Sustaining Chipley

Planning, Visioning, and housing concepts to advance economic vitality in Chipley, Florida.

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In Association with:

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Gainesville, Florida 32601

Prepared for:

The Center For Urban Rural Interface Studies
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Coastal Research & Extension Center
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Spring of 2008 marked the commencement phase of the Sustaining Chipley project. Professor Martin Gold led an Architectural Studio of 12 students that initiated field research, held and documented a stakeholders meeting and conducted precedent studies of housing typologies that might be adapted for the Chipley context. From the initial field studies and research, the project team developed five alternative master plan strategies that incorporate the needs and expectations as expressed by stakeholders. The schemes take slightly different approaches toward capitalizing on the present amenities such as the CSX railroad that splits the main street in downtown (a true railroad town); the historic fabric and scale of the early 20th Century buildings, the pedestrian-orientated core fabric; and available vacant land in the downtown.

The team traveled to precedent cities in Florida’s Panhandle including Panama City (recently redeveloped Main Street) and Seaside (model New Urbanist development) on February 3rd, 2008. Field documentation and measurements were conducted with regard to urban scale, amenity, pedestrian only designations and the mixing of pedestrians and automobiles and viable building uses. On February 4th, 2008, the project team photo documented each block of Chipley’s core downtown area and made key measurements of urban infrastructural elements. The project team met with the Board of Directors of the Chipley Community Redevelopment Agency, members of the Chamber of Commerce and downtown merchant stakeholders to survey perceptions of the community in terms of desirable and undesirable aspects of economic and urban development.
Students engage in community meetings to discuss proposals
Our preliminary work focused on addressing the primary concerns as noted above in addition to linking the downtown to regional amenities, developing a sustainable infrastructure (power generation and storm water filtration/reuses), providing needed shade in the downtown, capturing residual space for commercial (revenue generating) uses and developing a unifying syntax for urban design to integrate the quality historic buildings with new buildings that would be affordable and integrate sustainable construction methods and materials.

Urban design recommendations are targeted to enhance commercial viability in the downtown core through a set of strategies that include (1) long-term planning to organize development around current amenities and unique qualities; (2) engage a pedestrian supportive network of urban circulation that also accommodates efficient vehicular movement; (3) suggest alternative housing models to increase the downtown population (subsequently supporting businesses); (4) suggest locations for civic space that anchors private infrastructure such as hotels, high-density residential and retail commerce; and (5) incorporate sustainable urban and residential design practices and technologies. Five alternative urban design proposals were developed that leverage strategic potential to promote near term investments that contribute toward a long-range trajectory. Transportation, hydrology, housing and sustainable infrastructure are integrated based on different core principles under the headings PV Park, Pre-Urban Sutures, Parkway, Growing Small and Connecting Urban Rooms in the Design Alternatives section of this report. More detailed interventions are included for specific sites within the contexts of the alternative schemes in the Implementation Strategies section of this report.

Detailed interventions include proposals for a variety of urban housing forms, hotel, commercial structures (mixed-use), parking structures, cultural activities and civic spaces. Each of these specific proposals is based on the development of a site within one of the master plan strategies. Alternatively, the proposals are flexible enough to allow the ‘a-la-carte’ selection of components with interchangeability between both master plan strategies and individual interventions. This allows the community to engage in a transparent discourse regarding those elements that are most desirable and those that do not seem to resonate without abandoning fundamentally sound strategies.

This work is a step toward community consensus regarding a 50 year development target that allows near term implementation components and a cohesive vision to seek private and public resources to advance the community vision.
The project team included architects, planners, and architecture students from the University of Florida, School of Architecture and the Florida Community Design Center. Conceptual designs were developed as part of an academic studio and later developed by students under the grant agreement. Architects and architecture faculty from the University of Florida who reviewed the design alternatives, critiqued the work and made recommendations for the schematic development included Nancy Clark, Assistant Director of the Graduate Program; Nina Hofer, Associate Professor; and Ruth Ron, Assistant Professor. Consultants listed below reviewed the proposal and provided comments and suggestions based on previous studies and best practices for sustainable development.

Project Leaders

Martin A. Gold, Architect  
Executive Director, Florida Community Design Center  
Interim Director and Associate Professor, School of Architecture - University of Florida  
Naomi Whitely, Planner  
Program Director, Florida Community Design Center

Consultants

Peter Prugh  
Professor, School of Architecture

Joseli Macedo  
Assistant Professor, Department of Urban and Regional Planning - University of Florida
The design studio is a project-based laboratory that engages architecture students in the process of design to integrate often competing and sometimes contradictory forces toward architectural and urban proposals that explore both precedent and future trends. Students, under the supervision of faculty, conduct field research, case study analysis, and explore through making and testing how strategies and concepts might be implemented in a given context. The methodology involves analytical and speculative drawing and model making as part of an iterative making, analyzing, and remaking process to come to well-integrated and potent proposals. The results of this work are included in this report.

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Goals

- Develop a visioning perspective that integrates the historic fabric, advances civic occupation and promotes new mixed-use projects with housing within and near the downtown core.
- Engage community stakeholders, municipal agencies and the University of Florida in a progressive dialogue regarding the best allocation of resources planning strategies for improving the urban core.
- Develop and visualize strategies and proposals consistent with community objectives. This will promote coordinated development between public and private entities to implement building and civic improvements.
Introduction

Sustaining Chipley is proposed as a set of integrated strategies that leverage economic development, urban form, civic amenity, national trends in development and sustainable community design to create a long-term vision for development in Chipley that also suggests short-term implementation elements to catalyze the vision. The work was conducted with support from the Mississippi State Coastal Research Extension Center, the School of Architecture, University of Florida and the Florida Community Design Center.

A project team faculty from the University of Florida met with civic leaders to develop preliminary project goals that provided the basis for a proposal for services. The project team developed a research plan, conducted archival research, field studies and engaged local citizens in workshops to elicit community assets, potentials and development needs. The goals that were originally developed as part of the original proposal to the community were reinforced through this process.

Students addressed the goals through preliminary community design responses as speculative proposals that extrapolated goals out on a 35 to 50 year time-line. Initial proposals were presented to the community as conceptual ideas in the form of drawings and physical models. Community Stakeholders engaged in an interactive workshop where students presented concepts and received feedback. Students present 5 alternative scenarios for the development of integrated urban design schemes.

Community comments and recommendations were evaluated through further design iterations over the course of 6 weeks at the Urban Studio in downtown Gainesville. College of Design, Construction and Planning faculty, planners and design professionals previewed the work and made additional recommendations and comments. Students advanced the urban design proposals to address issues raised by outside reviewers.

Students initiated detailed site proposals to evaluate the potential of urban scale organizational and formal recommendations on specific sites that were strategically selected to represent the various conditions present in the urban core. This included proposals to develop vacant land and existing parking lots; redevelop occupied sites; provide infill proposals and adaptively reuse existing buildings. The results of these investigations informed the prioritization of urban scale recommendations and revealed strategies that were feasible at different development horizons — near-term and long-term oriented projects.

The five urban design proposals offer scenarios that prioritize different issues raised by the community such as the realignment of SR 77 as ‘separated one-way pairs’ that would allow a pedestrian way in the current location. Other concerns evaluated include the incorporation of structured parking with an overpass over highway US 90 to support the garage and to provide a pedestrian link, and bicycle connectivity to regional links.
Other suggested improvements studied include elevated pedestrian links across the railroad track to facilitate connectivity when the train is parked in town (citizens expressed concern that during ‘switching,’ the train can separate the town for 20 minutes or more), a urban shading strategy and bicycle connectivity to regional links. In one case, PV Park, photovoltaic panels are utilized to provide urban shading, a pedestrian overpass, and an organized design strategy to incorporate public and private investments that can advance and aggregate over time.

Each of the urban proposals evaluated best strategies for locating additional commercial entities and the incorporation of a variety of housing typologies to support luxury, median, affordable and low income residential demographics. Housing took many forms in the variety of schemes to adapt to site constraints while supporting a unified urban organization. Commercial interventions included retail, retail, hotel and infill shops to support pedestrian-oriented commerce and to leverage the existing network of streets.

The proposals are intended to provide a framework for developing community consensus around the design strategies that best resonate within the community and to provide the background for securing funding and attracting private investment in the town.

Project Method & Process

Field analysis – site documentation, archival research and community stakeholder interviews

Urban Cases – archival research and field visits to precedent sites (Seaside, Haile Village & Panama City)

Typologies – archival research on housing forms (urban and semi urban conditions)

Urban design – concept scheming, priority testing and design proposals

Feedback – community workshop (scheme presentations, feedback and discourse)

Site design – response to feedback and development of detailed site proposals

Report – compilation of process outcomes and summary of issues and priorities.
The project team met with the Board of Directors of the Chipley Community Redevelopment Agency, members of the Chamber of Commerce and downtown merchant stakeholders on February 4th, 2008. The team met with stakeholders to survey perceptions of the community in terms of desirable and undesirable aspects of economic and urban development. Many comments and issues were raised which are summarized in detail below. Comments ranged from specific desires such as more parking to general characterizations of the family-orientated and slow pace of the town that is considered highly desirable. The three themes were consistent throughout the dialogue - (1) there was a desire for rehabilitating historic buildings that would likely require new structural systems; (2) additional parking for downtown customers was perceived as strongly needed; and (3) more residential units were desperately needed in the downtown to support commercial activity.

It was noted that discussions were ongoing in the community about reconfiguring the main north/south road (SR 77) from a two-lane road to split one-way pairs to divert traffic around the main pedestrian intersection and that the project team might look into potential impacts and opportunities of that strategy. It was also commented that housing for young professionals was highly desirable and is currently quite limited in the area. Chipley conducts multiple festivals that attract many people but attendance is limited by a lack of quality hotel or motel housing in the area and particularly in the downtown. At the time of the team visit, the only downtown motel was abandoned and slated for demolition. The site was vacant at the time of this report.

As of the end of this quarter, the team is working on developing urban design proposals that integrate the desires of the community within a strategic planning concept appropriate to Chipley that will foster economic development.
### Community Needs

CRA would like advice on their land purchasing strategy and what properties would be the most effective.

Evaluate the CRA facade grants ($3,000) and make recommendations if improvements could be made to stretch the value of their dollars.

Looking for guidance on changing Comprehensive Plan (does it need changes, what would they be, what would it change to?)

Perceived parking issues - 24/7 parking spaces downtown

600+ jobs in Chipley - they would like traffic study done in the future to further evaluate road capacity and parking issue.

Historic core buildings have structural issues and some are close to being condemned - looking for ideas on how to handle.

The city is currently demolishing an old hotel - would like to know what to do with that site.

Considering splitting 77 into one way pairs? How would that effect downtown?

Library needs to be redeveloped.

Theater in the core is closed - would like to reestablish.

Enhance urban parks.

Develop a greenway trail that would connect to Falling Waters Park.

Planted nice trees along track and CSX came and cut them down recently.

Want to use alley spaces for cafes and turn them into amenities.

No public transit - would like to address.

Gracefield Florida Baptist College.

Bird watchers come to the area - they go out into surrounding lands forest. This ecotourism has been lucrative for the city.

Muscadine grapes: specialty wine in the area.

Many parades held on 77.

Hot air balloon festival at old high school.

Good citizen participation at all events.

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### Community Desires

#### Key concepts

- build structural integrity
- adding residential options in the core
- addressing parking issues
- achieve a downtown look that is desirable
- want to have attractive businesses, office, retail
- would like to promote LEED
- take advantage of solar rebates
- attract more professionals downtown like architects, engineers, specialty shops

Could they be an overnight destination for airport-bound persons (stay over for an early flight)?

Calloway Gardens has character they like (Chipley, Georgia)
Background

The Sustaining Chipley project was initiated by the Washington County Chamber of Commerce, led by Mr. Ted Everett as part of a series of Community Redevelopment Agency (CRA) initiatives. The University of Florida School of Architecture was contacted by Mr. Everett based on an urban design study conducted by University of Florida students led by Professor Peter Prugh in 1985 and revised in 1986, titled Redevelopment Plan for Chipley, Florida. Currently, the University of Florida School of Architecture does urban design and redevelopment studies in association with the Florida Community Design Center — a non-profit center for advancing quality and sustainable urban growth and redevelopment. The School of Architecture, in association with the Florida Community Design Center, also responded to a request for proposals from the Mississippi State University Coastal Research and Extension Center for projects that would promote or enhance economic development in Washington County. The team prepared a separate but related proposal for an advanced visioning study that would promote redevelopment alternatives for increasing urban residential density in Chipley that would link to Countywide initiatives and include transportation recommendations, urban design strategies and alternatives for sustainable housing in the urban core. This report is the result of this collaborative effort between the agencies discussed above.

The 1986 Redevelopment Plan for Chipley, Florida evaluated housing and transportation at the scale of Washington County and focused detailed analysis and recommendations on the “core study area” consisting of a two-block section of the downtown between 5th Street and 6th Street connected by Railroad Avenue in between. The report recommended a redevelopment area to coincide with the existing Enterprise Zone that includes just over 300 acres encompassing the core study area with adjacent lands and neighborhoods in the vicinity of the downtown. The report included policy goals and guidelines for a redevelopment authority and established a 30-year timeline. Additional recommendations that were implemented include the construction of a farmers market, substantial upgrades to the urban infrastructure (water supply and sewer system) and the planting of trees, shrubs and vegetative ground cover to enhance the quality of the downtown. The CSX rail line corridor was lined with trees as part of the recommendations. However in the Fall of 2007, the trees were removed by CSX.
Flourishing business along CSX train tracks
This study will advance the work of the 1986 study based on updated information, elements that have been implemented and more recent community needs such as more downtown residential density, reconsideration of transportation in the core and the addition of urban amenities that might be attractive to new residents.

The two blocks identified in the 1986 study as the richest historic character in terms of architectural integrity with an urban form that supports pedestrian oriented commerce and is still in tact at the time of this study. However, significant structural inadequacies are present in key historic structures leaving them unoccupiable without structural remediation. The new Farmers Market and adjacent community lawn provides a public gathering area in close proximity to the core pedestrian area, however it is separated spatially by surface parking lots — high proximity but low connectivity. Although it was expressed to the team that parking was difficult in the downtown, there were always many parking spaces during multiple visits on weekdays. This included available spaces in surface lots and ample on-street parking. The Piggly Wiggly grocery store and the Post Office share an important nodal corner bounding the pedestrian district to the north while providing services that many downtowns have lost. However, the corner entrances have been closed off in preference for entry at the parking lot a half block from the corner.

Urban vegetation has been strategically implemented to soften the pedestrian zone and provide much needed shade however it is overgrown and encroaches on the pedestrian space and limits visibility to the commercial entities. And, as noted above, CSX removed a substantial number of trees aligned along the railroad.

Amtrak provided passenger rail service that stopped in Chipley as part of a route that connected Jacksonville, FL with Los Angeles, CA ultimately providing rail access to every major city in the USA. Since hurricane Katrina, service along this route has been suspended. Reestablishing this service would make Chipley a very attractive retirement location for rail travelers.

The City of Chipley is a community of 3,682 residents (2005 Census estimate) contained within 4 square miles that prides itself on its close-knit, small-town atmosphere. Chipley was formed through the development of the railroad and later, heavily influenced by the arrival of Interstate 10, which runs through the town. Chipley is the home of the Falling Waters State recreational park with the highest waterfall in Florida (70 feet) and is host to multiple seasonal festivals including the Touchstone Energy hot air balloon festival. Regionally, the Washington County and adjacent counties are attracting significant economic investments including an international airport.

Chipley has a good local economy including the regional Department of Transportation Headquarters which will likely see growth as development moves north from the coast. The construction of a new International Airport near Panama City, the proposed Jim Fowler’s “Life in the Wild” nature theme park and perhaps a new highway to skilled labor. Market rate and affordable housing in an urban form will be needed in the downtown to leverage this population growth in a manner that will foster sustainable development.
The City of Chipley is located in Washington County, Florida. The community of only 3,682 residents (2005 Census estimate) prides itself on its close-knit, small-town atmosphere. Chipley was formed through the development of the railroad and later, heavily influenced by the arrival of Interstate 10, which runs through the town.

Successful redevelopment opportunities in Chipley might focus on the City’s rich railroad history. Other interesting historical ties include:

**Historical Themes**

- 1898 Year of the Great Fire – 35 Buildings burned (See Chipley History on City’s website)
- 1916 Great Awakening: hundreds converted during this 5-week revival, publication – Cates Union Revival. (See Chipley History on City’s website).

The City of Chipley (or a partnership between City/County and area churches) could plan for a 2016 Centennial Anniversary Awakening that could be a major draw for Contemporary Christian artists traveling the southeast circuit. The construction of a large venue in or near Chipley for this purpose could continue to be a spot on the circuit and serve to revitalize interest from young Christians looking for a quiet community in which to start a family.

The City of Chipley has 22 +/- churches in a City with a population less than 4,000.

“Lime” theme – One of the first churches was called “Limestone Church” and the first school was called “Limestone School” named after the church. One of the early Chipley industries was for lime, and it was commented by leaders of the community that Chipley produced pure and abundant lime. (See Chipley History on City’s website)

**Industries providing employment**

- Educational, health and social services (24.6%)
- Construction (15.1%)
- Retail trade (11.2%)
- Public administration (10.7%)
- Manufacturing (10.5%)
Land area: 4.1 square miles  
Washington County Land Area: 679.9 square miles  
Washington County Population: 22,299  
Estimated Chipley population in July 2005: 3,682 (+2.5% change)  
Males: 1,628 (45.3%), Females: 1,964 (54.7%)  
Housing Units: 1,694  
Median resident age: 39.4 years  
Median household income: $21,686 (year 2000)  
Median house value: $54,900 (year 2000)  

Races  
White Non-Hispanic (67.0%)  
Black (28.5%)  
American Indian (1.9%)  
Two or more races (1.6%)  
Hispanic (1.4%)  
Ancestries: United States (16.0%), Irish (9.3%), English (7.5%), German (4.9%), Italian (2.2%), Dutch (2.1%)  

Population  
25 years and over in Chipley:  
High school or higher: 66.8%  
Bachelor’s degree or higher: 13.1%  
Graduate or professional degree: 6.0%  
Unemployed: 9.5%  
Mean travel time to work: 26.1 minutes  
15 years and over in Chipley city:  
Never married: 24.6%  
Now married: 49.4%  
Separated: 4.7%  
Widowed: 13.7%  
Divorced: 7.6%  
Population change in the 1990s: -445 (-11.0%)  
Nearest city with pop. 50,000+:  
Dothan, AL pop. 57,737  
Nearest city with pop. 200,000+:  
Montgomery, AL pop. 201,568  
Nearest city with pop. 1,000,000+:  
Houston, TX pop. 1,953,631  
Daytime population change due to commuting:  
+2,989 (+83.2%)  
Workers who live and work in this city:  
617 (50.7%)  
Mean travel time to work (in Washington County):  
28.9 minutes
Washington County Profile

Washington County, created in 1825, covers over 382,000 acres, a vast portion of the central Florida Panhandle. Named after George Washington, the county has seen Spanish, English, and Indian influences, with historical lore rich in stories of the exploits of Andrew Jackson. The area grew with the Railroad, around forestry industries, and agri-business, as has most of Florida.

Located in the heart of the Florida Panhandle, Washington County encompasses 580 square miles and has easy access on Interstate 10 to Tallahassee and Pensacola and on Highway 231 to Panama City and Dothan, AL.

The topography is unique to the State: mixed hardwood forests, rolling hills, rich agricultural lands, acres of timberland, and four-season climate. These geographic features provide a wide selection of environments to enjoy.

The county’s six largest communities — Chipley, Vernon, Wausau, Sunny Hills, Ebro, and Caryville, are located within easy access to major roadways and the interstate.

Education

The Washington County Public School District oversees 2 high schools (Chipley & Vernon), 2 middle schools (Chipley & Vernon) and 2 elementary schools (Chipley & Vernon), as well as the Washington-Holmes Technical Center (Chipley).

Access to institutions of higher education is within easy reach: Chipola Jr. College (Marianna), Florida State University (Panama City Campus), and Gulf Coast Community College (Panama City).

Educational excellence is of paramount importance in Washington County and the County boasts an 81.8% graduation rate with 59.7% of students going on to higher education studies.

The Panhandle Area Education Consortium is headquartered in Washington County. PAEC provides excellent teacher training and plans for a state-of-the-art teaching academy are underway.
Recreation

FDOT recently funded a new Gateway Landscaping project.

Blue Lake Park was granted $50,000 from the state of Florida for a new playground and boardwalk. There is also recreational fishing on Blue Lake although it is currently prohibited due to low water levels.

Pals Park, a relatively new park in Chipley, has a playground, soccer fields, annex fields, batting cages, skateboard pad, walkways and restroom facilities.

Shivers Park is a small neighborhood park with a nice playground.

Falling Waters State Park, located 19 miles to the north, is a favorite spot for hiking, picnics, and sightseeing. The Park is also the site of a 100-foot deep sinkhole, butterfly garden, lake, and campsite.

Transportation

Chipley is accessed from the north by Interstate 10 to Highway 77 and from the south by Highway 20 or Highway 98 to Highway 77.

Highway 77 is slated for a 4-laning improvement (the section between CR 276 to north of Blue Lake Road). There is currently no funding for ROW, acquisition, or construction.

Panama City/Bay County International Airport has scheduled daily flight service. The airport is served by limousine and major car rental agencies. This airport is being relocated to a site just east of Highway 79, north of West Bay – putting it closer to Chipley and accessible via Highway 77. The new airport is notably the first new airport to be constructed in the United States in 20 years. It will be one of the few airports designed to accommodate the Airbus A380, which can handle 800 passengers, but will be most practical for cargo. The local chamber of commerce is in contact with UPS and Fed Ex with hopes they might locate major portions of their operations nearby.

Greyhound/Trailways provide cross-country service with stations in both Panama City and Chipley on regular schedules.

Amtrak Station – 675 7th St. Closed due to Hurricane Katrina until further notice.

CSX – Operates between Pensacola & Jacksonville. Station in Chipley.

Public Projects Rep: Leslie Scherr 904-366-3057
Economic Development

Progressive county and town governments have embraced one-stop permitting, property tax abatement, partial waiver of occupational licenses, Enterprise Zone and Hub Zone Empowerment Program designations.

**Chipley Industrial Park**

156 acres, 60% of which is occupied, in the southwest corner of the City of Chipley. Park expansion plans are presently being developed. A second industrial park site of 220 acres is under development. The Chipley Industrial Park is within designated State Enterprise Zone. Property Tax Exemptions for qualified manufacturing projects and distribution facilities are available.
Chipley has a growing commerce base including a supermarket, Wal-Mart, and all of the usual and necessary shops. The City is home to 6 manufacturing mills, 4 wholesale trade merchants, and 42 retail trade dealers and/or stores. There are also 15 food service and/or drinking establishments. Additionally, there are 22 professional, scientific, and technical services companies and 24 health care offices or services. (See Chipley, FL Business Data for more info).

Panama City to the south has a huge Regional Mall with over 100 shops, in addition to the countless other business places in the city.

Key Commerce:

Manufacturing sector – textile, curtain & linen, and other household textile operates 6 establishments with between 500 and 599 employees.
3 general merchandise centers employ 250-499
2 Warehouse clubs & super-centers both employ 250-499 employees.
DOT – District 3 Materials Office 1074 Highway 90. Employs approximately 50
PAEC – Panhandle Area Education Consortium – links member school districts for the purpose of teacher education, leadership and support services. Employs approximately 75
Washington Holmes Technical Center
Washington County Rehab & Nursing Center
### Sunny Hills Planned Development

Sunny Hills Community with its main entrance located on State Road 77, is located in the southeast corner of Washington County. The community was developed and formally opened in June 1971, encompassing some 18,000 acres of land with thousands of acres to remain in a natural state as greenbelt areas. The elevation range is 70 to 300 feet and includes 9 major lakes, the largest of which is 525 acre Gap Lake. Sunny Hills has a "swimming hole" at Boat Lake with white sandy beach areas.

### Major Amendments, Proposed Subdivisions, and Commercial Development 2005-2006-2007

<table>
<thead>
<tr>
<th>Development Name</th>
<th>Details</th>
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<tbody>
<tr>
<td>Cypress Crossing</td>
<td>Clustered subdivision off of Parish Still Road, 49 acres on 248 acres (.19 du/ac)</td>
</tr>
<tr>
<td>Hicks Lake Plantation</td>
<td>9 lots on 97.4 acres (.09 du/ac)</td>
</tr>
<tr>
<td>Cypress Bay at New Hope</td>
<td>Clustered subdivision of 41 lots on 91 acres (.45 du/ac)</td>
</tr>
<tr>
<td>Timberlakes Subdivision</td>
<td>Less than 625 lots (just under DRI threshold of 625 lots)</td>
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<tr>
<td>Jim Morris’ Golf Course Development in the Falling Waters and State Park Area</td>
<td>Golf Course community with 357 lots on 228 acres (1.57 dwelling units per acre (du/ac))</td>
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<tr>
<td>City of Chipley Golf Club Development in the Falling Waters and State Park Area</td>
<td>300 lots on 168 acres (1.79 du/ac)</td>
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<tr>
<td>Deltona Subdivision</td>
<td>Within Sunny Hills – 311 lots on 200 acres (1.5 du/ac)</td>
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<tr>
<td>Cypress Hills Subdivision</td>
<td>Eastside Hwy 77 at Mobile Swamp – 124 lots</td>
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<tr>
<td>200-acre Res. Subdivision</td>
<td>Eastside Hwy 77, south of Sunny Hills Blvd, adjacent to Oak Hills – 377 lots</td>
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<tr>
<td>Skywatch Subdivision</td>
<td>N of SR 79/Clemmons Road between New Hope and Vernon. Determined by WFRPC not to be a DRI – 624 lots on 863 acres (.72 du/ac)</td>
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Blueberry Hill Subdivision – Strickland Road, west of town of Ebro – PUD in 3 phases – 289 lots, 5 acres commercial

John Daniel and Andrew Sherrod – Adjacent to Sunny Hills – 300 lots on 218 acres (1.38 du/ac)

Emerald Coast Associates Subdivision – 9 phases with 580 units (currently not proceeding as wasn’t forwarded to DCA)

About a dozen more with less than 100 acres (See Full list in resources – also Land Use map for Washington County)

Real Estate Generalizations
Older housing stock was available and affordable – between 2 and 4 bedrooms, there were many homes for sale between the range of $100,000 to $200,000. The majority of listings were for new homes within Sunny Hills – most of these again between 2 and 4 bedrooms priced in the range of $180,000 to $300,000 and more.

Character & Quality

Good citizen participation at all events.
10-year growth capacity on public utilities using current population growth models - (may need to be studied as trends change)

Population projection desired is 15,000 (high estimate)
Several members of CRA stated that they are attracted to Chipley due to the people - you get to know the people you work and live with; there is a sense of connection, family-orientated area, slow pace life, high quality of life

True community-orientated people there to help you out
General consensus is people move away and move back as they age

Chipley has a difficulty attracting people in the primary productive years of their life (however many young professionals living in Panama City) - perhaps some rental units are needed to attract young professionals

They have a quandary in wanting to grow, but also maintain the small town quality of Chipley
Students conducting field documentation and measurements.
Research & Housing Typologies

Research

The project team conducted field studies in Panama City, Florida and Seaside, Florida to evaluate regional strategies for infill and rehabilitation projects as well as planning and architecture strategies (past 20 years) that respond to the Gulf Coast climate, culture, topography, and hazards. Panama City’s Main Street has good examples of adaptive re-use projects and street scape elements that support pedestrian activity and multiple stop pedestrian shopping. The new infill projects include dining, retail, and pocket parks to foster prepeatual activities in the area rather than ‘stop and go’ commerce.

Seaside re-establishes turn of the 19th Century planning strategies commonly referred to as New Urbanism. The plan modernizes period urbanism with specific pedestrian auto integration, mid-block cut-through and careful consideration of home orientation on corner lots. Observation revealed almost all inhabitants walked in the ‘auto’ designated streets. Newly developed areas have dispatched with the side-walk, opting for a bit wider street that accommodates pedestrians, automobiles, and bicyclists.

Key observations and lessons from Seaside include the synthesis of public and commercial space. Civic lawns, gardens, ways, and plazas are seamlessly integrated with commercial shops, cafes, and restaurants, blurring the public and private realm. Although the civic areas will require a maintenance investment, it contributes greatly to the success of business. Furthermore, the fabric of the mixed-use (commercial with residential above) heavily relies on the civic lawn/garden/park to provide high quality, high density living - subsequently supporting the businesses. Lastly, civic space and varied housing scales are used to buffer single family homes from the highest commercial uses allowing potential residents to self select regarding the balance between privacy and proximity to commerce.

Chipley does not have the tourist draw of Seaside. However, as bird watchers and bicyclist are becoming the largest sector of tourists in Florida, Chipley does have a lot to offer. Furthermore, the authenticity of Chipley as an active railroad town could be a primary draw for heritage tourists.
Based on observations, research and community comments, housing will be an important focus of the project teams study and recommendations. To initiate this discourse, housing typologies were discussed at length and specific types were selected for detailed study and to prepare a redevelopment matrix. From the list below, the project team will adapt the most potent types for viable sites in and adjacent to the downtown core. Appropriate sites will be developed through urban design scheming and once selected, detailed proposals for housing typologies will be developed.

- Single Family
- Apartment/Condo (lofts, flats, studio)
- Terrace Housing
- Row Housing
- Garden House
- Garden Apartment
- Bungalow
- Mid-Rise
- High-Rise
- Low-Rise
- Autocourt
- Mixed-Use
- Co-op/Assisted Living
- Town House
- Modular Home/Pre-Fab
- Youth Hostel/Senior Hostel
Student Ross Hewayeck describes urban proposal to members of the community
Project Recommendations

The following sections outline design alternatives that integrate specific recommendations into unified planning visions at the scale of the urban core and individual sites. Design proposals integrate transportation, planning and sustainable design strategies that are intended to reinforce the strengths and opportunities available in the existing urban core.

Urban design strategies are organized around a 50 year vision that establishes a trajectory for long-range visioning and subsequent planning. This approach provides a "target" to work toward while accepting that changes will be made to adjust the course in response to new opportunities and undesired forces. Core principles that guide urban design strategies are the need to reestablish a strong pedestrian presence, accommodate automobile based commerce and provide opportunities for housing in the core that serves multiple demographic groups.

Proposals for core sustainable infrastructure are also included such as a community photovoltaic system (clean energy), community ground coupled chilled water loop (provides high efficiency cooling) and stormwater systems that aide in filtering water while providing civic amenity and natural habitats in the urban core.

Specific sites programs (uses) are recommended to align use with location, accessibility and urban amenity toward optimizing the value of existing land through highest and best use. This includes recommendations for commercial, retail, civic and housing on sites in the urban core. The alternative schemes developed show how sites can be optimized for different uses within a larger organized context. This allows the best development options to be aligned with market interests and development opportunities.

Architectural design strategies include sustainable practices through site strategies, incorporation of new technologies, utilize local building materials and construction techniques and optimize passive design to minimize energy consumption through day lighting and natural ventilation during temperate periods.
Long-range planning requires man facets to align in particular fashion over a long period of time to achieve a singular master plan. A single vision is useful in the early phases to get the first projects initiated but can quickly become a hindrance if markets, tourist, employers or natural disaster events change the context for better or for worse. Also, given the many possible opportunities for Chipley, the project team will study five alternate schemes to move toward as set of high priority recommendations and visualizations of alternate outcomes. The project team was divided into five urban planning groups. Each group developed a conceptual approach counterposing weaknesses and opportunities that draw on a combination of field and archival research.

Each team is developing an analysis/strategy for urban design and downtown redevelopment that includes urban sections, urban plans, physical scale models and electronic models. The teams will focus on optimizing vacant land, identifying building for restoration/adaptive use, linking the two sides of the railroad track for improved pedestrian crossing, developing quality civic space, integrating parking (grade and garage) and locating key commercial anchors such as a hotel and retail establishments.

As of the end of the quarter, students are developing conceptual schemes and working to integrate the many parameters identified.

Initial schemes will be presented to the stakeholders and citizens in Chipley as part of a public workshop. Feedback will be gathered and revisions will be made to the schemes to accommodate concerns of the town and to address any new opportunities revealed in the project team, community interactions.
Modular houses are divided into multiple modules or sections manufactured in a remote facility and then delivered to their intended site for assembly. These modulars are then assembled into a residential structure using a crane. Such dwellings are often priced lower than their site-built counterparts and are typically more cost-effective to builders and consumers. These new homes can be constructed in less time than it takes to build a home “on-site”. Since the independent parts are constructed indoors, weather does not affect the construction which increases work efficiency and avoids damaged building materials. In addition, large scale manufacturers usually try to effectively bargain with suppliers for discounts on materials making the construction even more cost-effective. Since on site constructions depends on transportation of building materials to a site the cost to build in remote areas is much more expensive. Modular homes can be used in such occasions to lower the building cost. Modular homes are also much more effective in responding to population booms which require rapid construction of residential structures.

One of the most attractive features of using prefab construction is the low amounts of waste produced is 1/18th of site built. The manufacturer usually keeps exact records of materials needed for construction and the indoor atmosphere allows for the most effective use of all materials.

<table>
<thead>
<tr>
<th>Type</th>
<th>General Floor area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modhaus</td>
<td>1,334 sq. ft. (2 bedroom, 2 bath)</td>
</tr>
<tr>
<td></td>
<td>2,827 sq. ft. (4 bedroom, 2 bath)</td>
</tr>
<tr>
<td>Ein-Zwei</td>
<td>1 module (1 bedroom, 1 bath) 750 sq. ft.</td>
</tr>
<tr>
<td></td>
<td>4 modules (4 bedroom, 3.5 bath) 3,000 sq. ft.</td>
</tr>
<tr>
<td>Kuhl Haus</td>
<td>26’ x 14.5’</td>
</tr>
<tr>
<td>Uberwasser</td>
<td>2 bedroom floor plan 15’x 54’</td>
</tr>
</tbody>
</table>
Known as “Touch House,” this single-family house was designed for mass production and is made from large prefabricated units that are assembled and surface-finished at the factory.

The firm was interested in creating a design suitable for both urban and suburban environments. The resulting house has a conventional exterior shape that expresses the variety of forms found internally. The challenge was to make this happen within the dictates of what factory manufacturing could accommodate.

The level of detail found in this striking single-family house is atypical of conventional factory-built housing which demonstrates that prefab housing is not only a cost effective method of construction, but can also be used to design aesthetically pleasing environments with high market demands.
Garden apartments share characteristics of a townhouse and single family homes. Each apartment has its own entrance, and apartments are not placed vertically over one another. A garden apartment is typically only one story high and never more than two stories; they often have only one-bedroom typically not more than two. Some garden apartment buildings place a one-car garage under each apartment, with pedestrian entrances from a common courtyard open at one end. They are usually characterized by two story, semi-detached buildings, each floor being a separate apartment. Each unit in a low-rise apartment complex includes a substantial amount of open, usually landscaped ground. In order to be defined as a garden apartment the ground-floor must be open to a garden or any other outdoor space. Although garden apartments are typically single story construction those that are two or three story buildings have communal gardens that serve the same purpose. Most garden apartment developments are in semi-urban areas like suburbs which are predominantly low rise high density areas that can support mass transit. 

The garden flat is at ground level in a multilevel house or apartment building, especially in the case of Georgian and Victorian terraced housing which has been sub-divided into separate dwellings.

<table>
<thead>
<tr>
<th>Units</th>
<th>600-1200 sq.ft. depending on the number of bedrooms and configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>10-20 units/residential acre (depending on size and placing)</td>
</tr>
</tbody>
</table>

Diagram drawing of Garden Apartment
The building is bordered by a public park and is very close to a ring road around a city centre. “The design provides a bending of the existing street facade at one side, so that an interesting park front is obtained to the other side”. Instead of making a single structure the building is characterized by three independent modules that consist of multi-family housing conforming in scale to the surrounding urban context. There are two modules that face the park and hoover over the ground level above a semi-open parking surface. Many of the units have access to a garden, the park, or have individual roof gardens.
Co-housing involves a participatory process in which residents organize and participate in the design, development and daily activities of living within the development of the project. The design of the neighborhood is intended to encourage and facilitate social interaction. Private backyards are separate and remote from shared spaces and vehicles are parked at the edge of the site. Included in the construction of the neighborhood is a ‘common house’ which is centrally located and is a shared space with a kitchen and dining room, large enough for common meals. This may also include laundry, social space, children’s room, workshop, etc… Those that live in such communities take full responsibility for decision making, activities, duties and day-to-day management. In order to sustain this type of community the number of residents must be large enough for occasional withdraw, but not too large that people cannot get to know each other. Decision are made democratically by an economically diverse community of people from different occupations and social strata.
The system accommodates and proliferates new lifestyles and work styles by following the slogan: we live and work wherever and whenever we are.

The Smart apartments building is a design in which working, living, private atmosphere and public space come together. The organization of the apartments operates between the urban- and the architectural scale. It’s about the flexible coexistence and integration of daily living- and working situations within one system.

This living/working environment would not be suitable for couples with young children. It would be more suitable for professional small business owners who work long hours and require minimal domestic arrangements.
High-rise apartment living was predicted to go extinct after the 911 terrorist attack on the World Trade Center yet development and market forces suggest a rebirth of the typology. The desire for vibrant commercial pedestrian districts, while supported by viable transit systems suggests residential densities that are not achievable with typical single-family home models. Additionally, the need for urban green space as an important amenity precludes total build-out in a desirable urban center. Furthermore, with commercial at grade and perhaps 1 to 3 levels of office above, the core infrastructure is in place to go vertically with great efficiency and continuing diminished cost for marketable floor area up 10 to 12 stories.

Typically the obstacle to this type of development is local zoning and height restrictions – which are politically malleable. In terms of sustainability, high-rise offers great benefits including small environmental footprint, limited envelop (thermal efficiency) and ease of integrating high efficiency HVAC systems and provide support for transit. They offer a sense of community and security especially at upper levels. Lastly, the form suggest opportunities for a variety of demographics based on unit size and access to prime views – a rare commodity in most small communities.

<table>
<thead>
<tr>
<th>Units</th>
<th>75-125+ Dwelling units per residential acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>1 Car per Unit Concrete Frame</td>
</tr>
</tbody>
</table>
The towers located on 173 Perry Street, between Washington Street & West Street New York, NY. The North tower consist of 66,000 sq ft with floor plans ranging from 1 bedroom 1 bath to a multi bedroom two story pent house. The average price for each unit runs around $5,000,000.

The towers are designed to allow the maximum amount of light into each apartment. What is unique to the construction of each apartment is that the layout is not predefined. Each apartment is a “blank canvas” that can be maneuvered to each residents liking. “The buildings are clad in insulating laminated glass and white metal panels with shadowboxes at the curtain wall expressing the individual floor plates”. The location of the towers is key considering that it has unobstructed panoramic views of Manhattan, the Hudson River and the New Jersey riverfront.
Apartments can be classified into several types - studio, efficiency, bedsit or bachelor style apartments. Small apartments often have only one entrance/exit. Large apartments often have two entrances/exits, perhaps a door in the front and another in the back.

The need for apartments of all kinds in the future will be greater than ever before. Two age groups have shown startling increases in apartment population - the young adults and the senior citizens. Another big factor in the continuing demand for apartments is the result of urbanization. Architects must find provocative solutions to their clients confined space. Recently, architects have been resorting back to modernist planning, but are taking advantage of new materials, to extend the spatial variety & sustainability dense housing. Lofts are generally built into former industrial buildings and typically have one large open room and the bedroom in a loft with the kitchen and living room on the first floor.

<table>
<thead>
<tr>
<th>Units</th>
<th>300-600 sq. ft. per residential acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>Varies from 400 - 2.5 units per acre unit</td>
</tr>
<tr>
<td>Parking Space</td>
<td>approximately 30% of an apartment unit’s sq. ft.</td>
</tr>
</tbody>
</table>
| Public spaces/amenities | - Out of apartment storage  
- Swimming pools  
- Gyms  
- Play areas  
- Roof solariums  
- Meeting rooms |
The Transformable Apartment
Mark Guard Architect

This apartment explores ways of maximizing available space through flexibility of use. It can be transformed from one bedroom to two bedrooms or to no bedrooms studio, providing a large space for living or working. A 15 meter storage wall contains the TV, hi-fi, kitchen, storage, laundry, drying cupboard, dressing table, wardrobes and wash basin.
A townhouse is a dwelling that seems to combine the best amenities of a single-family home and a true condominium. Townhouses belonged to a set of terraced houses, sharing walls with other homes built in the same architectural style. Initially, townhouses were only occupied by members of the aristocracy. The configuration is typically rectangular where the building footprints takes up 90-95% of the site. The green space allotted to a townhouse is usually small and maintained by the community as opposed to the individual. Some people may prefer townhouse living because of the minimal outdoor upkeep while keeping their autonomous nature. However, some disadvantages that townhouse living is the proximity of the neighbors and the subsequent lack of privacy that may be a hindrance for some. In contrary to its original clientele, townhouses have now been the primary focus of middle income individuals,

<table>
<thead>
<tr>
<th>Units</th>
<th>range from 850 sq.ft. to 1800 sq.ft. depending on lot size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>30-40 units per residential acre</td>
</tr>
</tbody>
</table>
The Hilpert House is a renovation of a New York town house that completely transforms a traditional nineteenth-century structure into a luminous chalice of light. Its simple facade of rectangular windows makes it a modest neighbor along the street. Passing through this plane of limestone, the interior reveals an expansive loft space. The area between the bearing walls provides a strong presence, which leads to the stark minimalism of the walled garden in the rear. A sky lit atrium-framed by sheets of transparent and translucent glass, with wood and aluminum stairs winding upward floods the interior with light. The rear of the town house has a private garden area, with its new full height extension of glass and steel makes it quite different from the adjacent buildings.
Row-House

Row-housing or Terrace housing is an unbroken line of houses sharing one or more sidewalls with its neighbors. A group house similarly constructed houses in a row; usually in a housing development. The first and last of these houses is called an end terrace, and is often larger than those houses in the middle, the buildings tend to be a bit bulkier but can be shaped to respond to its surroundings. The ground outside the housing is usually shared, and private outdoor space is usually limited to patio or balcony. A clear definition of public and private space must be developed. Another issue surrounding Row-housing are issues concerning parking, and street access.

<table>
<thead>
<tr>
<th>Units</th>
<th>60-240 Units Per Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>26-148 Units per Acre</td>
</tr>
</tbody>
</table>

Example of Row-housing building

Diagram drawings for Different Row-House configurations

Example of Row-housing building
Low-rise building are defined as any occupiable building, which is divided at regular intervals into occupiable levels, which is lower than a high-rise. For a building to be considered a low-rise building it must be on solid ground, and fabricated along its full height through deliberate processes and it must have at least one or more floors above ground. These buildings are generally defined as one with connected interior spaces. However, any low-rise buildings with disconnected interior space is only counted as a single building if it was built as a single unit and if the separate parts form an architecturally integral whole. It is possible to consider a house with connected interior spaces as more than one building if the different parts are not intended to form a single development.

<table>
<thead>
<tr>
<th>Residetnial Units</th>
<th>Max height of 55 feet &amp; having a ground floor plus four floors.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Units</td>
<td>Ranges - few hundread feet to 500,000 sq.ft. All have public access/exit requirements</td>
</tr>
</tbody>
</table>
Design Alternatives

- PV Park
- Pre-Urban Sutures
- Parkway
- Growing Small
- Connecting Urban Rooms
PV Park
Jennifer Del Rio, Jourdon LaFate, Jairo Vives

Drawing literally from the line of the railroad yet expanding the idea of a core infrastructure that supports a unique urban condition, PV Park incorporates photovoltaic (sun electricity) power generator for an urban park at the town. This power generating system makes urban gestures to create civic space, enhance pedestrian circulation, provide needed shade and of course generate electricity. As an infrastructure the system is completely expandable and able to accommodate both private and public investments.

Green space is layered with the Photovoltaic elements as a system of PV canopy, tree canopy, hardscape, greenscape, and wetscape. Existing natural areas are connected to the core through a system of parallel linear parks, with adjacent row house, low rise, and mid rise housing. The parks extend into the region through bicycle/pedestrian paths. A systematic phasing strategy will also be developed to take advantage of PV incentives from state and federal government agencies to facilitate the concept of Chipley as a unique PV town.
Greenroof system; providing a more sustainable, energy-efficient roofing system

Photovoltaic power generator for an urban park
PV Park Plan Diagram

Recreation Center
Community Center
Fitness Center
Pool and Courts
Retail and Office Space

Main Station
Underground Car Park
Solar Service Center
Bike Rental and Sales
Bike Trail and Running Path
Along Railroad Ave
Connects to Falling Waters Park

Offices and Retail Center
Sustainable Systems Offices & Maintenance
Row Housing
Information Kiosk
Learning and Day Care Center
Shop PV Panels and Green Roofs

Viewing Tower
Pedestrian Bridge over Railroad Ave
Viewing Decks
Roof Garden Cafe
Axonometric drawing of systems in urban design
This scheme emphasizes the lineage and heritage of the railway as a core element in downtown Chipley while deploying strategies to make connections (sutures) across the spatial gap that the track creates in the downtown. Sutures are strategies that stitch or connect the urban tissue to achieve a more connected pedestrian tissue.
Strategies include the location of important program elements on either side of the track with connective open spaces that link across in conjunction with streets as well as at pedestrian only locations. These strategies provide the opportunity to make ‘short cuts’ and occupied exterior spaces that improve pedestrian connectivity. Furthermore, a railroad/cultural museum housed in ‘boxcars’ is located in the urban fabric along the railway that could provide an historic itinerary through the downtown — downtown as museum. The ‘boxcars’ would house cultural artifacts in addition to family owned businesses such as small café’s, refreshment centers, restaurants and gift shops. A central interpretive center or gallery would also provide historic information on the community and act as a visitor center. This network would provide a suggested path that stitches the urban fabric reinforcing the Pre Urban Sutures concept.
Pre-Urban Sutures Plan Diagram

Velodrome
Bike park

Boxcar Trail
Bike and Fitness Stations
Running Path
Cafe and Shops

Row Housing
Roof Garden Units
Live Work Units
Club House
Retail Storefront
Bike Station  
Commercial Center  
Mid Rise Residential  
Lofts and Apartments  
Retail Storefront  
Underground Carpark  
Boxcar Restaurant  
Hotel  

Museum Addition  
Community Center  
Parking Garage  
Retail Storefront  
Mixed Use Complex  
Residential Units  
Roof Gardens  
Retail and Offices  
Parking Garage
Axonometric drawing of systems in urban design
Proposed urban plan design
Extrapolated from the Dutch Woonerf (pronounced “voonerf”) which translates to residential yard, the Parkway scheme integrates automobiles, civic space, commercial entities, pedestrian movement and bicycle movement into an overlapping spatial system. Streets become navigable paths through a series of spaces with parking, shade trees and ground vegetation incorporated to provide amenity and organized to provide traffic calming that optimizes the pedestrian experience.

Hardscape Patterns and Materials

Old English Cobbblestone
- Used for streets surrounding the core

Keystone
- Used in major crossings and small courtyards

Ashlar Slate
- Used for small plazas and walkways

Large Tile
- Primarily used for pathways and crossings
One might characterize it as a pedestrian zone that cars are allowed to travel in at speeds of 5 mph. This treatment is contained to the commercial core and with the existing urban grid network there remains ample typical auto access to the area. SR 77 would be the exception to the low speed rules and would operate as it does today. A hotel is strategically placed to extend the downtown past the current farmers market. Green space is suggested as overflow parking for civic events that remains park during normal periods. Additional commercial and residential development is recommended with garage parking at noted locations. The overlapping of civic spaces extends into the alley system to provide additional exterior space that café’s and restaurants can flow into extending the commercial viability of the ‘kitchen’ beyond the floor area of the leased space.
The Parkway Plan Diagram
Row Housing
Parking Garage
Retail Storefront
Pavilion
Jogging Station
Bike Station
Commercial Center
Retail Addition/Renovation
Green Space Conversion
Proposed urban plan design
Growing Small
Danielle Brown, Kayleigh Carlisle, Zach Chance

Redefining the downtown streets by combining pedestrian and transit priorities to concentrate commercial activity and residential growth, this plan seeks to create a pedestrian-dominated core. Growing Small explores transforming SR 77 into two, one way, two lane roads (southbound to the west - northbound to the east) creating a core pedestrian oriented district in between. Metatechnologies (high medium and low) are utilized as sustainability components that are leveraged from concentrating and mixing uses such as Photovoltaic power generation and shading, vegetative facades (shading), stormwater gardens and a municipal chilled water loop for cooling (eliminating the need for condensing units at or on buildings).
Axonometric drawing of systems in urban design
Growing Small Plan Diagram
Proposed growing pattern of urban design

Careful study of the relationship between public green space and residential density inspired the Urban Rooms concept. Shared, high quality exterior space can allow concentrated populations to thrive through mixed use, live/work opportunities that support routinized pedestrian lifestyles (no 'need' for an automobile). Private outdoor spaces are reduced but maintained in favor of community-oriented Urban Rooms operating at civic scales and semi-private as needed. This conceptual approach also advances market diversity so housing units or varied price points, amenities and sizes are gathered around an 'Urban Room' to provide full-life opportunities for living in the town core. This approach will attempt to enhance existing under utilized spaces through occupation, view and connectivity.
Axonometric drawing of systems in urban design
Urban Rooms Plan Diagram
Implementation Strategies

The project team translated community concerns within the contexts of the larger urban design proposals (previous section) to explore the parameters of developing specific building programs on specific sites in downtown Chipley. Fifteen sites are studied with three proposals for each of the five urban design alternatives. A variety of programs including hotel, parking garage and multiple residential configurations are included. The implementation scenarios are intended to promote development through community consensus building and marketing various projects and sites within the community.

The projects are organized under the five urban design alternatives and are keyed to the sites proposed for development. Each proposal has a brief description with architectural plans sections, images of physical or computer 3D models and renderings that illustrate how urban strategies might occur through the development of individual sites. The schemes expound on the themes of pedestrian oriented space, maintaining the street edge, ameliorizing public space and incorporating the public/private PV infrastructure on individual sites.

A variety of architectural languages are developed that suggest the variation that will occur with different developers and architects engaging Chipley over time. Architectural responses to Chipley extrapolate the structural brick building technology of the boon times. These historic buildings express their structure through the patterning of the brick, structural coursing and corner detailing. Many of the implementation proposals express the latest structural technologies as an aesthetic component of the design.
Schemes proposed for the PV Park urban proposal focus on the development of housing at low and medium densities. Family oriented townhouse units, low-rise mixed-use and mid-rise development proposals provide a range of alternatives on a variety of the urban conditions found in Chipley. The map to the right locates the projects within the PV Park scheme. Individual projects are included in the following pages.
Mid-Rise Proposal
Jennifer Del Rio

Low-Rise Mixed-Use Proposal
Jourdona Lafate

Townhouse Proposal
Jairo Vives
This proposal located just west of the urban core includes a photovoltaic canopy to shade a preschool and public park as buffers between the railway and family oriented townhouses, turning the railway into a backdrop for the public green space.

The scheme expands the slight change in elevation on the site utilizing vertical separation to provide buffers between the program elements. This allows very high quality urban living with protected private exterior space and direct access to public green space.

Finally, the proposal illustrates the potential for the integration of the PV system with public (park) and private (townhouses) development to become a unifying design element in a similar fashion as streetlights and urban signage.
Proposed row of townhousing units

Two floor townhouse unit

Three floor townhouse unit

Building Plan
First Floor Plan
Second Floor Plan
Roof Plan
Low Rise/Mixed-Use development

Jourdana Lafate

Located northeast of the Farmers Market, this proposal expands development into under utilized properties to the east effectively extending the urban core another city block. The proposal incorporates small-scale surface parking and the possibility for boutique shops, cafés or restaurants as independent leases or coupled to the living units — live-work. The integration of commercial and residential seems to be needed for development of this scale near the urban core.

Located northeast of the Farmers Market, this proposal expands development into under utilized properties to the east effectively extending the urban core another city block. The proposal incorporates small-scale surface parking and the possibility for boutique shops, cafés or restaurants as independent leases or coupled to the living units — live-work. The integration of commercial and residential seems to be needed for development of this scale near the urban core.
Proposed low rise units; Business on 1st floor living units on second
The scheme incorporates private green spaces, collective semi-private green spaces and is adjacent to the public lawn associated with the Farmers Market. Residents would have direct access to community events. The units are organized to face north and south for optimal integration of passive day lighting and ventilation strategies. Photovoltaic panels are incorporated as a second skin that shades the building (reduced heat loads) and provides needed shade for occupied spaces.

The architecture is based on a modular system that would utilize steel framing and Structurally Insulated Panels (SIPs) that provide extremely high insulation value in addition to rigidity, bracing and durability. They are regionally available and are very light weight.
This proposal explores development densities of 25 – 40 dwelling units per acre that integrate sustainable technologies, commercial uses and engage public space to link the housing units to the community fabric. Most notably, a photovoltaic (PV) canopy is integrated into the scheme as a civic awning to provide shade, protect from rain and define entry at the scale of the site and downtown. The PV array is estimated to produce 10 kw/day providing enough power to run 15 of the units completely on the solar array. Elevated green spaces are incorporated to provide protected play areas for children and offer unique views of the city and landscape beyond.
Overall site plan

Individual unit floor plans
The proposal takes advantage of vacant frontage on State Road 90 as a location and visibility strategy for the commercial component while pulling the residential units to the rear of the site as a buffer to the somewhat busy road. The courtyard space and elevated green spaces act as buffers to the activity of the street. Three blocks from the urban core, this site establishes the urban development presence on SR 90 which is important as a landmark to the development along the railway.

Expected residents would be young buyers (condominium) with limited income, small families and business owners in the building. It would be expected that there would be some rentals in addition to owner occupied units.
Scheme proposals for Pre-Urban Sutures focus on the development of live/work, mixed-use and townhouse housing at medium densities. Each of the schemes fronts the railway (North Railroad Avenue) in acknowledgement of the heritage and historic quality of the rail space. Townhouse units are located west of the center of town facing the rail line while multi-level mixed-use housing is located near the existing grocery store (Piggly-Wiggly) and the Farmers Market. Each of the proposals suggest a more formal frontage to the street with captured courtyards away from the street for semi-private exterior space. For the schemes near the Farmers Market, the housing takes advantage of the civic lawn for field activities and the eastern townhouses have access to the fields of the former High School.

All of the schemes — located north of the railway — attempt to provide additional layers of pedestrian connectivity through the urban core that is linked to spaces on the ‘other side of the tracks’ as a means to promote the “suturing” concept.
This proposal addresses three important frontages — Dr. Martin Luther King Drive, North Railroad Avenue and Church Street. The proposal links the Farmers Market (south façade) to the enhanced pedestrian alley that is a secondary circulation system in the Pre-Urban Sutures proposal. This scheme links to the Farmers Market through proximity, access and views with raised semi-private (restricted access) garden that faces south into the public lawn of the Farmers market to extend the linkages of public space across the railway.
Aerial view showing relationship to the road

View from road showing entry into the building

Unit Plans: 1/8" = 1'
The design optimized the double loaded corridor as a stack effect ventilation strategy with shaded exterior access that is day-lit from above. The access corridor is connected to the elevated urban green providing additional open area for light and breezes to penetrate the building — optimizing passive climate control and lighting strategies. Double skins are utilized to shade the building from the low east and west sun that can be operated by residents to control their effects on the individual spaces. This also provides unique patterning within a controlled modulated system — the building façade can have many moods.

Parking is strategically located below the building in a ¾ depth parking lot. This strategy raises the residential components approximately 30" from the street level. This podium effectively adds privacy to the residential units near the street level and provides private space between the street and unit. It also allows for openings to the parking below for light and needed ventilation. In this case, parking is provided for the residents and commercial parking would be handled as on-street parking or in other surface or garage locations.
Located west of the urban core on North Railroad Avenue, the project is across the tracks from the AT&T building on a block that is 25% longer than those in the urban core. Site strategies include alley service access with private parking and a dedicated exterior green space protected on three sides from the housing blocks. A public pedestrian way is included to provide mid-block access to a rail crossing that links to the parking lot of the AT&T building. At the time of this writing, there were only 2 employees at the building and the parking infrastructure was under utilized. The new pedestrian way is part of the Suture strategy and could connect future employees to the AT&T building or connect parking in that lot to the housing and ultimately to the urban core.
Design strategies include compact vertical design with party wall (row house) adjacency. This provides better privacy than very narrow lots while allowing more developable area on the site. At the corner of North Railroad and 4th Street, the form of the bar of residential is varied to accommodate offices or light commercial on the street level. This would allow live/work or commercial with rental housing above.

All of the housing units have a garage to the alley and large open deck on the 3rd level. End units are uniquely designed to take advantage of additional views and daylight. All units have flow through ventilation and incorporate PV panels in the upper roof system of a central atrium space within each unit.
Live/Work Development

Patricio Ayala

This proposal occupies half an urban block with frontage on the railway, the Piggly-Wiggly parking lot, and on the long side facing east on 7th Street. As part of the four square blocks of the urban core this is an important site for development.

The proposal makes innovative gestures in terms of organizing the site as a fabric or patchwork of commercial pavilions with residential units above and open courtyards that work independently or with the commercial pavilions to provide café/patio relationships to promote business. The scheme extends the existing mid-block alley as part of a pedestrian sequence that is integrated into the courtyards of the site proposal. This provides a high quality pedestrian oriented site that can house small affordable shops as a near-term strategy to promote more commercial activity in the downtown.
Proposed live/work model

Four Bedroom Unit

Proposed live/work model; Showing internal courtyard

Two Bedroom Unit
The units are organized as shop space below with residential housing above that takes advantage of modular systems that can be expanded over time. Roof spaces become private gardens and patios for the shop owners who live above. The modularization allows start-up entrepreneurs to invest in shop+studio; shop+1 bedroom; shop+2 bedroom; or to add bedrooms or additional studio/living spaces over time. Of course, this could also work as incentive/compensation for employees of shop owners who may live in other locations. Green roofs and sustainable materials are optimized to achieve a light-weight, highly rigid energy efficient envelope.
Growing Small attempts to optimize the pedestrian core by rerouting SR70 as a one-way pair on the east (northbound) and west (southbound) edges of the urban core. Two blocks of the former SR 70 are now dedicated as a pedestrian mall with limited vehicular access for service and deliveries as needed. This becomes the new location for art festivals and related cultural and commercial events while produce remains at the farmers market thus allowing simultaneous events that activate the entire downtown.

The projects developed within this scenario take advantage of connectivity to railway as linear green space while reconciling adjacency to the pedestrian mall and auto-dominated streets. Varied programs including hotel, apartment and mixed use try to optimize the opportunities generated by relocating SR 70.
Live, work, play and shop activities are integrated into a single site. The shopping or retail level takes advantage of frontage to the new one-way SR 70 and frontage on the railway extending the pedestrian oriented commerce one block to the east. The play occurs in a semi-private courtyard at grade on the northwest corner. The cantilevered architecture and vegetative planting provides a well shaded outdoor space for family activities such as cookouts and recreational sports.
Living units are located on the upper levels as two-story townhouses with small private courtyards and light wells to provide ample day-light throughout the living areas. Work closes loop as proprietors and employees can live above the shops and maintain a nurturing presence in the downtown for extended hours. A level of office/flex space is incorporated and could be integrated with shop activities or be used separately as professional offices. Parking for residents and some consumers is located below grade. Commerce is supported by on-street parking (time-limited) to allow easy direct access between the automobile and the shopping destination. Park once, shop at multiple locations is supported through proximity and pedestrian friendly design in the urban core.
Hotel Development

Danielle Brown

A multi-story hotel is proposed at the corner of SR 90 and 7th Street. The hotel acts as a landmark on SR 90 to identify the corner of the 4 square urban core. Connected physically by an elevated walkway to a parking garage on the south side of SR 90, the hotel becomes a critical element linking across SR 90 and through the hotel to the rail greenway and Farmers Market. Lined with commerce and retail space at the street the hotel adds vibrancy to the downtown in addition to bringing customers into the core as temporary residents. As a potential tourist destination, County legal center and business center (FDOT district headquarters), a quality urban hotel is needed. Strategically located on SR 90 and with ample commercial lease space, the mixed-use program should be a viable investment and important economic engine for Chipley.
Proposed model for hotel
The hotel incorporates photovoltaic (solar to electric) power generating panels that cover the upper level of the parking garage generating energy and shading the automobiles below. The elevated pedestrian overpass provides easy access from the parking to the hotel and associated retail and could serve as a commerce portal for the entire urban core. An elevated semi-private patio includes a pool and restaurant that could also be a public destination (community membership for other downtown inhabitants). A long bar of rooms in addition to a slender tower form optimize the number of rooms while maintaining a building scale that is sympathetic to the existing urban context.
As one of the most unique concepts, this proposal attempts to address core issues that threaten the character of Chipley — (1) the need for more affordable housing; and (2) the need to repair the structural integrity of heritage buildings in the urban core. The addition of rooftop housing utilizes already revenue generating/developed land and is consistent with compact unit development. This would add residential density on already existing commercial land using existing infrastructure to morph from commercial to mixed-use adding 23 units on approximately one-third of an acre. The new construction would ‘float’ above the existing heritage building on a new structural system that would reinforce the facades — maintaining the historic integrity of the street while allowing much more flexible commercial use with the housing above. It is estimated that the leases for the residential units would subsidize the restoration of the structure and facades providing an economic basis for the preservation of the existing fabric — typically a difficult model given the cost difference between new construction and preservation of older buildings.
Proposed rooftop model
The units gather around a semi-private court and have access to the ground via an open foyer connecting to the street and alley. A combination of studio apartment, one bedroom and two bedroom with office apartments are oriented toward young professionals who might work in the urban core, emerging families that are starting businesses and empty nesters who want to be in walking distance to urban amenities such as the library, parks and commerce. The proximity to the these amenities and the grocery makes this location highly desirable and quite unique in even mid-size urban centers that typically do not have access to a grocery. The internal court provides all units with day light access, a community semi-private space and supports the interaction of residents as urban neighbors.
Resources & References

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Conclusion
