

DESTINATION SOUTH MAIN



C R A B O A R D : J U L Y 1 7 , 2 0 1 7



Gainesville
Community
Redevelopment
Agency

Project Manager :

Andrew Meeker

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352.393.8200



PRESENTATION OUTLINE

- 1. Project Recap & Background**
- 2. Plans & Document Summary**
- 3. Guaranteed Maximum Price (GMP) Proposal**
- 4. Next Steps & Recommendations**



PROJECT TEAM

Technical Workgroup Committee

Gainesville Fire Rescue
Gainesville Police Department
Gainesville Regional Utility
Public Works Department
Regional Transit System

Design & Engineering Consultant Team

CHW Engineering
GAI Landscape Architecture & Urban Design
Nix Electrical Engineering
Liquid Creative

Construction Team

Oelrich Construction

Stakeholders

Business Owners
Citizens
Cade



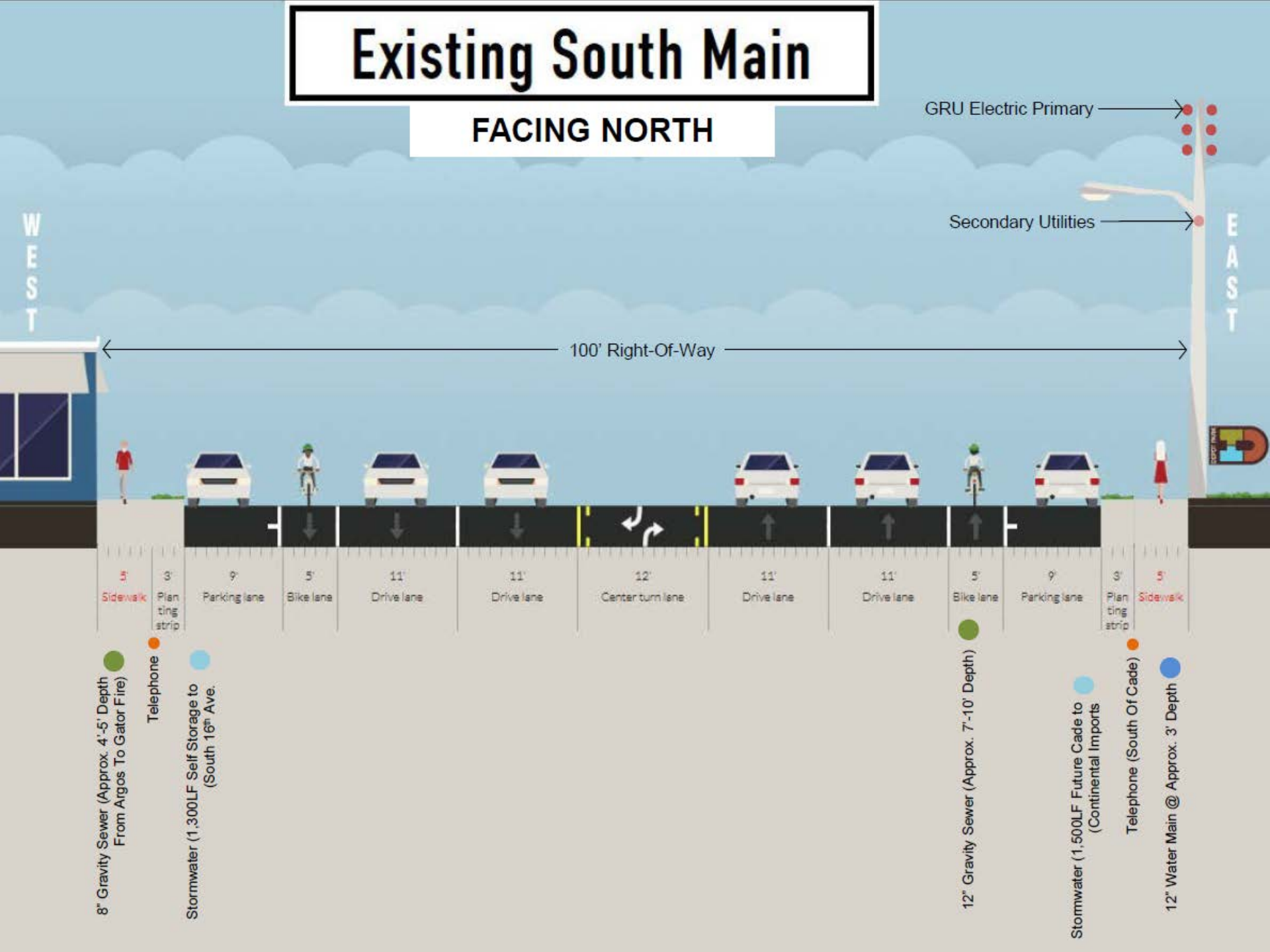
PROJECT SCOPE

- o ≈ .75 Mile (8 ACRES)
Between Depot Avenue (Roundabout) & South 16th Avenue
- o Facilitate A Community Based Vision For The Corridor To Ensure Safe, Accessible, And Functional Facilities For A Diversity Of Existing & Future Users
- o Undergrounding Of Existing Overhead Utility Lines



Existing South Main

FACING NORTH



APPROACH & PROCESS

LISTEN + LEARN

- o Community Meetings
- o Stakeholder Outreach
- o Surveys
- o Research
- o Data Collection



THINK

- o Guiding Principles
- o Workshops
- o Site Tours
- o Case Studies
- o Charrettes



INSPIRE + CREATE

- o Design Alternatives
- o Online Tools (streetmix)
- o Concept Development
- o Best Practices
- o Schematic Design
- o Engineering



PROJECT TIMELINE

2012 = Project Kick-Off + Initial Planning + Design Development

2012 = Original Basis Of Design Approval

2014 = Depot Avenue Roundabout Construction

2014 = Project Re-Launch + Scope Confirmation

2015 = Depot Park Construction

2016 = Cade Museum Construction

2016 = Basis Of Design Development + Review + **Approval**

CPUH = November & CRA = October

2017 = 30% Plan Development + Review + **Approval**

CPUH = March & CRA = March

PUBLIC MEETINGS

BOARD MEETINGS

- o August 2014
- o February 2015
- o August 2016
- o October 2016
- o November 2016
- o March 2017



COMMUNITY MEETINGS, WORKSHOPS, & EVENTS

- o August 2014
- o November 2014
- o October 2015
- o August 2016
- o February 2017
- o May 2017



RESEARCH

Policy Precedent

- o 2005 CPUH Expansion Area Finding of Necessity Report
- o 2005 CPUH Redevelopment Plan
- o Vision Zero Initiative
- o City Comp Plan
- o City Strat Plan
- o Plan East Gainesville
- o Alachua County Bicycle Master Plan
- o Land Development Code
- o MTPO Long Range Transportation Plan
- o Florida Department Of Transportation



POLICY REVIEW

CPUH 2005 Finding of Necessity Report

- o These parcels represent an **underutilization of the S. Main Street** and SW 6th Street corridors and were subsequently added to better address the overall dynamics of this area.
- o The **industrial area** located between S.W. 6th Street and S. Main Street **does not adequately address stormwater drainage and surface water pollution problems.**
- o The **Main Street** and Depot Avenue **industrial area deters investment and improvements for the Main Street corridor.**
- o A **majority** of the lots are large in size, they are irregularly shaped and **represent an outdated building density pattern.**

City of Gainesville

FINDING OF NECESSITY REPORT FOR THE EXPANSION OF THE
COLLEGE PARK / UNIVERSITY HEIGHTS
COMMUNITY REDEVELOPMENT AREA

Prepared for:
City of Gainesville



Prepared by:
Herbert • Halback, Inc. (HHI)
and Real Estate Research Consultants (RERC)



Real Estate RESEARCH
CONSULTANTS

Data provided by City of Gainesville

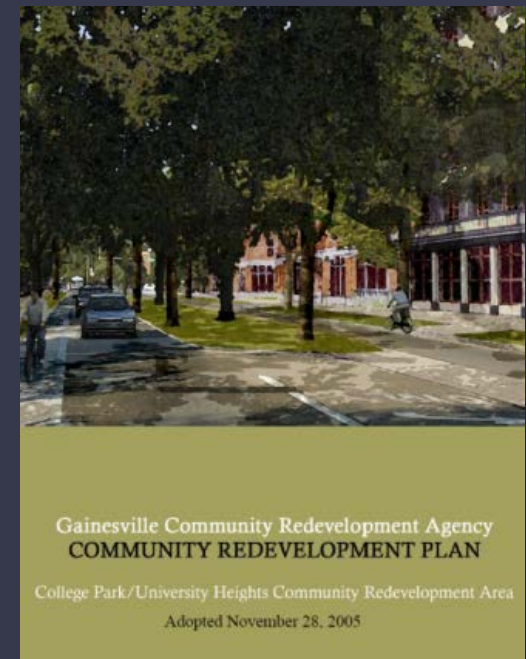
June 2005

POLICY REVIEW

CPUH Redevelopment Plan

Urban Form

The **conversion of existing highway oriented commercial** to uses that would better serve both the Community Redevelopment Area's present and future residents and those for which the neighborhood is a **shopping or entertainment destination.**



Traffic Circulation

An **enhanced and interconnected network** of right-of-way and other infrastructure projects that **focus on improving pedestrian movement, parking, ingress/egress and public transportation along signature streets.**

Complete Streets

The result is a better **balance** of **safety and convenience for all users.**

POLICY REVIEW

Vision Zero

- o A strategy to **eliminate all traffic fatalities** and severe injuries, while increasing safe, healthy, equitable mobility for all.
- o A **multidisciplinary approach**, bringing together diverse and necessary stakeholders to address this complex problem.
- o We can save lives, prevent severe injuries, increase physical activity, while also benefitting the environment, the local economy, and advancing equity. And we can do it with proven strategies such as:

✓ **lowering speed limits**

✓ **redesigning streets**

✓ **implementing meaningful behavior change campaigns**

✓ **enhancing data-driven traffic enforcement**



POLICY REVIEW

Land Development Code

Environmental Management

Establish and maintain a **sustainable tree canopy** in which the healthiest and strongest existing trees are preserved during development, and **new high quality shade trees are planted**.



- o To **conserve energy** through the cooling and shading **effects of trees**
- o To enhance the aesthetic and tree canopy qualities of **significant entryway streets** in order to convey the image of the city as "**a city in a forest**"
- o **Street trees shall be planted** for every **30 to 50 feet of street frontage**
- o **Street trees** shall be planted **between** the **street** and the **public sidewalk**

POLICY REVIEW

Land Development Code

Driveways

- o In order to provide ease and convenience in ingress and egress to property, but **more importantly to provide the maximum safety with the least interference to the traffic flow on public streets**, the number and location of driveways shall be regulated.
- o **More than two driveways** shall be permitted for ingress and egress to a lot when:
 - o The lot **exceeds ten acres** in total land area; and
 - o The lot has **more than 1,000 automobile parking spaces**; and
 - o The **minimum distance** between driveways meets or exceeds **300 feet**.

DRIVEWAYS



POLICY REVIEW

Florida Department Of Transportation Driveways

- o **Longer driveway spacing reduces conflicts and hazards.**
- o **If driveways are frequent**, or if the entry and exit speeds are high, **the pedestrian faces substantial discomfort and risk.**
- o **Every driveway creates potential conflicts. Reducing** the number of **driveways** reduces the number of **pedestrian/vehicle conflict points.**
- o **Left turns** into driveways can **cause additional conflicts with pedestrians.** A median in the roadway is necessary to assure this left turn movement restriction.
- o **Pedestrian crash rates are lower on roads with raised medians** than on undivided highways or those with continuous two-way left turn lanes.

Driveway Information Guide

FLORIDA DEPARTMENT OF TRANSPORTATION 2008

The purpose of this document is to guide the professional through the existing rules, standards and current accepted practice. The background behind the guidelines is also provided.

Unless stated otherwise or referenced, this is not a set of Department Standards but is a comprehensive guide to assist the professional in making better decisions for driveway placement and design.

HEADLINES

Wednesday Posted
Nov 2, 2016 at 2:00 AM

Powered by
The Gainesville Sun
Gainesville.com

Editorial: Cyclist's death should force change

The death of a 20-year-old University of Florida student while riding her bicycle Friday morning should be a wake-up call for our community.

wusf
Public Media

WUSF News



LISTEN LIVE - WUSF 89.7
On the Media

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Search

Florida Deadliest State for Cyclists

By ABE ABORAYA • MAR 26, 2015

Powered by
The Gainesville Sun
Gainesville.com

Study of bicycle crashes in Florida finds clusters of danger

By Douglas Ray

[Follow](#)

Posted Jul 4, 2017 at 12:01 AM

Updated at 2:31 PM

Researchers found, among 35 'hot spots' for bike crashes, the area near UF is among the state's worst 'hot spots.'

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Search

Study Ranks Florida Most Dangerous State For Pedestrians

By STEPHANIE COLOMBINI • JAN 11, 2017

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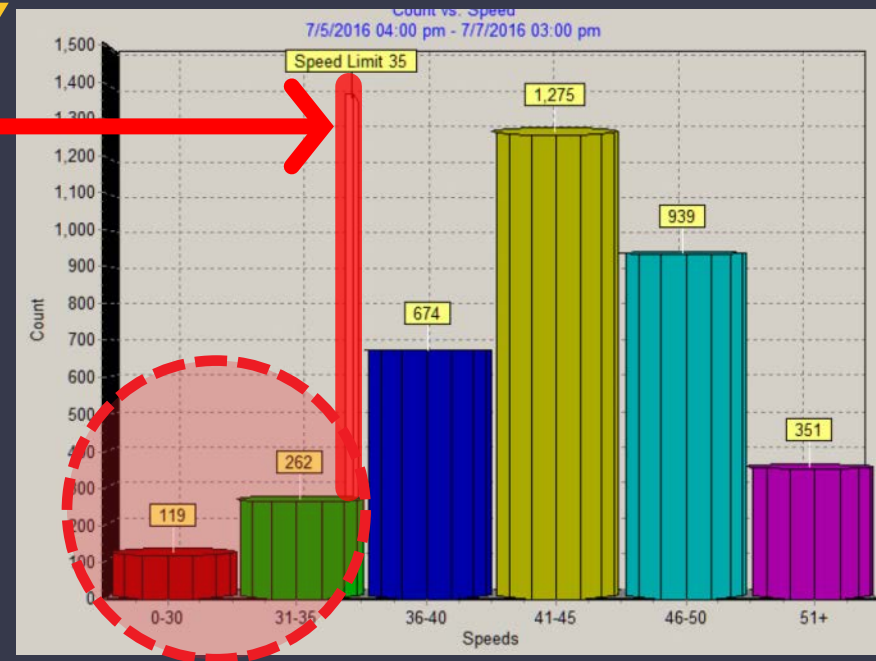
[Email](#)



DATA COLLECTION

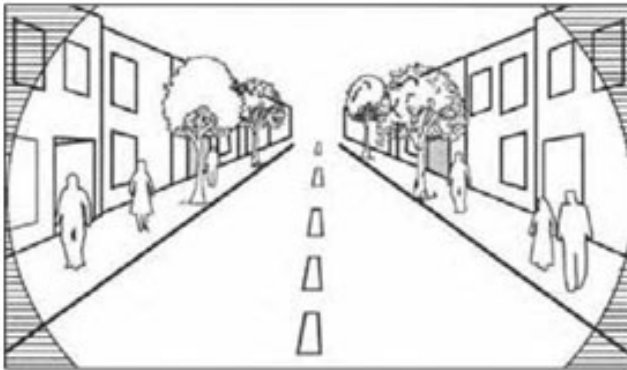
VEHICULAR SPEED SUMMARY

- o Posted Speed Limit **35 mph**
- o 48 Hour Speed Study
- o **3,620** Vehicles
- o **85th Percentile 49 mph**
- o **89% Exceeding 35 mph**
- o **11% Observing 35 mph**
- o Highest Speed **80 mph**

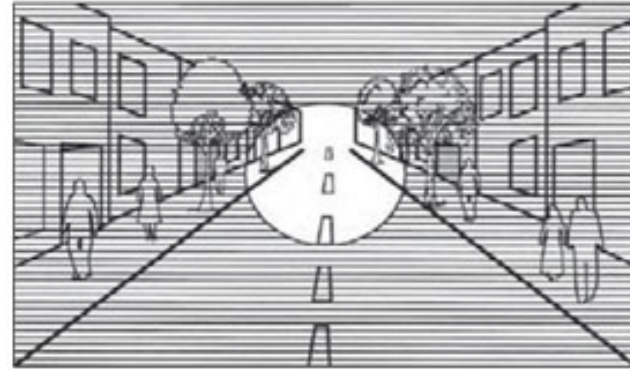


SAFETY

WHY SPEED MATTERS



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

**HIT BY A VEHICLE
TRAVELING AT:**

**20
MPH**



9 out of 10 pedestrians survive

**HIT BY A VEHICLE
TRAVELING AT:**

**30
MPH**



5 out of 10 pedestrians survive

**HIT BY A VEHICLE
TRAVELING AT:**

**40
MPH**



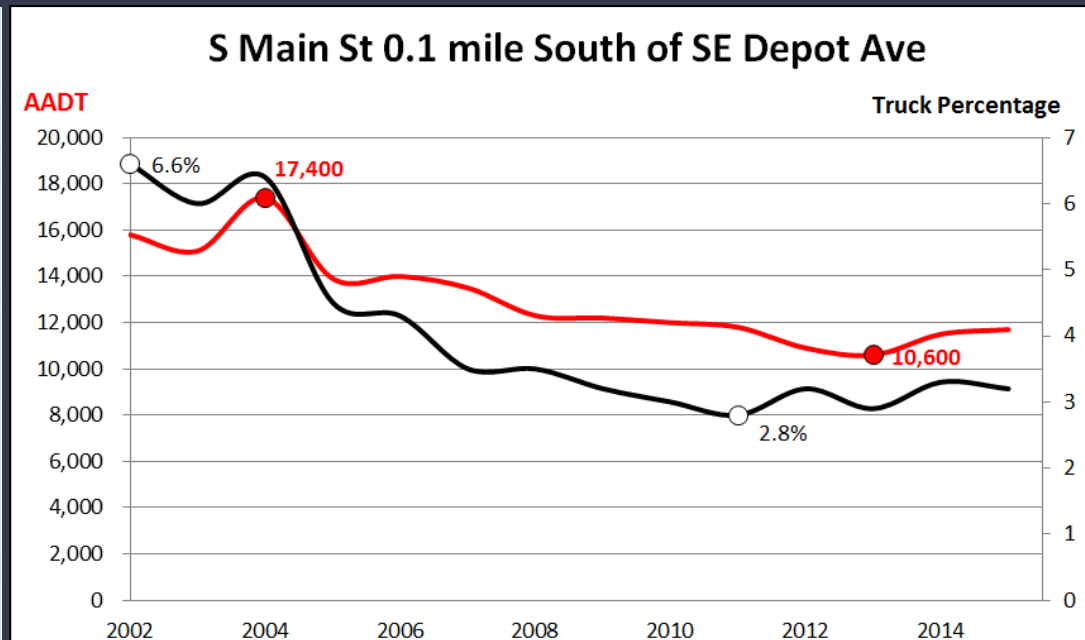
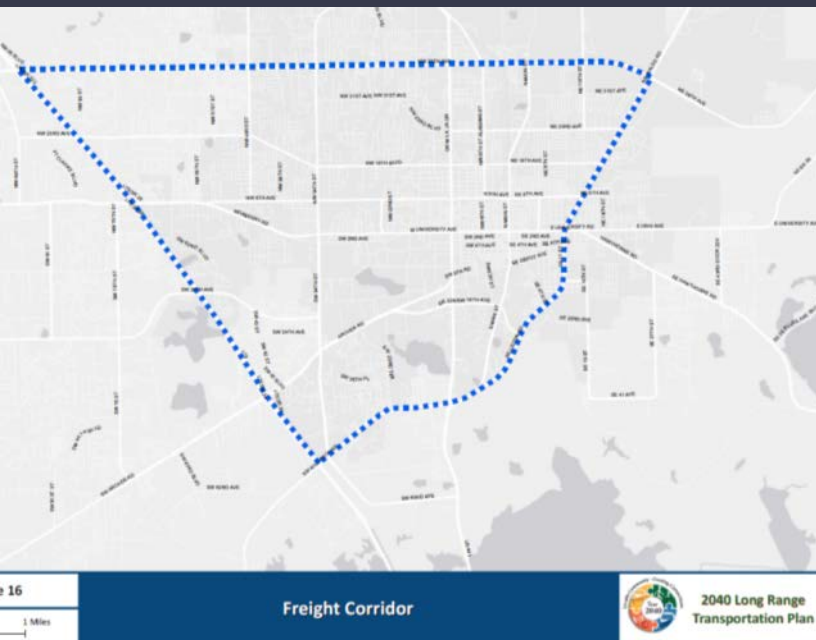
Only 1 out of 10 pedestrians survives

Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

DATA COLLECTION

VEHICULAR VOLUME SUMMARY

- o 2016 Annual Average Daily Traffic (AADT) = **13,900** Near Rail Trail Along South Main
- o South Main Street Traffic Peaked In 2005 With 17,400 AADT
- o 2016 AADT = **15,100** On South Main At University Avenue
- o **3% Average Daily Truck/Heavy Vehicle Traffic** = 417
- o **+1.6%** Average Daily Pedestrian & Bicycle Traffic (**Pre-Depot Park Opening**)
- o Designated Freight Corridors (16th, Williston Rd, Waldo Road)



DATA COLLECTION



OBSERVATIONS SCOPE

- o Survey Completed In 2015 (Pre-Depot Park Opening)
- o 3 Locations (Depot Ave, Rail-Trail, S 16th Ave)
- o 2 Days (Weekday & Weekend)
- o Morning (7:30A-9:30A), Lunch (11A-1P), Afternoon (4:30P-6:30P)

OBSERVATIONS RESULTS

- o **Observed 226 Bicyclists & Peds During 8 Hour Period**
- o 60 Peds (27%) **VERSUS** 166 Bicyclists (73%)
- o 129 Male Bicyclists (78%)
- o 23 Bicyclists on Sidewalk (30%)
- o 54 Bicyclists on Street (70%)
- o 149 Rail Trail Users
- o 20.53 Secs To Walk Across 84' Of Street



DATA COLLECTION



STAKEHOLDER OUTREACH

- o 4 Survey Questions Asked
- o 63 Survey Responses
- o + 350 Comments Received
- o 4,000 Individual Terms Evaluated

LISTEN + LEARN

- o Focus Groups
- o Community Meetings
- o Stakeholder Outreach
- o Surveys
- o Research
- o Data Collection



STAKEHOLDER OUTREACH



802 NW 5th Avenue, Suite 200 | Gainesville, Florida 32601 | Phone : 352.334.2205 | Fax : 352.334.2132

SOUTH MAIN STREET COMMUNITY VISIONING SESSION #1

September 24, 2014

Question #1 : WHAT OPPORTUNITIES DO YOU ENVISION FOR SOUTH MAIN STREET + SURROUNDING AREA?

- GATEWAY TO DOWNTOWN
- SOFTEN & BEAUTIFY GATEWAY
- PARKING FOR BUSINESSES & PARK

Question #2 : WHAT ARE THE GREATEST CHALLENGES WITH SOUTH MAIN STREET + SURROUNDING AREA?

- HOW TO BEAUTIFY INDUSTRIAL USES.
- WALKING AROUND UTILITIES.
- PARKING

openGNV

dataGNV

engageGNV

statGNV

talkGNV

engageGNV

HOME INFO SIGN IN HELP



What improvements to South Main Street could be done to enhance the area around Depot Park?

Introduction Feedback Your Response Outcome

Introduction

Welcome to the Gainesville Community Redevelopment Agency's (CRA) stakeholder engagement project site for the South Main Street initiative. engageGNV is the online location where general information, project updates, meeting notices, feedback opportunities, design documents, and community engagement efforts will occur. We ask that you consider [becoming a registered user](#) so that you may share ideas, collaborate with fellow participants, and conveniently receive important periodic project notices and information.



The CRA is acting as the lead organization facilitating the visioning process for South Main Street. With the future opening of [Depot Park](#) and the [Cade Museum for Creativity & Invention](#), modifications to the right-of-way are being considered to accommodate anticipated park and museum users, support area businesses, and maintain the roadway as a functional vehicular thoroughway. [CLICK HERE TO BE DIRECTED TO THE SURVEY](#) or [read more](#) for additional

STAKEHOLDER OUTREACH

QUESTION # 1 : What **Opportunities** Do You Envision For South Main Street + Surrounding Area?

- o “**Safe for all users** and ages”
- o “Available space for **maintaining the traffic flow through area**. The existing pass-through trips will remain.”
- o “Community space. Walkable. Family oriented. **Business friendly. Bikeable. Trees and green space.**”
- o “Putting me and other biz owners **out of biz**”

STAKEHOLDER OUTREACH

QUESTION # 2 : What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

- o “Not desirable or aesthetic. Buildings are run down and the area **feels unsafe** at times.
- o “**Speeding**, no crosswalks from Depot Ave. to 16th, **safety concerns**”
- o “Need to **maintain truck access** to my property.”
- o “Improve the area to a nicer/fancier area and our **industrial businesses** that seems to be in direct conflict.”

STAKEHOLDER OUTREACH

QUESTION # 3 : What Is **Most Important** To You About South Main Street + Surrounding Area?

- o “More **parking, safety** (slow down), beautification (**trees**). Making **South Main a draw!**”
- o “**Parking**, reduced traffic **speed, green** corridor.”
- o “I can **drive fast** on it.”
- o “**Balancing** the **needs** with the **aesthetics**”
- o “Don't one lane like Main between Depot and 8th Ave. **Traffic is backed-up & stupidly slow** since it went to one lane.”

STAKEHOLDER OUTREACH

QUESTION # 4 : What Are The Most Important Outcomes From A South Main Street Project?

- o “Keep as **four lanes** with **turn lanes where needed**. Don't turn into one lane each direction!”
- o “Slower traffic; **easier to cross the street** (at bike path crossing)”
- o “**More people** on South Main Street could create my **business** and **opportunity to increase!**”
- o “**Create a balance** that will allow new development exist along with existing industrial businesses. Create roadways that **allow large tractor trailer access.**”

GUIDING STATEMENT

Develop an improvement strategy for the South Main Street corridor which **supports existing businesses,** attracts **new investments,** and prepares the corridor for **future needs and additional users.**

GUIDING PRINCIPLES

1. Safety & Connectivity *(existing & future users)*

Motorist : Transit : Pedestrian : Bicyclist



South Main Street currently functions as a corridor that serves businesses, motorists, transit riders, pedestrians, and bicyclists. Stakeholders voiced a desire to **evaluate changes that could improve connectivity and safety for all current and future users** passing through or arriving to the area. Respondents noted **vehicular speeds and the width of the roadway as considerable challenges** to the comfort and safety of the corridor for motorists, pedestrians, and bicyclist.

GUIDING PRINCIPLES

2. Parking Opportunities

Depot Park : Cade Museum : Businesses : Rails-to-Trails



Existing **on-street parking opportunities** should be **preserved and increased** wherever possible to support adjacent businesses, park and trails. An increase in well-designed publically available on-street parking could contribute to better access, increased safety, and the overall success of the area, while also serving business owners, Depot Park, and the network of nearby rail trails.

GUIDING PRINCIPLES

3. Accessibility + Flow + Balance

Motorist : Tractor Trailer : Transit : Pedestrian : Bicyclists



Stakeholders advocated for the **efficient flow of traffic and accessibility to adjacent businesses** along the corridor. The design should include creative and functional strategies that **balance the operational requirements of existing businesses with the desire for calming traffic and facilities that support pedestrians and bicyclists.**

GUIDING PRINCIPLES

4. Visual Character

Overhead Utilities : Lighting : Signage : Streetscape Materials



Survey respondents cited the **vast amounts of pavement, lack of trees and greenspace, existing utility lines, and condition of some properties as being contributors to the general negative appearance of the corridor.** The community supports small, coordinated aesthetic changes, accompanied by targeted physical improvements, to increase the visual appeal, character, function, and overall attractiveness of the area.

GUIDING PRINCIPLES

5. Destination + Identity

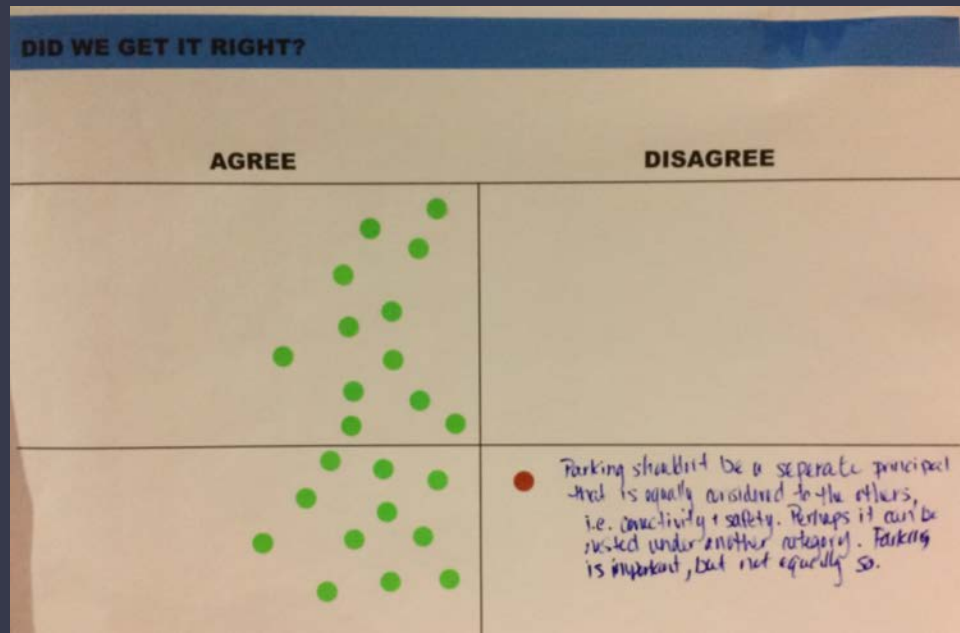
Retain Existing Businesses : Increase Commerce : Encourage Investment



Make South Main Street a place to go to, not just a place to go through. Stakeholders expressed a desire for amenities, activities, and destinations throughout the area that would give South Main a unique, brand-able identity celebrating its distinctive character. By leveraging its close proximity to Downtown, the Power District, University of Florida, and established residential neighborhoods, South Main has the potential to attract increased interest for existing and future business opportunities.



A large group of people, mostly women, are gathered on a sidewalk in front of a building. They are dressed in casual attire, including jackets, sweaters, and hats. Some are holding papers or cameras. A woman in the foreground is using a tripod-mounted camera. The background features a large palm tree, a cactus, and a building with a sign that says "SUNSHINE". A white van is parked on the street to the left. The scene is outdoors on a sunny day.



Stakeholders advocated for the efficient flow of traffic and accessibility to adjacent businesses along the corridor. The design should include creative and functional strategies that balance the operational requirements of existing businesses with the desire for calming traffic and facilities that support pedestrians and bicyclists.

STAKEHOLDER ENGAGEMENT

SOUTH MAIN STREET IMPROVEMENT PROJECT

The Gainesville CRA invites you to a **Community Design Workshop** starting **Monday, August 29** through **Tuesday, August 30** to continue evaluating potential improvements to South Main Street associated with the opening of Depot Park. The public is invited to stop-by at any time during the two-day workshop to participate in the design process of South Main Street by building an interactive model of your ideal street.



DROP-IN COMMUNITY WORKSHOP anytime between 12P-8P on Monday, August 29 or anytime between 9A-12P on Tuesday, August 30 at the Gainesville Fine Arts Association @ 1314 South Main Street

For individual meeting requests, questions, or additional information, contact Andrew Meeker, CRA Project Manager meekerag@gainesvillecra.com



Gainesville Community Redevelopment Agency

352.393.8200

www.gainesvillecra.com

INSPIRE + CREATE

- o Design Alternatives
- o Online Tools (*streetmix*)
- o Concept Development
- o Facade Facelifts
- o Best Practices
- o Modeling



Gainesville Community Redevelopment Agency added an event.

40 mins



AUG
29

South Main Street Community Workshop

10 people are interested

You and 2 others

Like

Comment

Share

STAKEHOLDER ENGAGEMENT



STAKEHOLDER ENGAGEMENT



STAKEHOLDER ENGAGEMENT



STAKEHOLDER ENGAGEMENT

WHAT WE LEARNED

- o 53 Submissions
 - o 38 Via Community Workshop
 - o 12 Via Email
 - o 3 Via EngageGNV



[South Main Street Improvements](#)

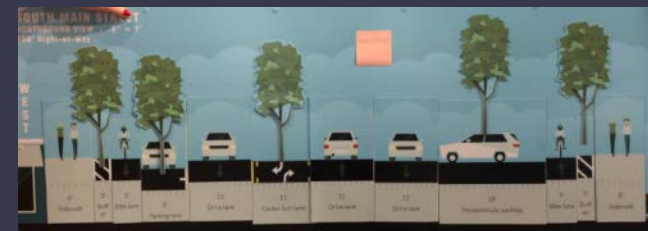
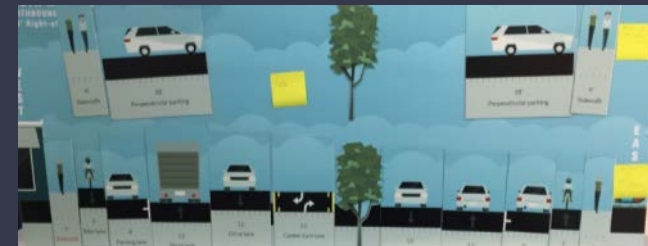
What changes can you envision for S. Main St. to(1) improve safety & connectivity for motorists, pedestrians, & bicyclists(2)address increased parking demands associated with Depot Park+Cade(3)improve the identity & visual character of the corridor(4)balance the flow & accessibility for all users

The deadline is near

This topic has 127 visitors and 5 ideas: 3 registered ideas and 2 unregistered ideas. The deadline for participation is 12:00 AM on September 25, 2016.

[Go to the topic](#)

[Read Less](#)



STAKEHOLDER ENGAGEMENT

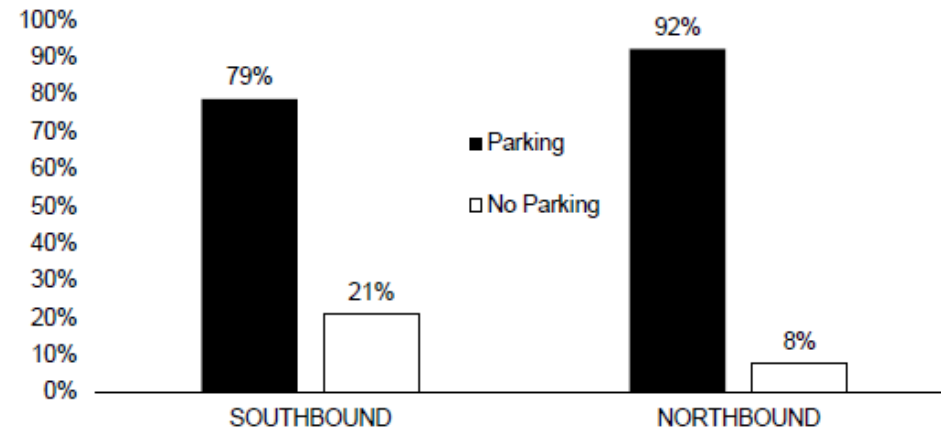
WHAT WE LEARNED

Parking

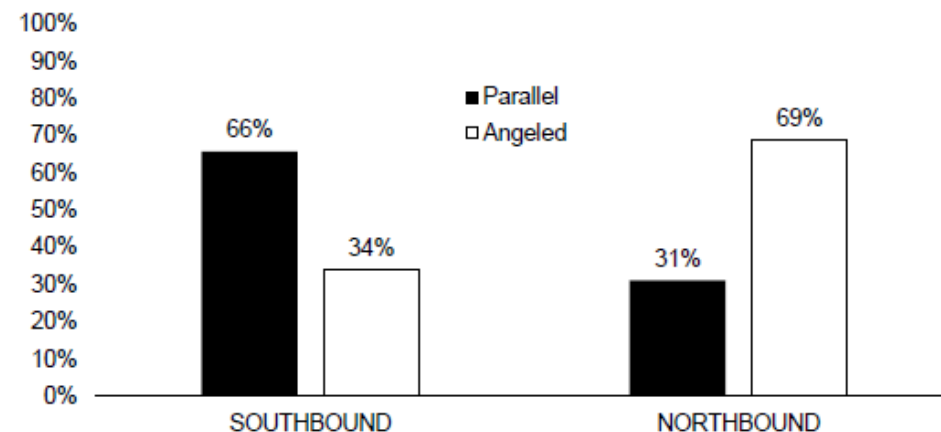
A **majority** of the submitted designs included both south- and northbound parking. A **majority** preferred **southbound parallel** parking and **northbound angled** parking.



PARKING



Parking.1 (Above): Of the submitted designs, 79% included *southbound* parking and 92% included *northbound* parking.



Parking.2 (Above): Of the submitted designs that included southbound parking, 66% were parallel. Of the submitted designs that included northbound parking, 69% were angled.

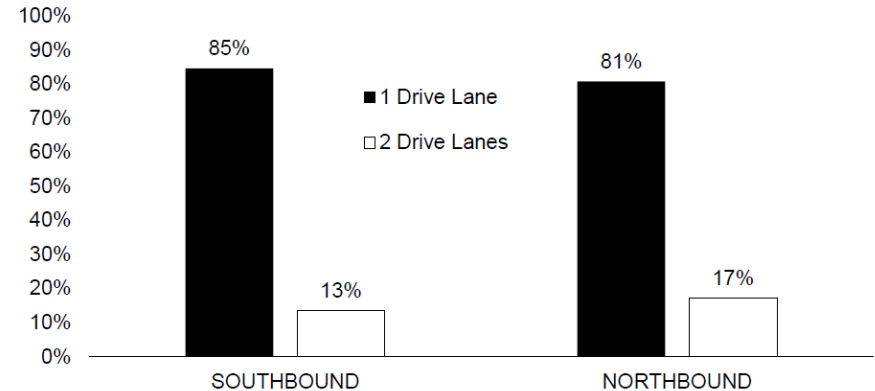
STAKEHOLDER ENGAGEMENT

WHAT WE LEARNED

Drive Lanes

Over 80% of participants submitted designs that included one southbound and one northbound drive lane.

DRIVE LANES



Drive Lanes.1 (Above): Of the submitted responses, 85% included 1 southbound drive lane and 81% included 1 northbound drive lane.



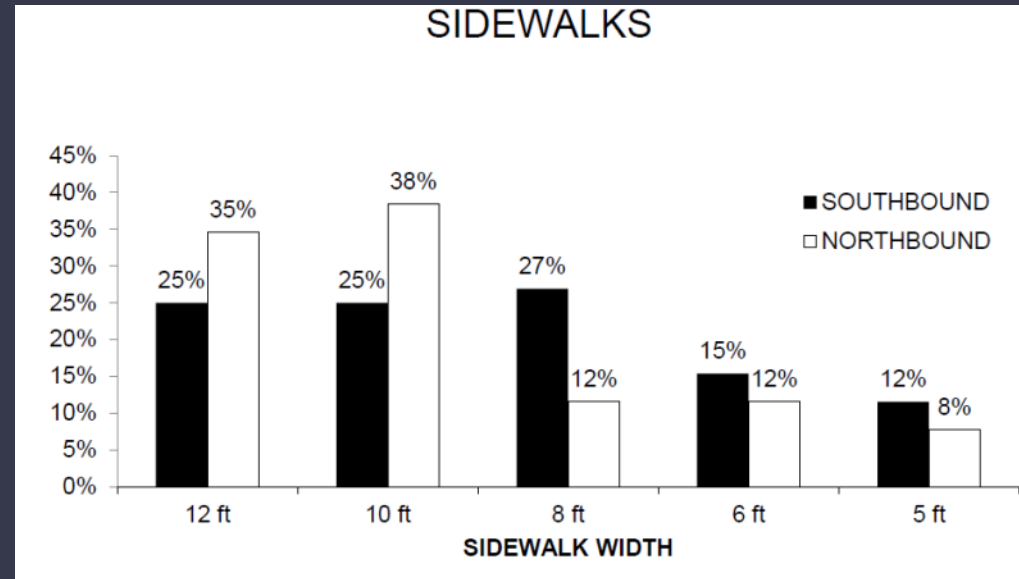
STAKEHOLDER ENGAGEMENT

WHAT WE LEARNED

Sidewalks

Roughly **90%** Of Participants Desired Sidewalk Widths Wider Than The Existing 5'

73% Of Participants Desired Sidewalks **10' Or Greater** Adjacent To Depot Park



STAKEHOLDER ENGAGEMENT

WHAT WE LEARNED

Bicycle Facilities

A majority of the submitted designs included designated bike lanes. The **majority preferred protected bike lanes** (i.e. bike lanes separated from drive lanes with a physical barrier, including parked vehicles or planters).

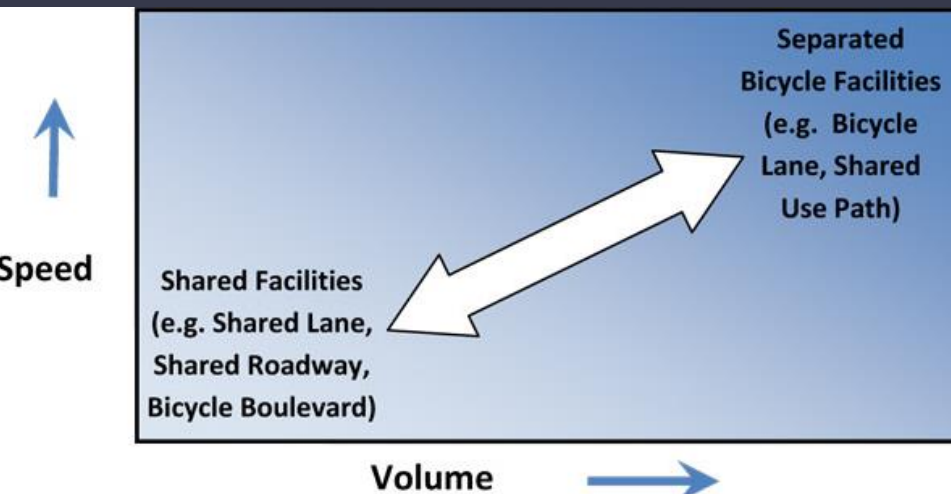
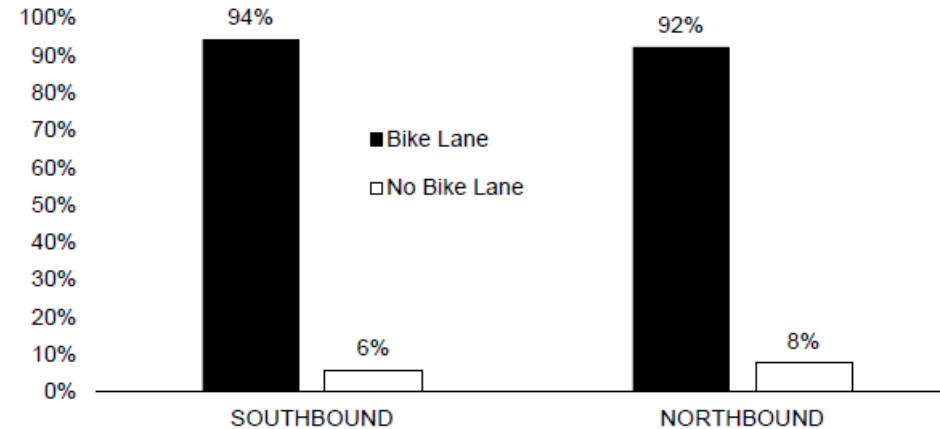
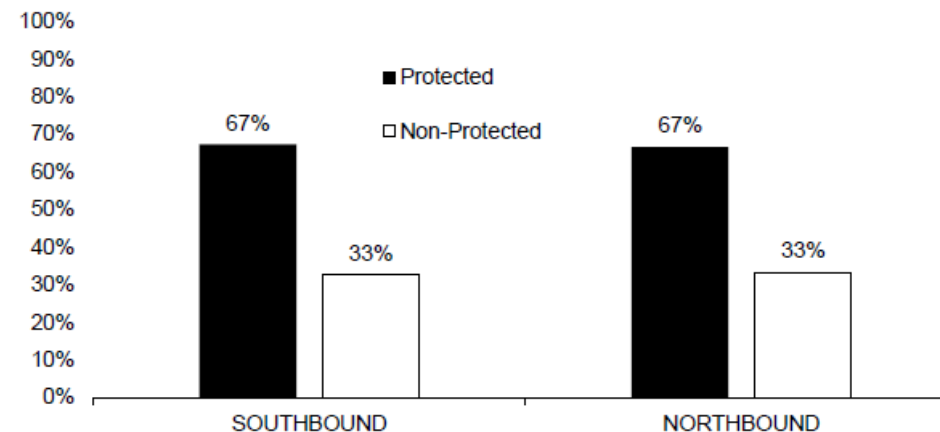


Diagram illustrating the relationship between higher vehicular speeds and volumes result in bicyclists preference for enhanced bicycle facilities

BIKE LANES



Biking.1 (Above): Of the submitted designs, **94%** included southbound bike lanes and **92%** included northbound bike lanes.



Biking.2 (Above): Of the submitted designs that included southbound bike lanes, **67%** were protected by a physical barrier (e.g. parked cars, planters). Of the submitted designs that included northbound bike lanes, **67%** were protected.

STAKEHOLDER ENGAGEMENT

WHAT ELSE WE HEARD

- o Many Participants View The Street As **Two Segments**
 - o North (Depot Avenue To Rail Trail)
 - o South (Rail Trail To South 16th Avenue)
- o Increasing **Crosswalks** & Pedestrian Facilities **Across South Main Street** Was A Reoccurring Priority
 - o Specifically At The Rail Trail
- o Undergrounding **Utilities** Was A Main Concern
- o Adding **Street Trees** Was Almost A Universal Priority
- o Maintaining The **Center Turn Lane** Was A Reoccurring Priority
- o Business & Commuter **Impacts During Construction** Was A Significant Concern
- o The Number, Frequency, Location, & Maintenance Of **Existing Driveways** Posed A Challenge With **Street Designs** & Existing **Operational Needs** Of The Corridor

STAKEHOLDER ENGAGEMENT

CRITICAL QUESTIONS...

- o How To **Balance** Diverse Priorities?
- o How Should The Street **Form** Influence Its **Functionality**?
- o What Is The **Relationship** Between Public Realm Urban **Design** & **Land-Use**?
- o How Are **Guiding Principles Applied** & **Considered** During Decision Making?
(Parking Opportunities, Safety & Connectivity, Accessibility/Flow/Balance, Visual Character, Destination/Identity)



OCTOBER 2016 BASIS-OF- DESIGN APPROVAL SUMMARY

- o **Unique** Northern and Southern Cross-Section
- o Evaluated & Presented Several Cross-Section Alternatives
- o Board's Approved Staff's Recommended Cross-Sections
- o **Fast Track** Design, Engineering, Stakeholder Engagement, and Construction To Align With Pending CADE Opening
- o Include Undergrounding The Existing Overhead Utility Lines



NORTHERN SEGMENT

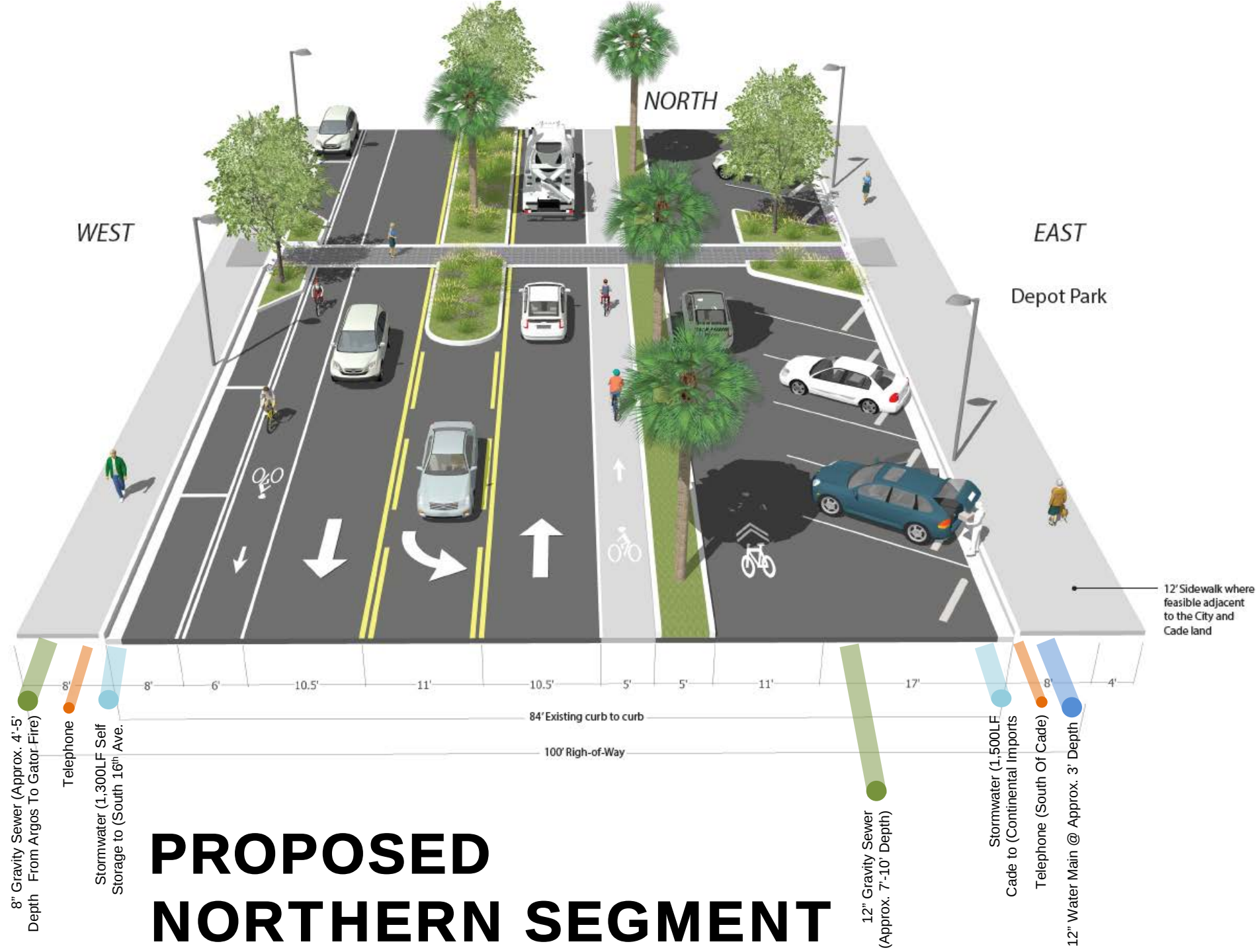


EXISTING

NORTHERN SEGMENT



PROPOSED



SOUTHERN SEGMENT



EXISTING

SOUTHERN SEGMENT



PROPOSED

Hand Drawing

Computer Assist

8' sidewalk

8' parallel parking

5'-0" bike lane

11' drive lane

10' median/turn lane

11' drive lane

5'-0" bike lane

5' median

11' slip lane

17' 45° back-in angled parking

12' sidewalk extended onto City of Gainesville property

4' Overhead Utilities

Telephone

Sanitary Sewer

Technical Analysis

N SOUTH MAIN STREET TYPICAL CROSS SECTION

MARCH 2017 30% PLANS APPROVAL SUMMARY

o Proceed To 90% Construction Documents

o Fast Track Design, Engineering, and Construction To Align With Pending CADE Opening

o Include Undergrounding The Existing Overhead Utility Lines

SOUTH MAIN STREET RECONSTRUCTION

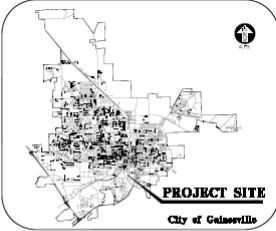
FOR:

GAINESVILLE COMMUNITY REDEVELOPMENT AGENCY

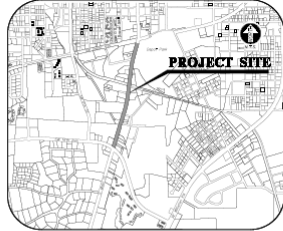
SOUTH MAIN STREET FROM SW DEPOT AVE TO SW 16TH AVE

GAINESVILLE, FLORIDA

SECTION 8, TOWNSHIP 10 SOUTH, RANGE 20 EAST



PROJECT SITE
City of Gainesville
VICINITY MAP



PROJECT SITE
LOCATION MAP

FOR REVIEW ONLY
CERTIFICATION
THESE PLANS HAVE BEEN REVIEWED AND FOUND TO BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FLORIDA ENGINEERING AND SURVEYING BOARD'S STANDARDS AND REGULATIONS.
DATE: _____

FOR 30% REVIEW ONLY

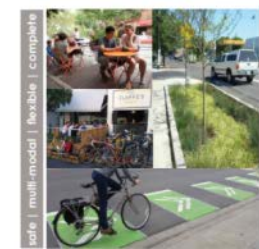
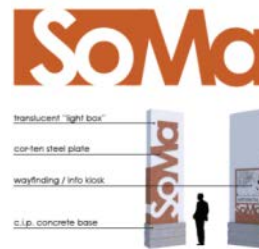
SHEET INDEX	
NO.	DESCRIPTION
001	COVER SHEET
002	GENERAL NOTES
003	SECTION 1
004	SECTION 2
005	SECTION 3
006	SECTION 4
007	SECTION 5
008	SECTION 6
009	SECTION 7
010	SECTION 8
011	SECTION 9
012	SECTION 10
013	SECTION 11
014	SECTION 12
015	SECTION 13
016	SECTION 14
017	SECTION 15
018	SECTION 16
019	SECTION 17
020	SECTION 18
021	SECTION 19
022	SECTION 20
023	SECTION 21
024	SECTION 22
025	SECTION 23
026	SECTION 24
027	SECTION 25
028	SECTION 26
029	SECTION 27
030	SECTION 28
031	SECTION 29
032	SECTION 30
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034	SECTION 32
035	SECTION 33
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037	SECTION 35
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043	SECTION 41
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045	SECTION 43
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090	SECTION 88
091	SECTION 89
092	SECTION 90
093	SECTION 91
094	SECTION 92
095	SECTION 93
096	SECTION 94
097	SECTION 95
098	SECTION 96
099	SECTION 97
100	SECTION 98
101	SECTION 99
102	SECTION 100



the brand

the look

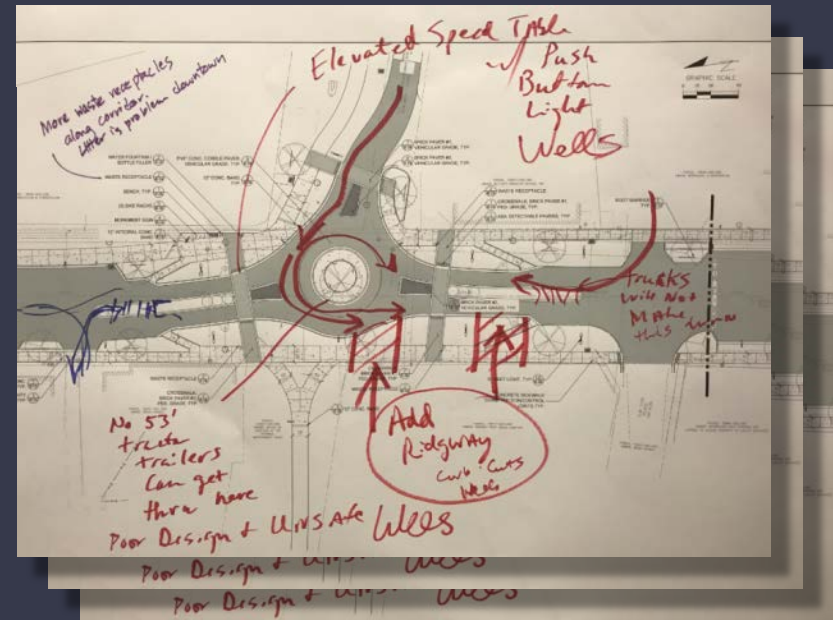
the feel



MAY 2017 STAKEHOLDER ENGAGEMENT

What We LEARNED

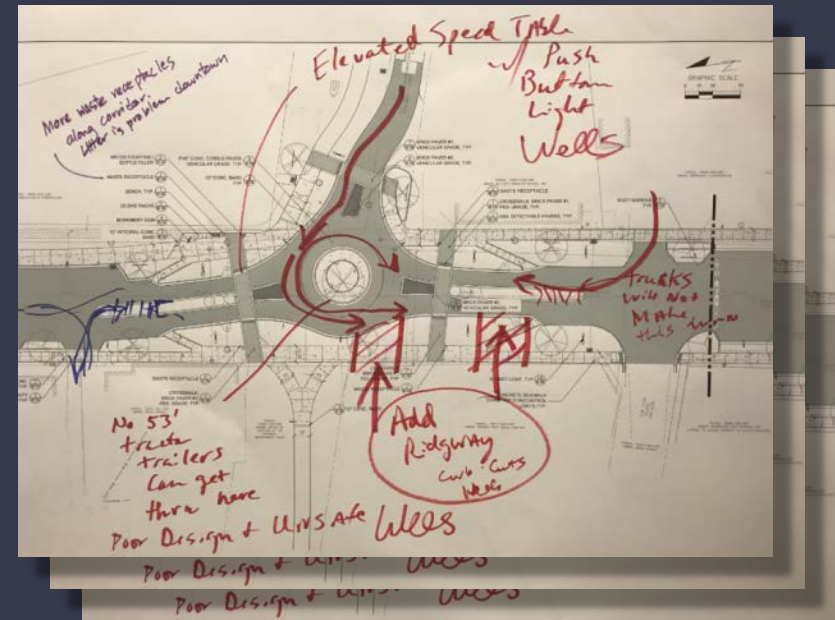
- o 30% Plans Weren't Perfect
- o Concerns Over Property Access By Freight Vehicles
- o Concerns With Design Intent & Layout Of Roundabout
- o Concerns With Undergrounding & Impacts To Private Property
- o Concerns With Disruption To Business During Construction
- o Concerns With Visibility To Business Signage



MAY 2017 STAKEHOLDER ENGAGEMENT

What We DID

- o Evaluated Feedback
- o Adjusted Plans
- o Developed Additional Exhibits To Demonstrate Engineering Compliance
- o Met On-site With Property Owners To Discuss Concerns & Clarify Plans
- o Worked With GRU To Reduce Impacts To Private Property Related To Undergrounding



[illegible]



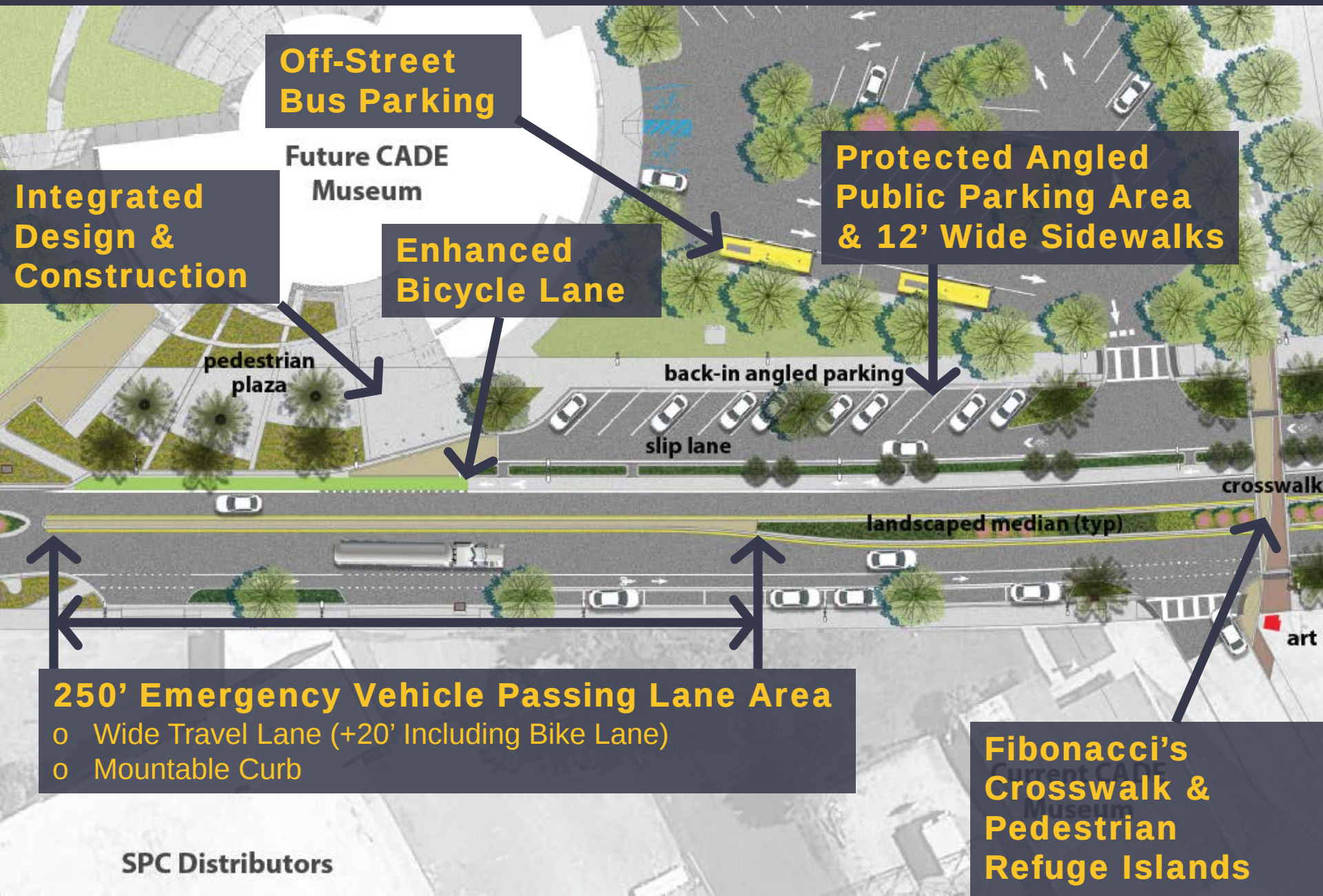
NORTHERN ENLARGEMENT



Design Intent

- Separate Angled On-Street Parking From Northbound Thru Traffic
- Reduce Conflict Points (Between Depot Park Sidewalk, Crosswalk Users, & Vehicles)
- Integrate With Depot Park & Cade Museum Designs
- Provide Safe U-Turn Movement At Roundabout
- Provide Refuge Islands At Roundabout & Depot Park Crossings
- Manage Vehicle Speeds While Maintaining Flow At Roundabout

PLAN ENLARGEMENTS



**Off-Street
Bus Parking**

Future CADE
Museum

**Protected Angled
Public Parking Area
& 12' Wide Sidewalks**

**Enhanced
Bicycle Lane**

**Integrated
Design &
Construction**

pedestrian
plaza

back-in angled parking

slip lane

landscaped median (typ)

crosswalk

art

250' Emergency Vehicle Passing Lane Area

- o Wide Travel Lane (+20' Including Bike Lane)
- o Mountable Curb

**Fibonacci's
Crosswalk &
Pedestrian
Refuge Islands**

SPC Distributors

PLAN ENLARGEMENTS



**Protected Angled
Public Parking Area
& 12' Wide Sidewalks**

**Depot Park Matching
Decorative "Smart
Lights"**

**Bicycle Facility
Options**

business sign

crosswalk

ian (ty)

Partsco

**Slip Lane
Entrance W
Decorative
Pavers**

8' Sidewalks

**Public Art
Opportunity**

art element

**Palm Grove
Gateway**

Argos

PLAN ENLARGEMENTS



**WB-67 Traveling North on Main Street
from SW 11th Place
73'-6" Overall Length**

Graybar

SE 10th Ave

Butler's Radiator
Service

SW 11th Pl

Ridgeway Roof Truss

Gator Fire Equipment Co.

**WB-67 Traveling South on Main Street
Turning on SW 11th Place
73'-6" Overall Length**

Graybar

SE 10th Ave

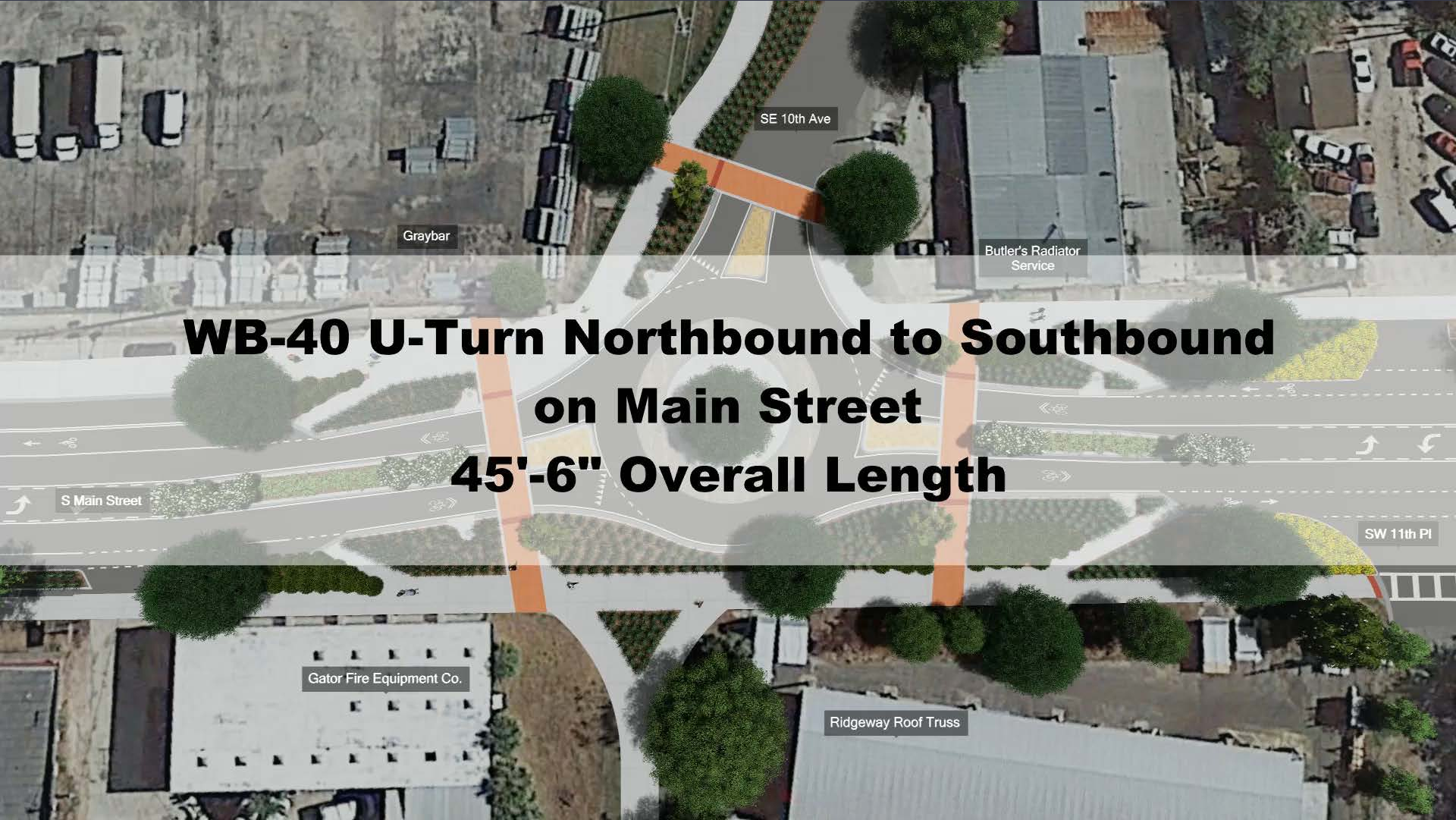
Butler's Radiator
Service

S Main Street

SW 11th Pl

Gator Fire Equipment Co.

Ridgeway Roof Truss



WB-40 U-Turn Northbound to Southbound on Main Street 45'-6" Overall Length

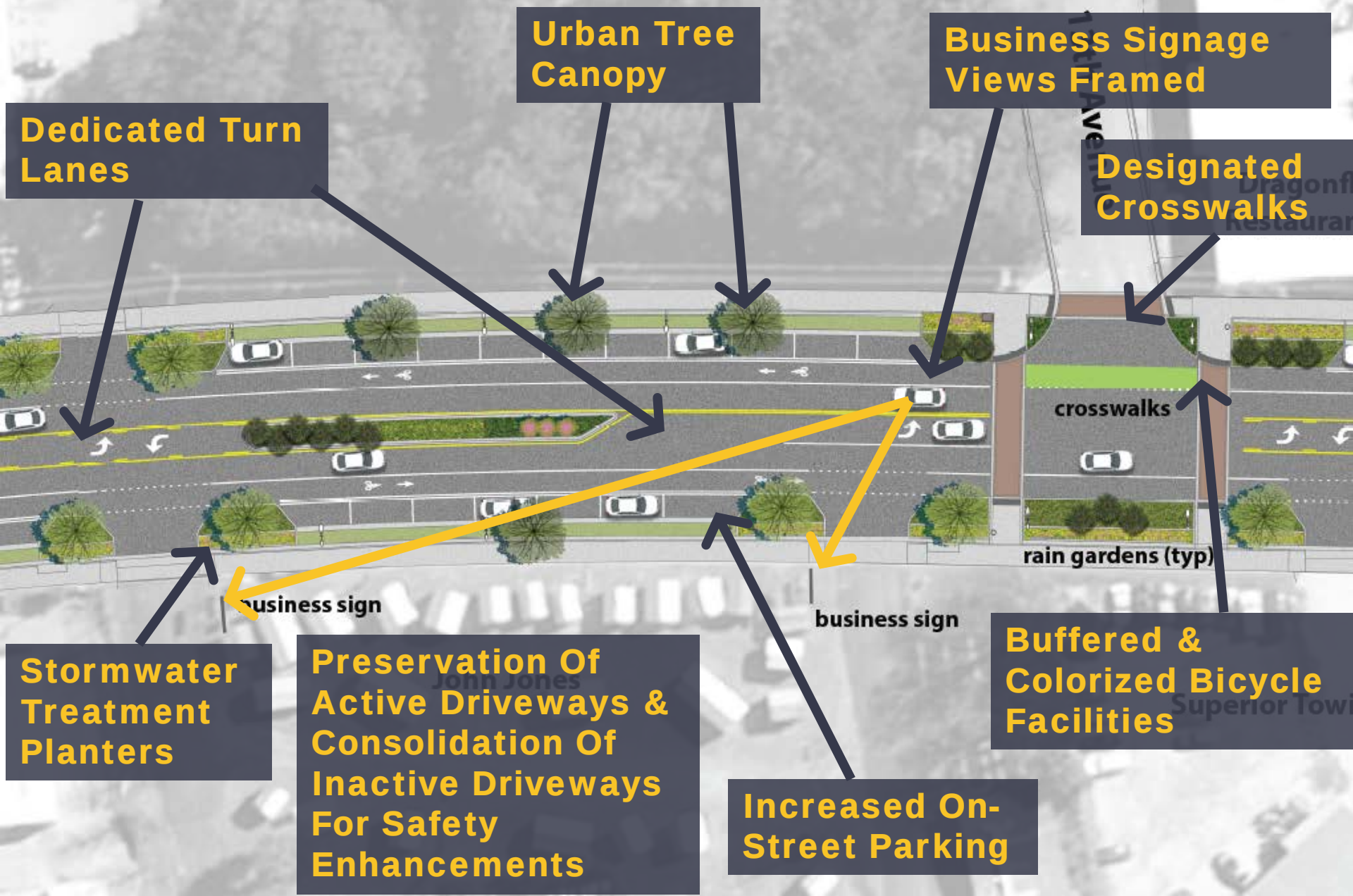


**City Bus Turning from SE 10th Ave
to Southbound Main Street
40'-0" Overall Length**



**WB-40 Turn from SE 10th Ave
to Southbound Main Street
45'-6" Overall Length**

PLAN ENLARGEMENTS



BUSINESS SIGNAGE



EXISTING

BUSINESS SIGNAGE



PROPOSED

BUSINESS SIGNAGE

EXISTING



BUSINESS SIGNAGE

PROPOSED



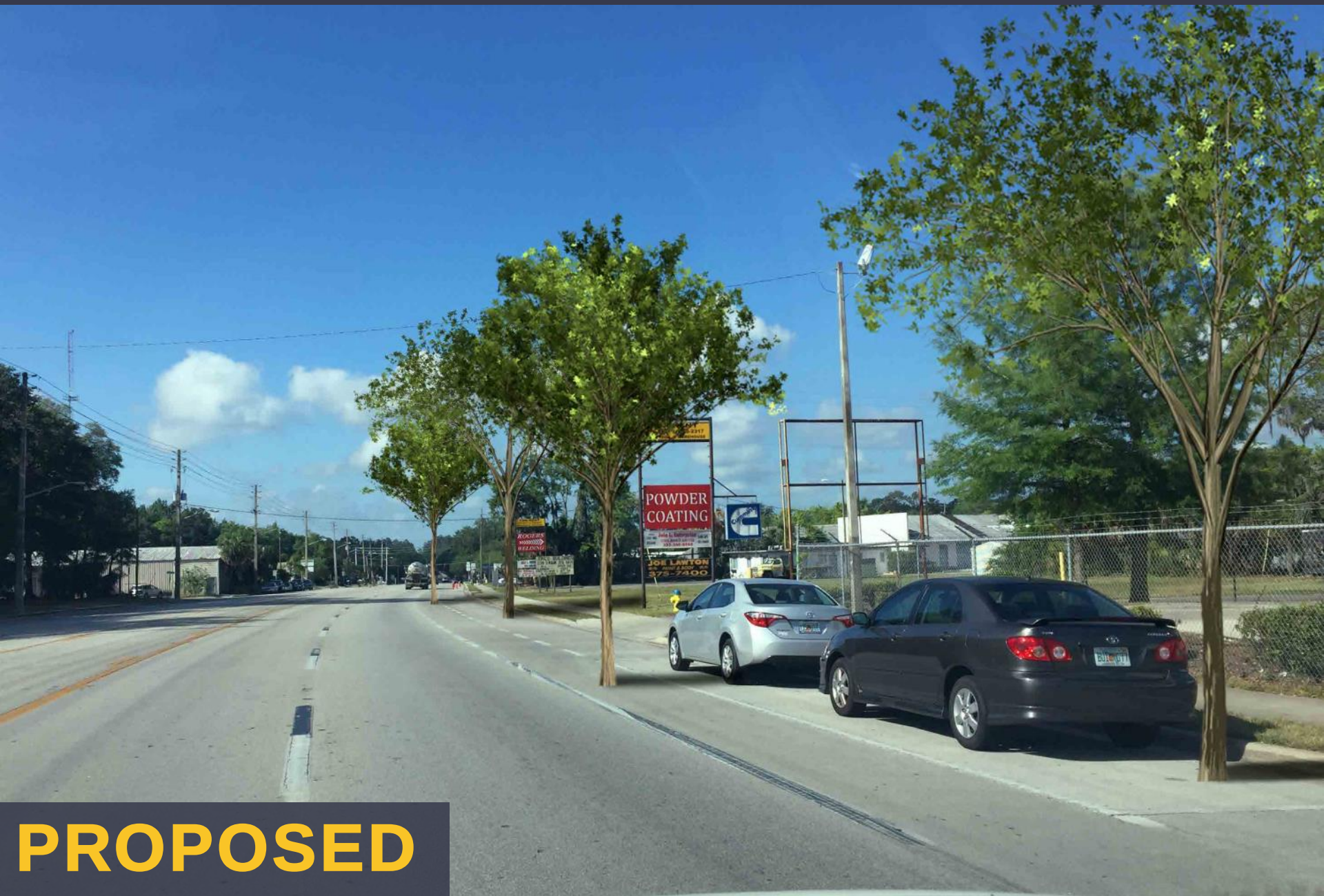
BUSINESS SIGNAGE



EXISTING

BUSINESS SIGNAGE

PROPOSED



BUSINESS SIGNAGE

EXISTING

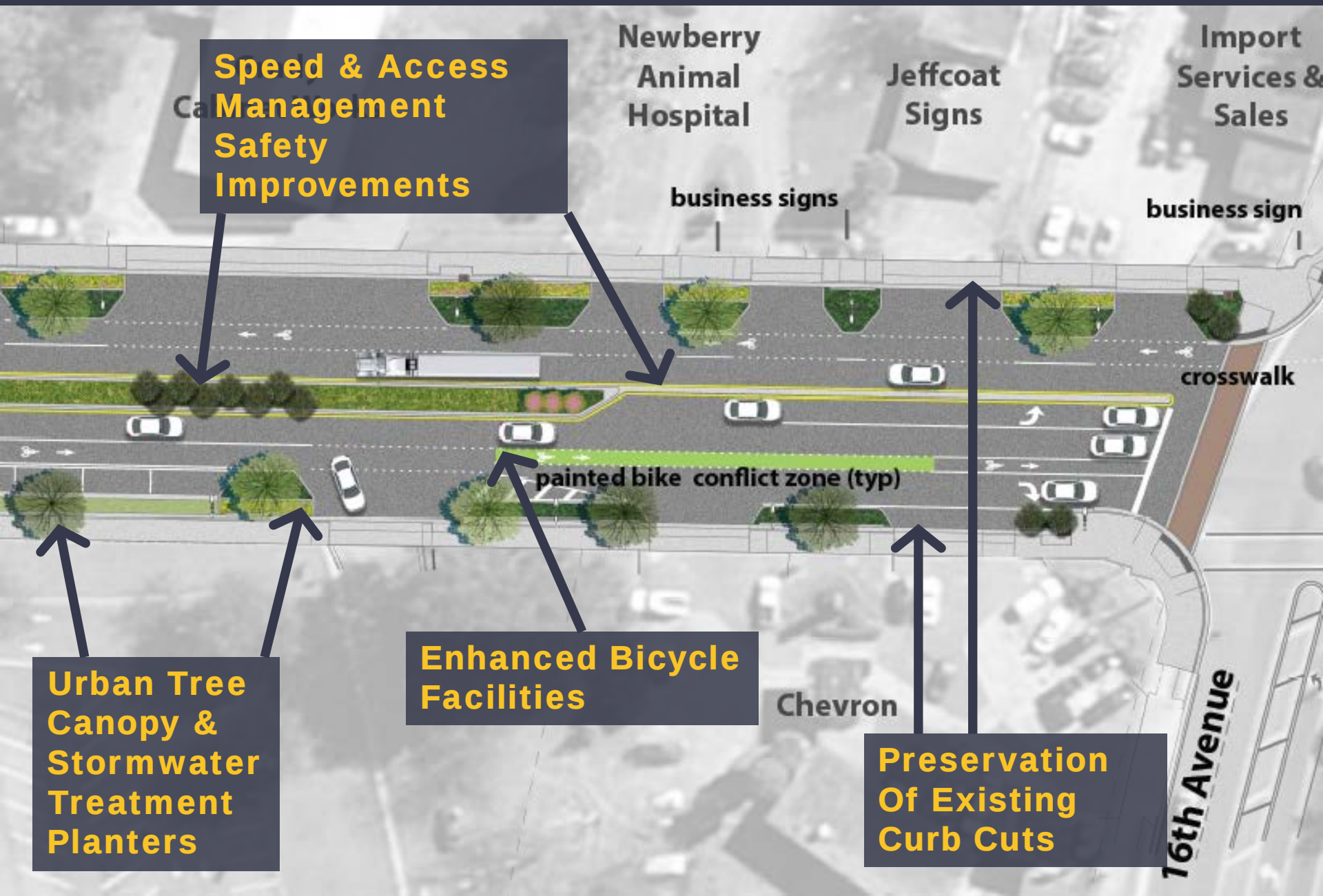


BUSINESS SIGNAGE

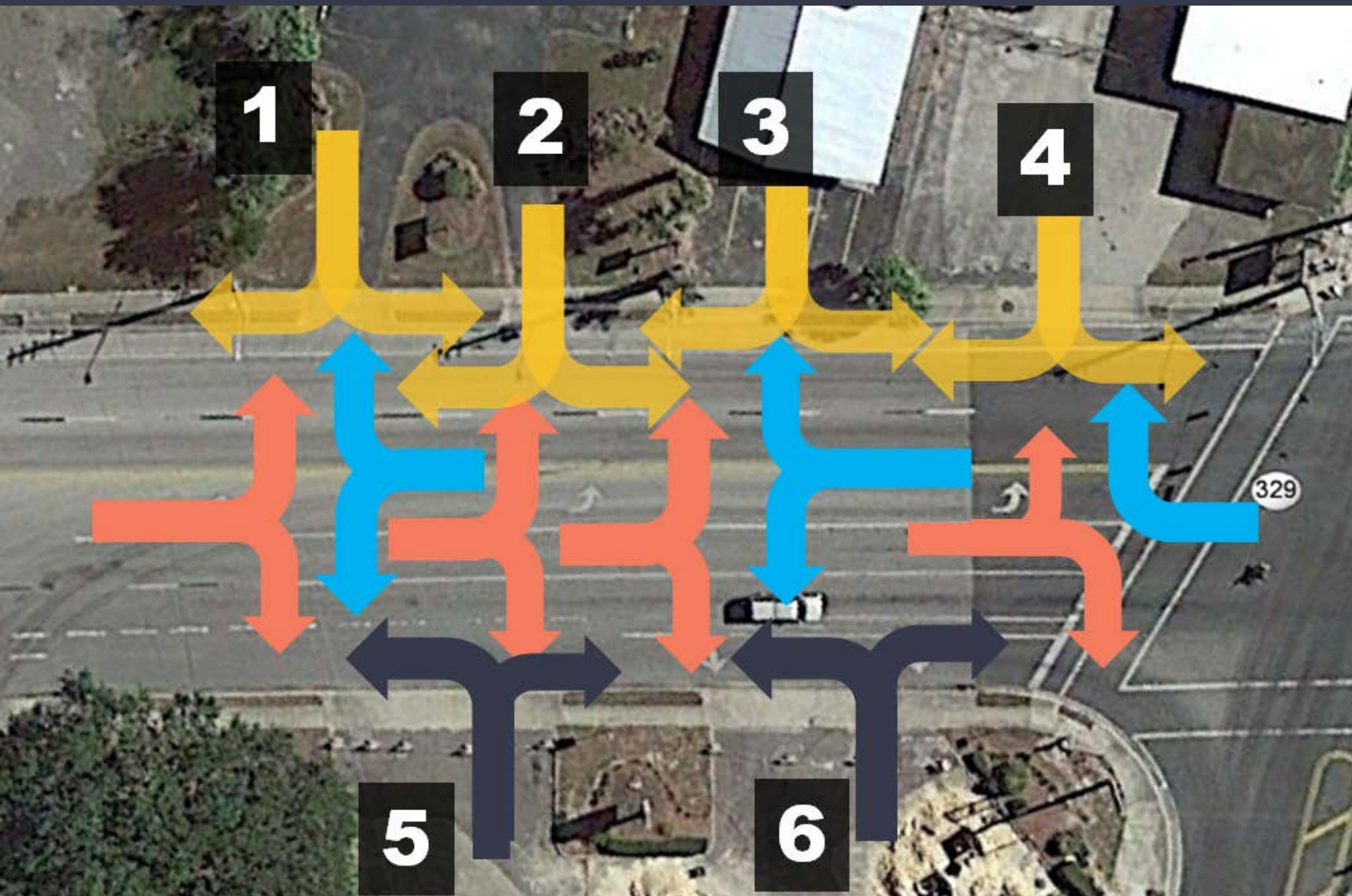
PROPOSED



PLAN ENLARGEMENTS



DRIVEWAYS & CONFLICTS



PLAN DETAILS



PLAN DETAILS

**Rail Trail
Hydration**



**Rail Trail Bike
Repair Stand**



**Inviting &
Enhanced
Bicycle
Facilities**

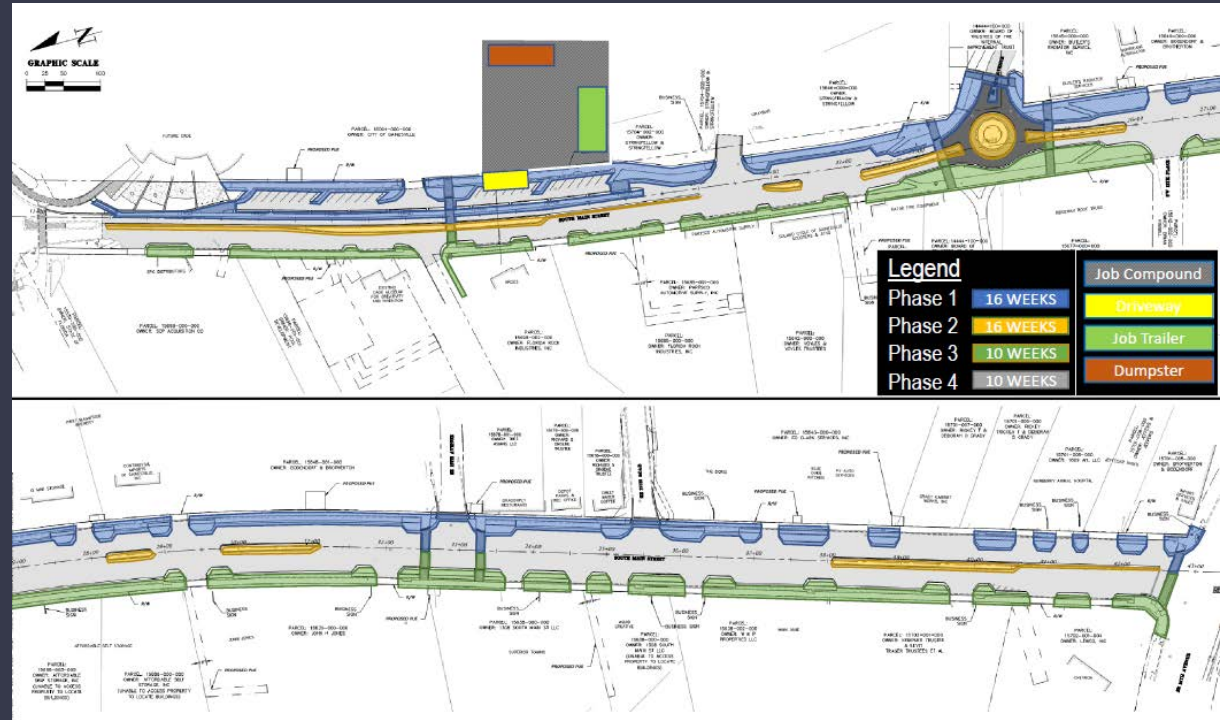


Innovative Parking

CONSTRUCTION

Proposed Schedule & Critical Path

- o Prepared To Sequence Construction With Cade Beginning in September 2017
- o Prior To September 2017 Additional Design, Engineering, & Permitting Necessary
- o Acquisition Of ≈ 12 GRU Electrical Easements Necessary
- o Anticipated 12-Month Construction Schedule
- o Maintenance Of Business Plan To Be Developed
- o 2-Way Traffic To Be Maintained During Construction
- o Enhanced Façade Grant Program To Be Proposed



GUARANTEED MAXIMUM PRICE PROPOSAL

Total Project Cost = **\$8,500,000**

- o Includes Undergrounding Entire Corridor
- o \$7M GMP + \$1.5M GRU Costs

Northern Segment (Depot Ave to SW 11th Pl)

- o Total ≈ **\$4,000,000**
- o \$4M Includes Undergrounding Portion ≈ **\$900,000**

Southern Segment (SW 11 Pl to S 16th Ave)

- o Total ≈ **\$4,500,000**
- o \$4.5M Includes Undergrounding Portion ≈ **\$2,200,000**

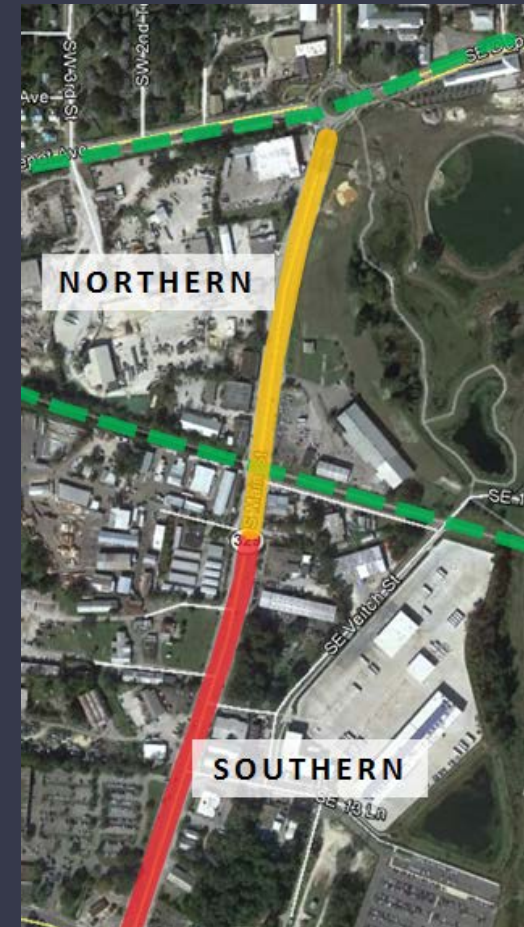
Current Approved CRA South Main Budget = **\$4,675,000**

Proposed FY18 Adjusted Appropriation = **\$3,954,983**

(\$2.9M From NW 5th Ave, \$579k From Adjusted Budget, \$475k From Misc. Accounts)

All Existing CPUH Projects Will Remain Fully Funded To Meet FY18 Needs

Re-appropriated Funds Would Be Reimbursed FY19 (October 1, 2018)



RECOMMENDATIONS:



(1) CRA Executive Director to CRA Board:

- a. Approve the South Main Street Improvement project plans as presented.
- b. Approve the Guaranteed Maximum Price (GMP) proposal from Oelrich Construction, Inc. in an amount not to exceed amount of \$7,000,000 and authorize the CRA Executive Director to execute all necessary documents, subject to review and approval by the CRA Attorney as to form and legality.
- c. Approve \$1,500,000 to fund the GRU portion of the undergrounding project.

(2) CRA Board to City Commission: Recommend the City Commission review, approve, and authorize CRA to act as its agent for the construction of the South Main Street Improvement project and approve proposed plans for undergrounding of utilities along the corridor.

(3) CPUH Advisory Board to CRA Board:

- a. Motion to approve the northern portion of the South Main Street project from the proposed roundabout at SW 11th Place north to Depot Avenue.
- b. Motion to consider options for South Main Street that would minimize the adverse impact of the South Main business owners including the elimination of the undergrounding of utilities.