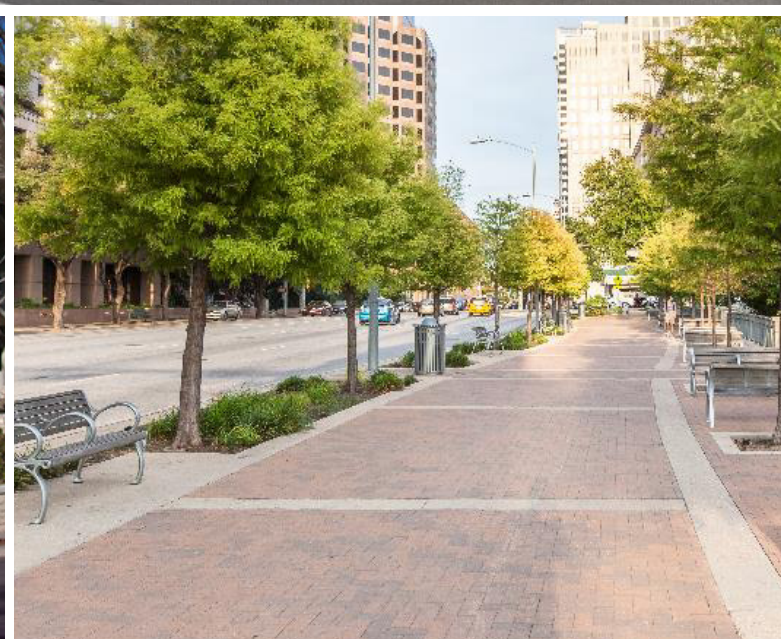


Catalytic Development Models

Program/Site Objectives (City Government Plaza Catalyst Site)

While this site was identified both by this study and the 2013 Comprehensive Plan as a potential location for mixed-use development, the general public was asked to confirm their perspective of what an appropriate development looks like. Their responses primarily described an arrangement of compact, urban, high-density and environmentally friendly land uses that attract stable, higher-wage jobs and condense the government buildings into one. Secondary gains desired from the development were improved walking and biking conditions, a gateway function to downtown that does not realign Hopkins Street as previous studies explored, limited paved surfaces to reduce storm water and comply with impervious cover requirements, and showcase environmentally sensitive features.



* All images representative of preferred development arrangement and form. Not intended to promote a specific architectural style.

Market Potential (City Government Plaza Catalyst Site)

The site can accommodate a wide range of retail uses, but those which support activity within the Government Center (employees, residents, visitors) represent the most immediate market opportunity (restaurant/food service space, personal services space, health/wellness, etc.) and would be limited to spaces with frontage along Hopkins. Other commercial/flex uses will better supply the remaining ground floor space, including professional office (class A and B), maker space, studios, small business incubators, live/work units, etc. Buildings fronting Charles Austin could address demand from activities at the Bobcat Ballpark, but that would depend on the level of usage at that facility.

The most viable residential use is that of a practical urban townhomes and/or urban rental lofts.

Practical Urban Townhome: 1 to 2 bedroom, 875 to 1,100 square foot unit. As a standalone product not above retail space, this would look like up to a 3-story, 25 foot wide attached duplexes and/or townhomes on a 25-35 foot wide lot with space or room for work-from-home arrangements, front garage, and back patio.

Urban Rental Loft: 1 to 2 bedroom, 650 to 950 square foot lofts on up to 4 occupied floors, with balconies, interior hallway entrances, and open and flexible interior layouts to allow work-from-home arrangements. Units could perhaps be over personal garages or a parking deck, and floors could partially be shared with commercial or office workspaces.

This sites proximity to downtown, the library, parks and shopping is its largest asset and compliments future development well (especially residential) and can easily be connected with trails; however, the constraints from thoroughfare and railroad traffic and related noise reduction will cap pricing for residential units.



* All images representative of preferred development arrangement and form. Not intended to promote a specific architectural style.

Catalytic Development Models

Conceptual Development Plan A (City Government Complex Catalyst Site)

Two development plans were created for the City Government Complex: Development Plan A (this spread) and Development Plan B (the next 2-page spread). The primary reason for providing two development plans are to allow one concept each for providing a new City Hall on either side of Hopkins Street.

Development Plan A proposes that a new City Hall building (85k+ square feet) replace the government office buildings on the South side of Hopkins. In order to more easily facilitate a move from old facilities to new, the new City Hall could be built in an "L" shape around the existing City Hall, adjacent to Hopkins. Once the new building is completed, departments from the existing buildings on site may move in - allowing the remaining facilities to be demolished and freeing up the remainder of the site for staged development.

The remaining development on the south side of Hopkins includes two flex buildings for commercial, office and/or retail/restaurant uses to draw patronage from city employees, 40 urban townhomes, and a parking structure to serve employees and guests. The area once occupied by old City Hall would become a large central public plaza that could host small public events.

The small triangular parcel on the south side of Hopkins opposite the railroad from the new City Hall location could be sold to the private sector for commercial development as it's adjacency to Hopkins and location at the terminus of Thorpe Lane make it easily accessible and potentially valuable.

The parcel on the north side of Hopkins would remain parkland, but could be enhanced with monumentation that functions as a visual terminus, and when paired with the new City Hall, functions as a gateway for downtown-destined motorists leaving the I-35 corridor. To allow for the arrangement of facilities on the south side of Hopkins, the intersection with Charles Austin Drive would shift to the west, slightly altering the alignment of Charles Austin through the park.

Conceptual Development Plan A, Build-out

Build-out Scenario	Maximum Build-out
City Hall	85,000+ sf
Flex Space	41,250 sf/floor
Urban Townhomes	38 units
Parking Garage	as required

City Government Plaza, Conceptual Development Plan A



Catalytic Development Models

Conceptual Development Plan B (City Government Complex Catalyst Site)

Unlike Development Plan A (previous spread), Development Plan B proposes a new City Hall be constructed on the north side of Hopkins. The primary benefit of this arrangement is that it allows for uninterrupted construction of new city facilities, while allowing business as usual to continue at the existing facilities. While this location on dedicated parkland would require voter approval, this location would allow for an architecturally striking City Hall to function as a visual terminus and gateway to downtown for motorists leaving the I-35 corridor while showcasing environmentally friendly facilities and storm water management. This new location for City Hall would be accompanied by a small surface parking lot for City Hall visitors and/or council members, a parking structure to serve city employees, and a flex building for commercial, office and/or retail/restaurant uses with supporting surface parking.

The dog park could be rearranged so as not to lose it's total footprint area while the skatepark would remain in place. On-street parking could be provided to serve park patrons for both park facilities.

Once the new City Hall is completed, the existing government buildings on the south side of Hopkins could be demolished, making way for private development including flex space with structured parking, townhomes centered around green public space, and open/green space in the utility corridor to function as a barrier between Hopkins and residential uses.

The small triangular parcel on the south side of Hopkins, at the terminus of Thorpe Lane could either be retained by the City as parkland to potentially satisfy voter approval of constructing a new City Hall on dedicated parkland, or since it is not confined to the impervious surface requirements of the other two parcels, could be sold to the private sector for commercial development as Development Plan A suggested.

City Government Plaza, Conceptual Development Plan B

Build-out Scenario	Maximum Build-out
City Hall	85,000+ sf
Flex Space	50,000 sf/floor
Urban Townhomes	23 units
Parking Garage	as required



- A City Hall
- B Mixed-Use/Commercial
- C Townhomes
- D Structured Parking
- E Reconfigured Park
- F New Greenspace
- G Intersection Alignment
- H Formal Gateway
- I "Bio-Boulevard"
- J Signalization