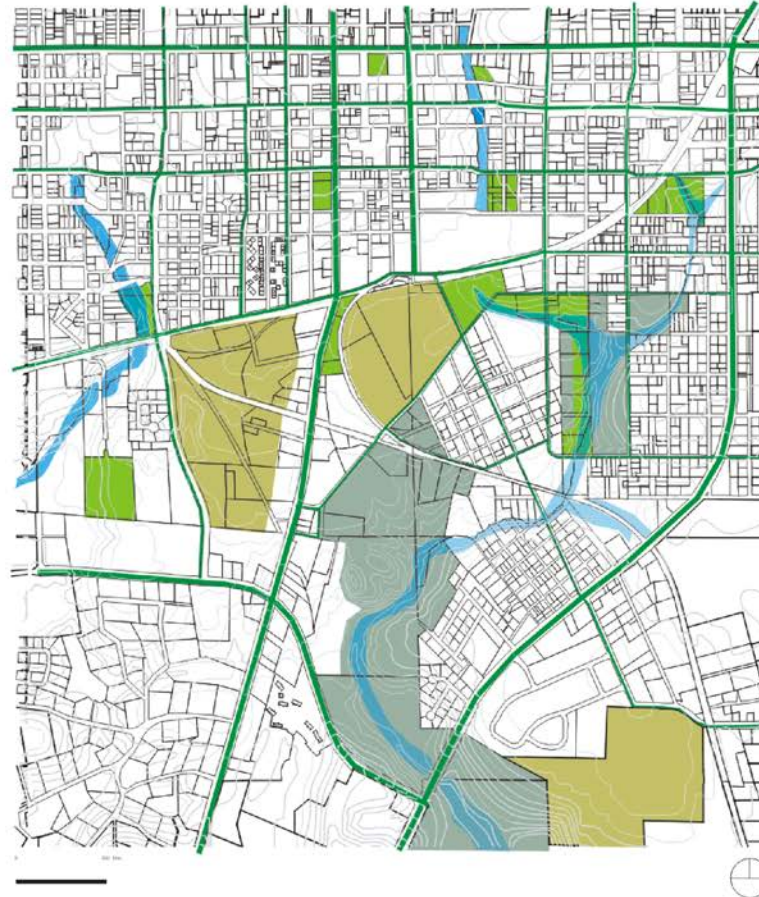
Built Fabric

Neighborhoods

Master plan

Proposal highlights





ECOLOGY

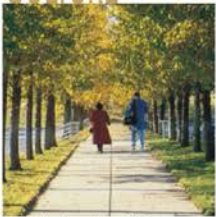


Modern Landscape Architecture: Redefining the Garden, 113

NATURAL SYSTEMS

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT
- NETWORK OF STREET TREES

CULTURE



Designed Landscape Forum 1, 2016



Guide to the University of Florida and Gainesville, 5

ECOLOGY



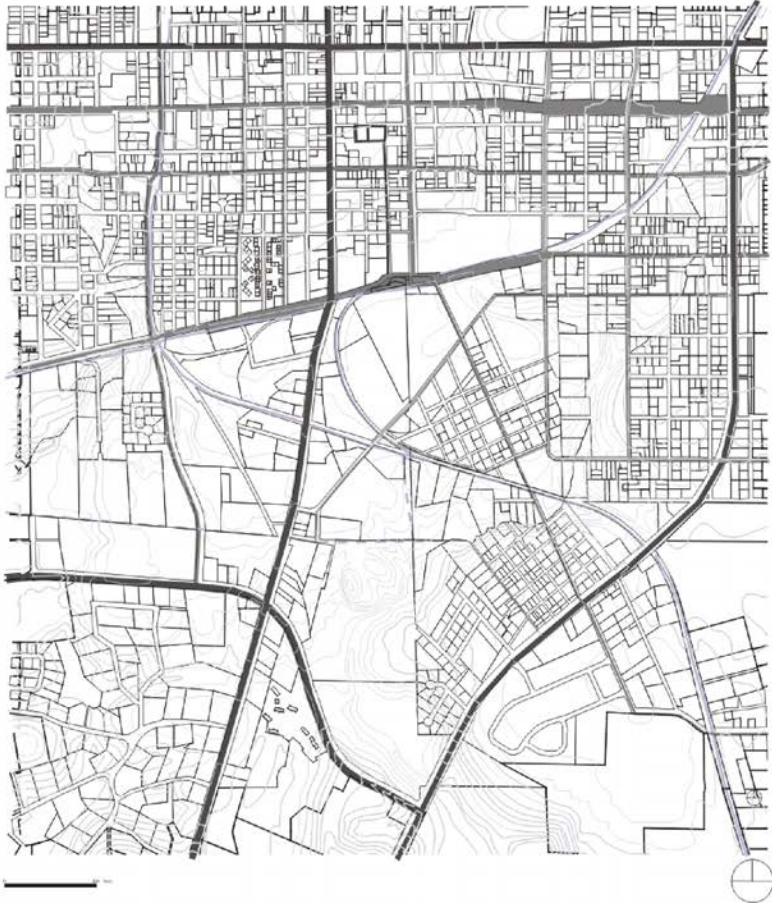
Bicyclists' Memorial at the Depot Building

CULTURE

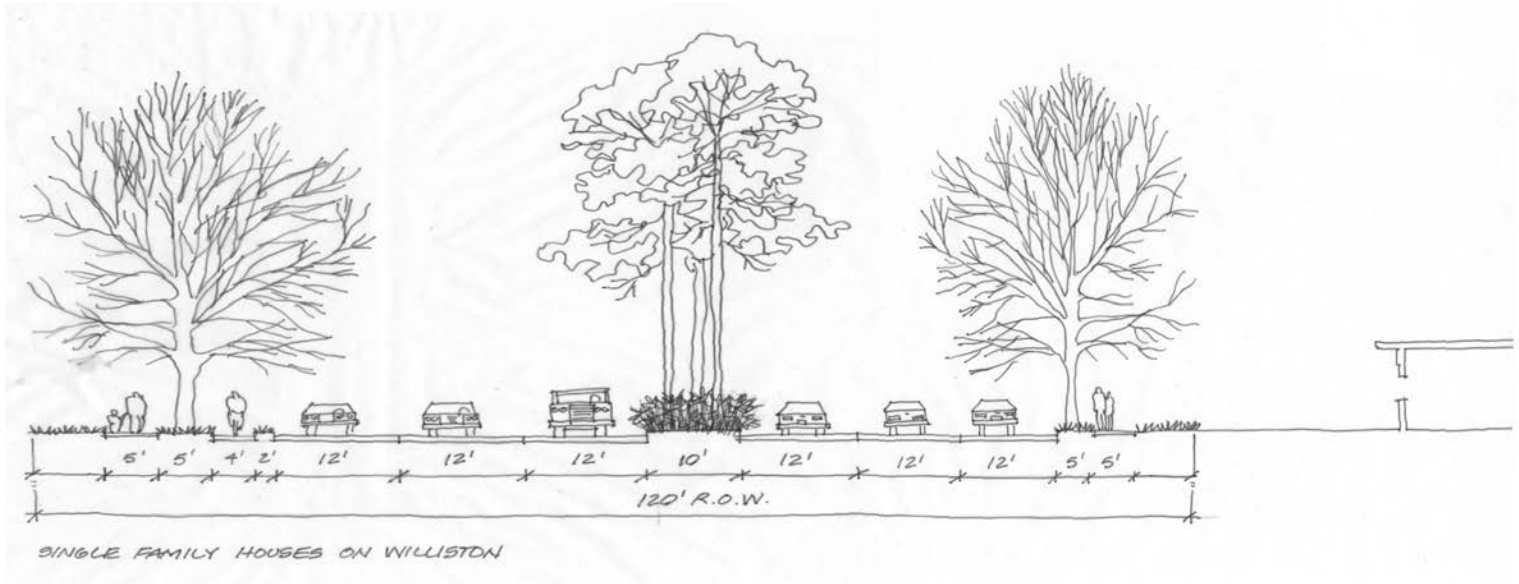


The main view down the center of Main Street, Gainesville, Florida

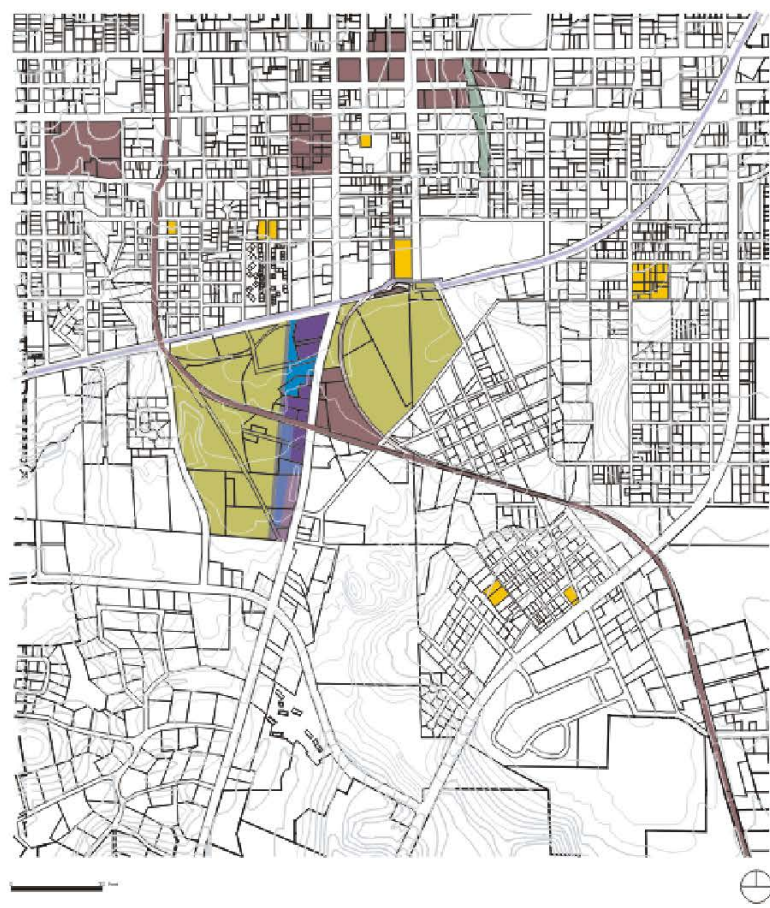
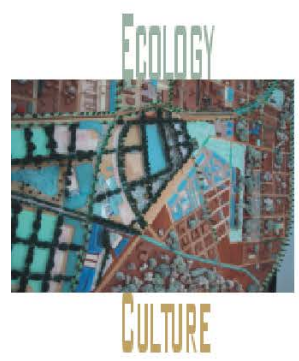
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- HUMAN PATHS**
- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
  - SECONDARY ROADS, CONNECTING NEIGHBORHOODS
  - BIKE PATHS



Proposed Williston Road Street Section



- NATURAL SYSTEMS**
  - WOODED AREAS
  - WATER
  - PARKS WITH REGIONAL IMPACT, INCLUDING STORMWATER PARKS
  - PARKS WITH LOCAL IMPACT, INCLUDING STORMWATER PARKS
- SIGNIFICANT PLACES**
  - BUILT PLACES IMPORTANT TO NEIGHBORHOODS, INCLUDING STREETS
  - BUILT PLACES IMPORTANT TO REGION



**OBSERVATIONS:**

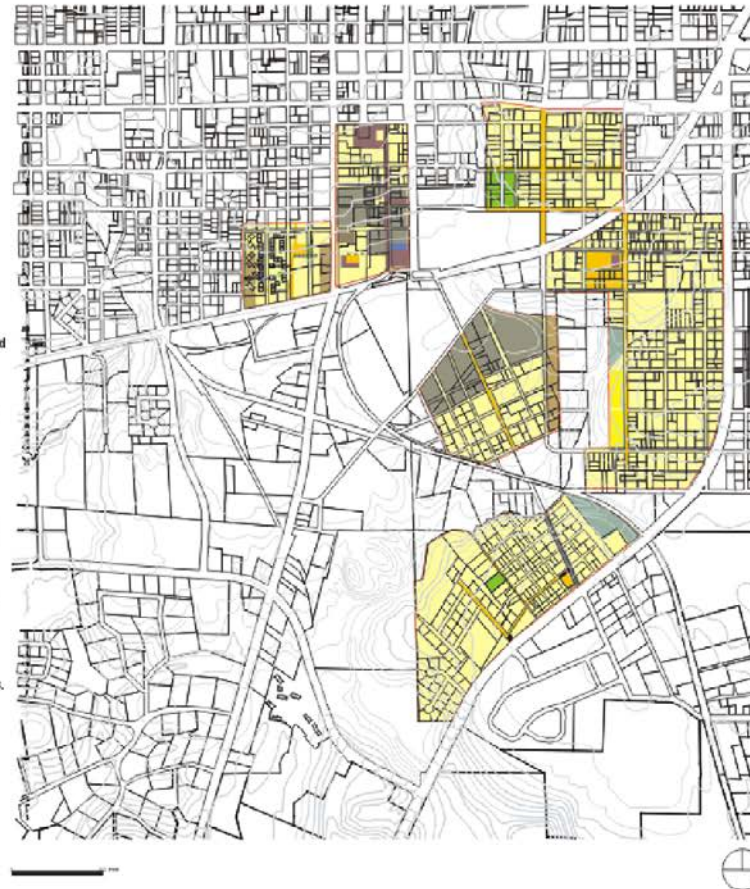
The neighborhoods in the study area are among the City's oldest. Most were platted before 1913 and have been lived in continuously since. Several neighborhoods (Porters, Springhill) have been home to several generations of the same families.

For a variety of reasons these neighborhoods have historically been isolated from each other and from the downtown area. While the Depot neighborhood always linked the Depot with the City's center, the other neighborhoods started independently and grew toward the City, not away from it. Because they were not developed as an extension from the City's center, most have historically been poorly connected to the downtown. In addition, natural elements and land use have had the unintended consequence of isolating the neighborhoods from each other.

With the possible exception of the SE Historic District, the City has historically underserved all these neighborhoods. Services including stormwater drainage, road maintenance, modest parks, code enforcement, safety measures and even sanitation are desperately needed. The plans presented here do not directly address the equitable distribution of City services, but the designers believe citizens within the study area should expect to receive equal access to the City's resources. This will provide a foundation upon which all other planning efforts can be built.

**RECOMMENDATIONS:**

- > Reinforce the existing character and boundaries of historic neighborhoods.
- > Connect historic neighborhoods to the rest of the City, primarily through streets.
- > Provide needed services, often in shared adjoining locations.
- > Remove adjoining uses that are incompatible with a high quality of life.
- > Develop appropriate cultural and ecological responses for each neighborhood.



**NATURAL SYSTEMS**

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT

**HUMAN PATHS**

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
- BIKE PATHS

**SIGNIFICANT PLACES**

- BUILT PLACES IMPORTANT TO NEIGHBORHOODS
- BUILT PLACES IMPORTANT TO REGION

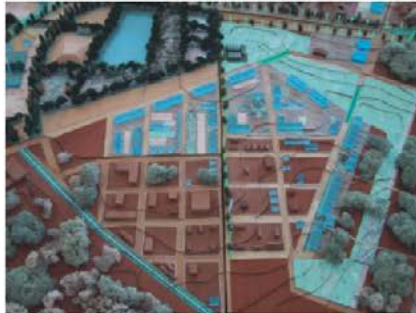
**BUILT FABRIC**

- HOUSING, EXISTING
- HOUSING, PROPOSED SINGLE FAMILY
- PROPOSED MULTI-FAMILY
- PROPOSED SINGLE ROOM OCCUPANCY (SRO)
- PARKING, PROPOSED SURFACE
- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIFEWORX, PROPOSED
- NEIGHBORHOOD BOUNDARY

# NEIGHBORHOODS

>DEPOT PROPOSAL

1913 NEIGHBORHOOD



## OBSERVATIONS:

This neighborhood (first appearing on the 1913 Sanborn map, though not drawn in detail until later) currently contains a mix of residential and industrial uses. It is bisected by SE 4<sup>th</sup> Street, a heavily used yet historic road. Along the north edge run public uses including the Regional Transit Facility and the old Sheriff's Department. The eastern edge is ill defined, owing to several large parcels, some apparently encroaching in right-of-ways. The southeastern edge suffers drainage and sanitation problems. At the southern edge of the neighborhood, SE 4<sup>th</sup> Street drains into the Sweetwater Branch, carrying the neighborhood's pollutants directly into the creek.

## RECOMMENDATIONS:

- >Develop a plan to deal with stormwater and sanitation issues, particularly as they affect the creek.
- >Redesign SE 4<sup>th</sup> Street to reflect its historic importance and current use, and to allow it to connect, rather than separate, the two halves of the neighborhood.
- >Extend SE 7<sup>th</sup> Street through the neighborhood to provide connectivity with the SE Historic District and with Springhill.
- >Reestablish the street grid and regularize parcel sizes when possible.
- >Develop live-work housing throughout the neighborhood, and denser commercial-residential sites along the neighborhood's new northern edge (adjacent to the stormwater park) and along the extension of SE 7<sup>th</sup> Street.
- >Create connection to a new neighborhood park and gardens along power right-of-way ("Duck Pond South") to the east.



### NATURAL SYSTEMS

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT

### HUMAN PATHS

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
- BIKE PATHS

### SIGNIFICANT PLACES

- BUILT PLACES IMPORTANT TO NEIGHBORHOODS
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- PARKING, PROPOSED SURFACE
- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIVE/WORK, PROPOSED
- NEIGHBORHOOD BOUNDARY



Designed Landscape Forum 1, 4



**OBSERVATIONS:**

Porters has a recognizable structure of "super blocks" running north-south and divided by major streets such as SW 3<sup>rd</sup> and 5<sup>th</sup> Streets. Especially in the western side of the neighborhood, these areas were developed at one time. The southwestern portion of the neighborhood grew to and eventually merged with the older development of the City's center. SW 4<sup>th</sup> Street is the effective northern boundary of the neighborhood. The southeastern portion of the neighborhood is in disrepair, as are parts of its southwestern edge. Two local parks, Lynch Park and Tumblin' Creek, could provide recreational opportunities for the community if they were considered safe.

**RECOMMENDATIONS:**

- >Relocate the bus station to stop unwelcome cut-through foot traffic.
- >Provide lighted sidewalks along SW 3<sup>rd</sup> Street.
- >Consider multi-family housing "super blocks," to match the neighborhood's urban structure, along the southeastern and southwestern edges of the neighborhood.
- >Accentuate neighborhood's super block structure by emphasizing the importance of major north-south streets with landscaping, paving and sidewalks.
- >Define the neighborhood's boundaries with symbolic gates.
- >Enhance adjacent parks (Lynch and Tumblin' Creek) along with the Porters Community Center.
- >Create a lot next to the Porters Community Center
- >Connect parks adjacent to the neighborhood through a "Children's Walk" running from northeast to southwest between Tumblin' Creek and Lynch Parks.



0 300 Feet



**NATURAL SYSTEMS**

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL

**HUMAN PATHS**

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
- BIKE PATHS

**SIGNIFICANT PLACES**

- BUILT PLACES IMPORTANT TO NEIGHBORHOODS
- BUILT PLACES IMPORTANT TO REGION

**BUILT FABRIC**

- HOUSING, EXISTING
- HOUSING, PROPOSED SINGLE FAMILY
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- PARKING, PROPOSED SURFACE
- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIVEWORK, PROPOSED
- NEIGHBORHOOD BOUNDARY





St. Elmo Village,  
Los Angeles



**NATURAL SYSTEMS**

- WOODED AREAS
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- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT

**HUMAN PATHS**

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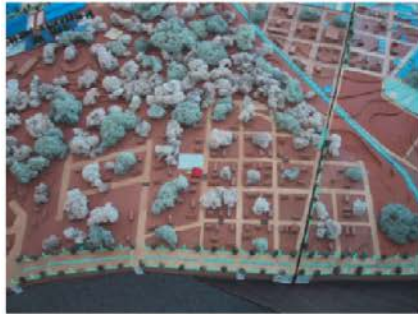
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- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LINEWORK, PROPOSED
- NEIGHBORHOOD BOUNDARY

**OBSERVATIONS:**

Springhill is a century-old neighborhood with intergenerational families and strong community spirit. At the same time, crime has caused problems for residents, particularly along SE 9<sup>th</sup> Street. The neighborhood is isolated due to natural and urban factors: both branches of Sweetwater Branch adjoin the neighborhood, and it is disconnected from adjoining neighborhoods by Williston Road and a power right-of-way. Because of lowlying terrain, poor stormwater drainage and blockages within the creek system, insects are a significant problem.

**RECOMMENDATIONS:**

- >Support the development of a community focus surrounding the Warehouse Building.
- >Add streetlights, sidewalks and a better surface to SE 9<sup>th</sup> Street, which is the primary internal thoroughfare in the neighborhood--its "main street."
- >Develop the power right-of-way as a connection and community amenity, a sort of "Duck Pond South."
- >Infill the western side of SE 9<sup>th</sup> Street with single family housing to match existing density.

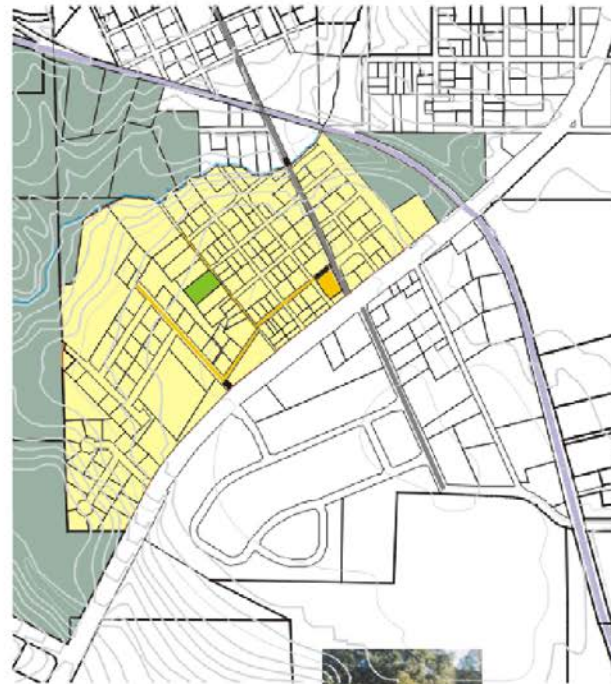


**OBSERVATIONS:**

Two adjoining developments, connected by a shady lane parallel to the busy Williston Road, are here defined as "Sugarhill." One of Gainesville's oldest roads, SE 4<sup>th</sup> Street, runs through the neighborhood connecting the City with the Evergreen Cemetery, Boulevard Springs and Kincaid Road. Sugarhill contains several active churches and, at the corner of SE 4<sup>th</sup> Street and Williston Road, the potential for a redeveloped commercial building. The neighbors desire better access to shopping, including safe walking paths through the woods to the north and west of the neighborhood. These woods contain the Sweetwater Branch Creek and the extension of the Hawthorn rail-trail.

**RECOMMENDATIONS:**

- > Define walking paths to the rail-trail, then to the Depot Park and Main Street.
- > Create gateways at the neighborhood's northern edge to create a defined boundary from the rail-trail.
- > Consider developing a community focus at the corner of SE 4<sup>th</sup> Street and Williston Road.
- > Refurbish historic SE 4<sup>th</sup> Street with a continuous sidewalk, lighting, street trees and appropriate drainage.
- > Infill the neighborhood with single family housing to match the existing density.
- > Prohibit building within the proposed adjacent conservation zone.



Urban Parks and Open Spaces, 142



**NATURAL SYSTEMS**

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT

**HUMAN PATHS**

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
- BIKE PATHS

**SIGNIFICANT PLACES**

- BUILT PLACES IMPORTANT TO NEIGHBORHOODS
- BUILT PLACES IMPORTANT TO REGION

**BUILT FABRIC**

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- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIVE/WORK, PROPOSED
- NEIGHBORHOOD BOUNDARY



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- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIENWORK, PROPOSED
- NEIGHBORHOOD BOUNDARY

**OBSERVATIONS:**

The Southeast Historic District has always been distinct from the downtown center. Roper Street, now SE 7<sup>th</sup> Street, defined a ridge and served as the center of this century-old development. Sweetwater Branch has always acted as a western boundary and the railroad as an eastern boundary. These boundaries, along with distinct and significant historic homes, give the neighborhood its character.

**RECOMMENDATIONS:**

- >Continue the existing community garden west to Sweetwater Branch, removing GRU parking on the site. Develop a stormwater area on the western edge of this site, along with other community amenities.
- >Enhance SE 4<sup>th</sup> Avenue with parking, pedestrian lighting and a sidewalk to create an east-west promenade, matching an enhanced SE 2<sup>nd</sup> Avenue.
- >Redesign the stormwater park just east of the rail-trail and south of SE 4<sup>th</sup> Street to be a second bookend, matching the enhanced community garden to the west.
- >Continue SE 7<sup>th</sup> Street to the south, and develop SROs immediately north and south of Depot Avenue, at the edges of the SE Historic District and Springhill.

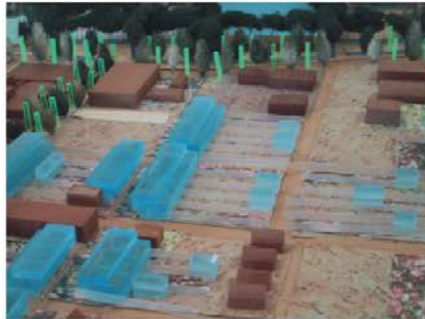




>DEPOT PROPOSAL

NEIGHBORHOODS

DEPOT NEIGHBORHOOD



0 200 Feet



NATURAL SYSTEMS

WOODED AREAS

WATER

PARKS WITH REGIONAL IMPACT

PARKS WITH LOCAL IMPACT

HUMAN PATHS

PRIMARY ROADS, PROVIDING REGIONAL CONNECTION

SECONDARY ROADS, CONNECTING NEIGHBORHOODS

BIKE PATHS

SIGNIFICANT PLACES

BUILT PLACES IMPORTANT TO NEIGHBORHOODS

BUILT PLACES IMPORTANT TO REGION

BUILT FABRIC

HOUSING, EXISTING

HOUSING, PROPOSED SINGLE FAMILY

PROPOSED MULTI-FAMILY

PROPOSED SINGLE ROOM OCCUPANCY (SRO)

PARKING, PROPOSED SURFACE

PARKING, PROPOSED STRUCTURE

MIXED USE, PROPOSED

LINENWORK, PROPOSED

NEIGHBORHOOD BOUNDARY

OBSERVATIONS:

Over the last century and a half the Depot neighborhood has contained industrial uses, churches, businesses, housing and agricultural uses, including orange groves. Its current block structure--disconnected from the Hippodrome to the north, and from Depot Avenue east of Baird Hardware to the south--is a continuation of its historic organization. The variety of building types, from houses to industrial buildings, gives the area a unique character in Gainesville and merits preservation.

RECOMMENDATIONS:

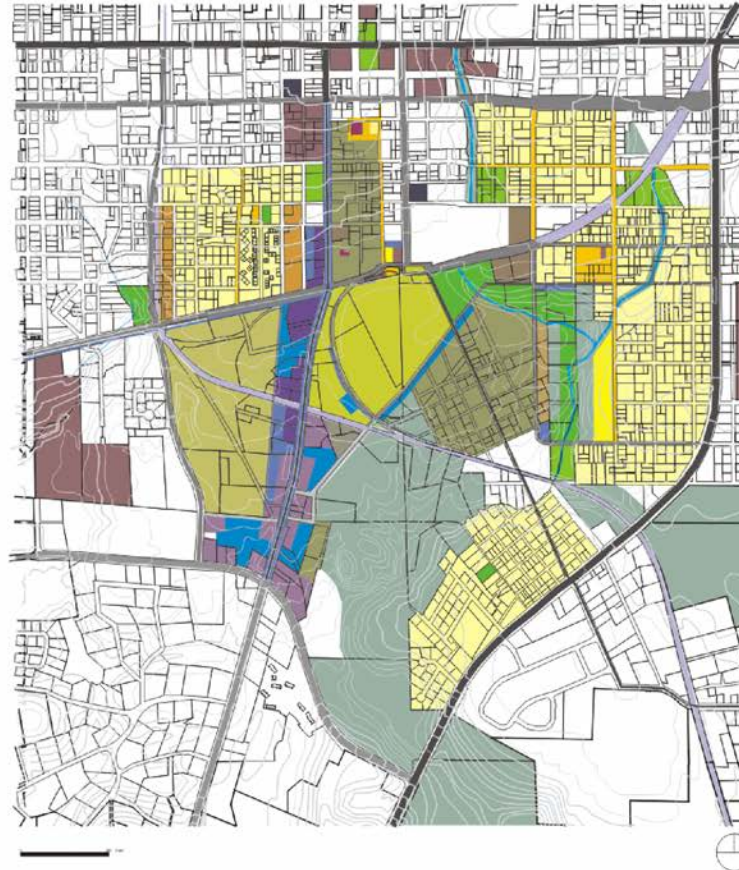
- > Create an "Arts Walk" from the Hippodrome to the Depot along SE 2<sup>nd</sup> Street, building on historic character provided by Louis Lunch, the Orange Blossom and the original brick-paved street.
- > Maintain the industrial/bohemian character of district.
- > Infill live-work housing around existing historic structures.
- > Arrange residents' entrances, along with rentable "granny flats," along the interior of each block.

In Gainesville a multidisciplinary team of community leaders, neighborhood residents, business people, architects, landscape architects, engineers and urban planners from the City of Gainesville, Alachua County, the University of Florida and private industry have joined together to imagine and implement a sustainable, balanced 21<sup>st</sup> century city. The project site is 800 acres of downtown Gainesville surrounding the Old Gainesville Depot and a proposed stormwater park.

With the help of \$1,830,000 in state and federal grants, and \$3,337,000 in matching funds provided by local government, organizations and individuals, hundreds of people have worked for the past several years to enhance the southern part of downtown Gainesville and surrounding neighborhoods.

What we find so inspiring about this project is the necessary juxtaposition of the natural and man-made environment, and the opportunity for meaningful integration of neighborhoods with different economic and ethnic mixes. So-called sustainable development often seeks social and environmental balance along with more common urban elements such as walkable streets, but it is extremely rare to find ecological and cultural diversity at the very heart of such a project.

The Depot project is vast, complex and ambitious. We will mention a few specific initiatives and opportunities to share the project's flavor, and invite readers to contact the project's many participants for further information. It is important to remember that we are developing a long-term vision for the area, and that many specifics still must be resolved. Some possibilities include:



**NATURAL SYSTEMS**

- WOODED AREAS
- WATER
- PARKS WITH REGIONAL IMPACT
- PARKS WITH LOCAL IMPACT

**HUMAN PATHS**

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
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**SIGNIFICANT PLACES**

- BUILT PLACES IMPORTANT TO NEIGHBORHOODS
- BUILT PLACES IMPORTANT TO REGION

**BUILT FABRIC**

- HOUSING, EXISTING
- HOUSING, PROPOSED SINGLE FAMILY
- PROPOSED MULTI-FAMILY
- PROPOSED SINGLE-ROOM OCCUPANCY (SRO)
- PARKING, PROPOSED SURFACE
- PARKING, PROPOSED STRUCTURE
- MIXED USE, PROPOSED
- LIVE/WORK, PROPOSED
- NEIGHBORHOOD BOUNDARY

Progressive Architecture, 61



»DEPOT PROPOSAL

## SIGNIFICANT PLACES

STORM WATER PARK



Designing the New Landscape, 218

Progressive Architecture, 60



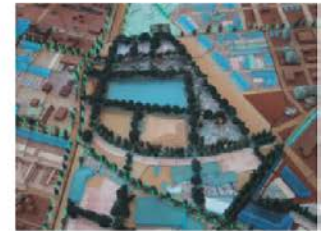
# ECOLOGY CULTURE



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>DEPOT PROPOSAL

# SIGNIFICANT PLACES

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ECOLOGY CULTURE



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St. Elmo Village, Los Angeles

DEPOT PROPOSAL

## SIGNIFICANT PLACES

WAREHOUSE



CULTURE

ECOLOGY







DEPOT PROPOSAL **SIGNIFICANT PLACES**

ARTS WALK



«DUCK POND SOUTH»



ECOLOGY



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CULTURE





>DEPOT PROPOSAL

## SIGNIFICANT PLACES

TRAIN DEPOT



Proposed interior renovation of Depot Building, showing removable rooms



CULTURE



ECOLOGY





## IMPLEMENTATION

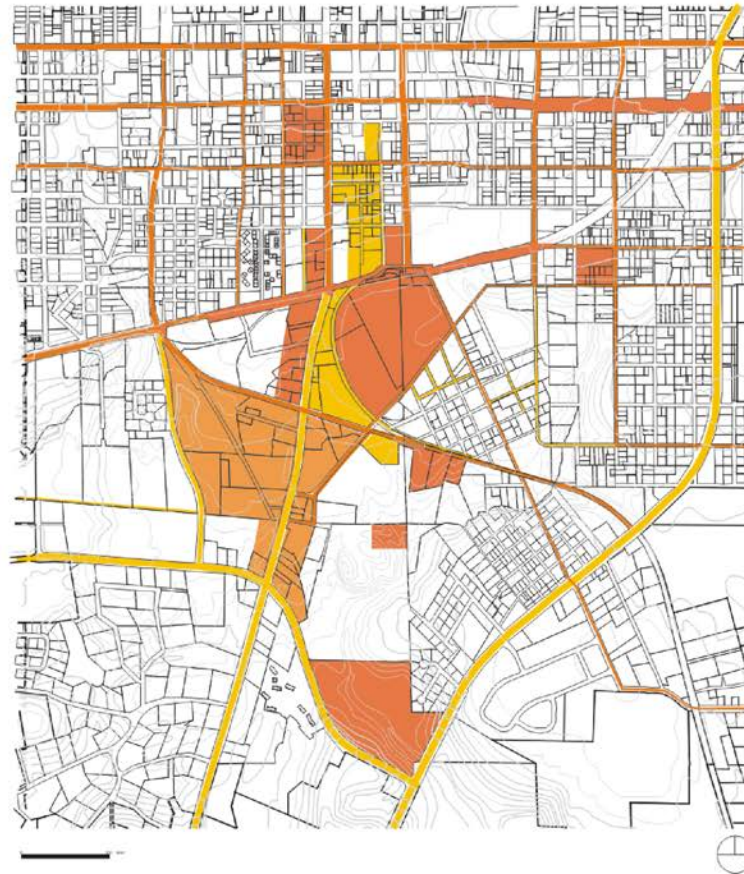
Strategic Parcels

Phasing

Proposed land use changes

Street changes



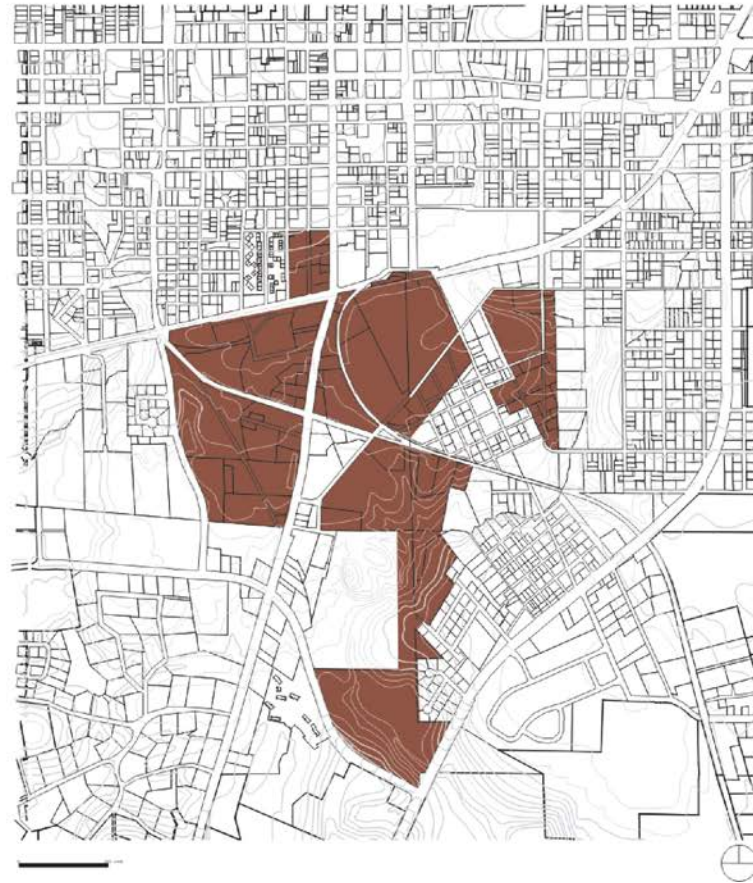


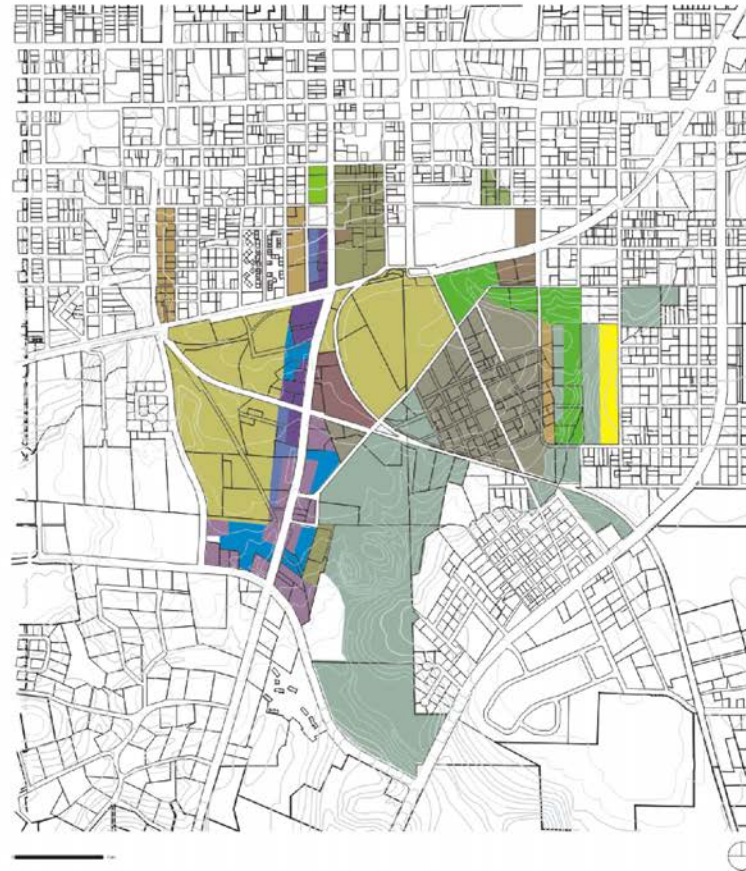
PHASING

PHASE ONE

PHASE TWO

PHASE THREE





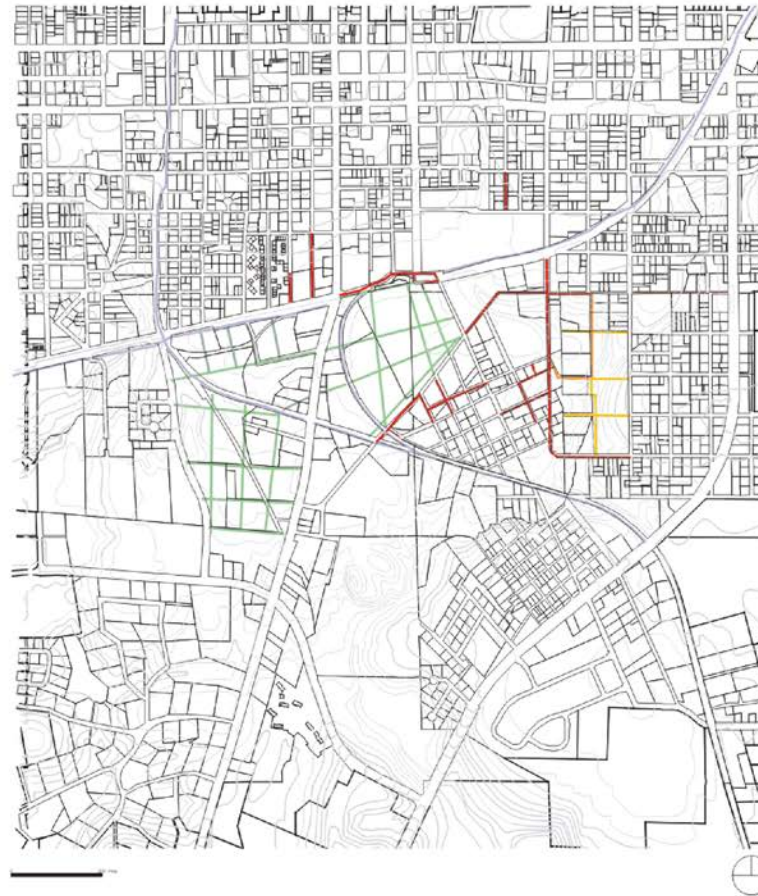
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  - MIXED USE, PROPOSED
  - LIVE/WORK, PROPOSED
  - NEIGHBORHOOD BOUNDARY



# Eco-DEPOT PROPOSAL

>DEPOT PROPOSAL

STREET CHANGES



## HUMAN PATHS

- PRIMARY ROADS, PROVIDING REGIONAL CONNECTION
- SECONDARY ROADS, CONNECTING NEIGHBORHOODS
- BIKE PATHS
- CLOSE PLATTED ROAD
- CONNECT EXISTING ROAD
- NEW PEDESTRIAN PATH
- CLOSE EXISTING ROAD

## INVITATION TO OPENING

Depot Project(s)

Wednesday, November 14, 2001

6:00-7:30 p.m.

613 West University Avenue

Sponsored by the Center for Construction and the Environment

