

SOUTH MAIN ST. PROJECT UPDATE

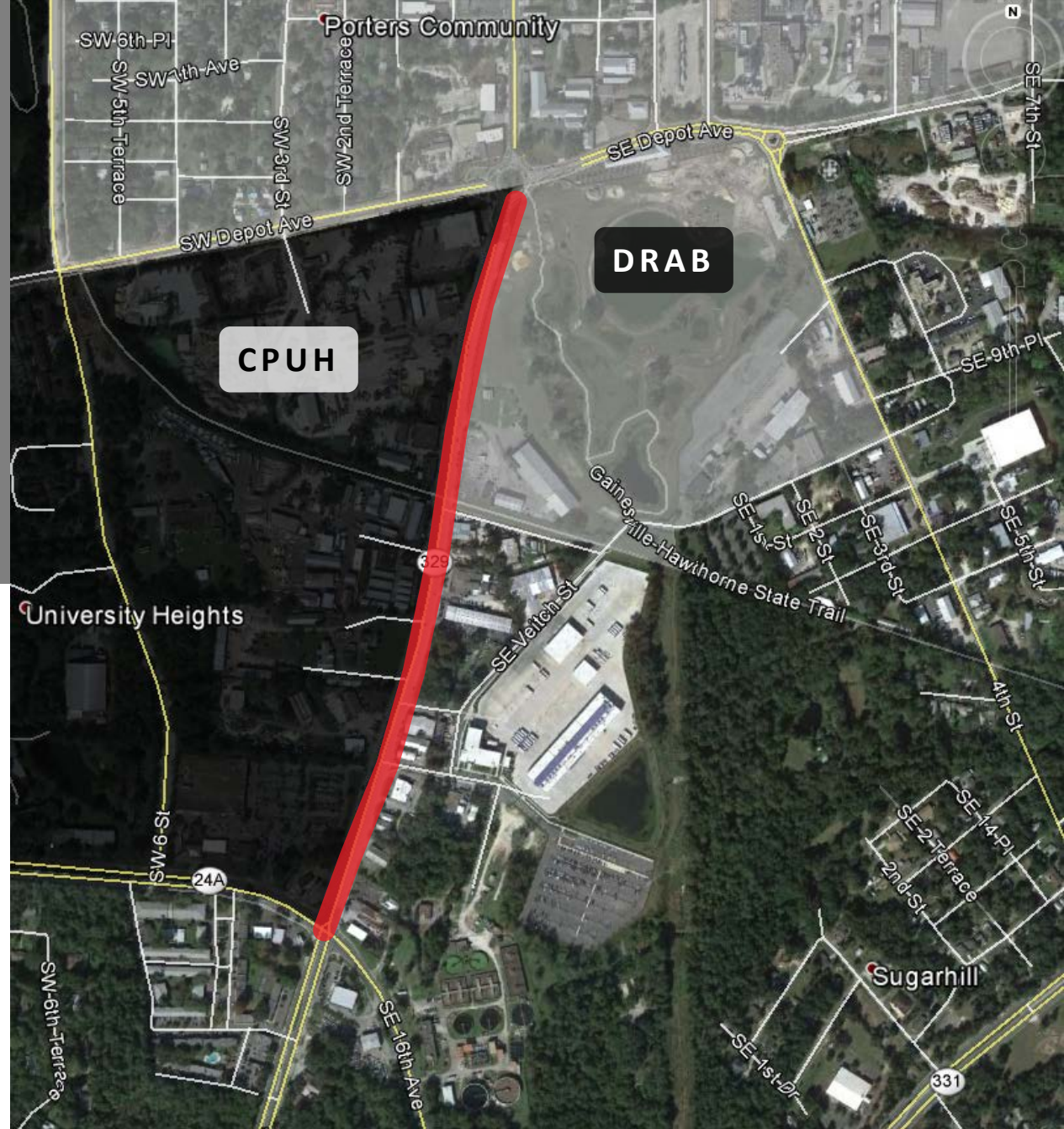


CRA BOARD : AUGUST 15, 2016

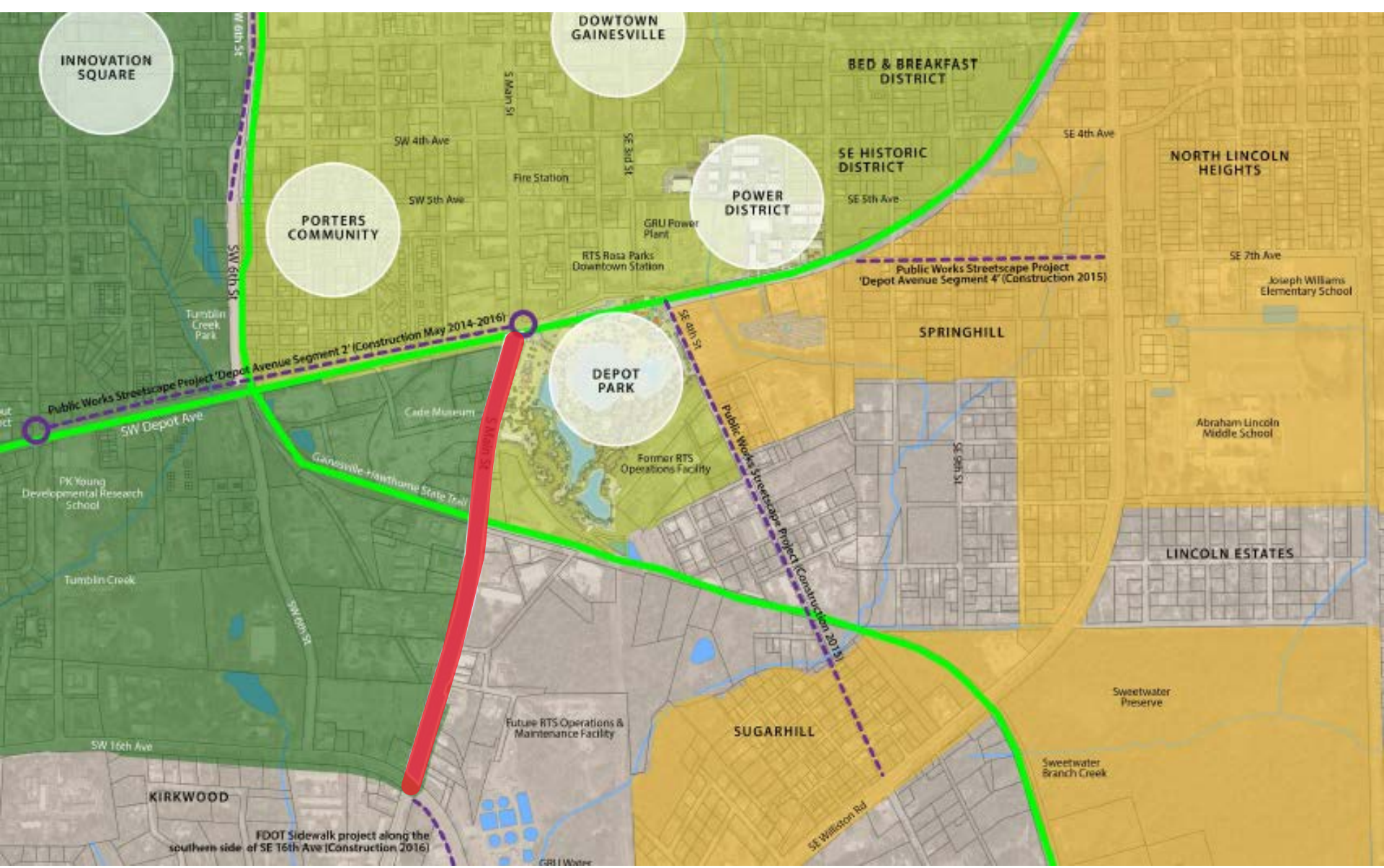


Gainesville
Community
Redevelopment
Agency

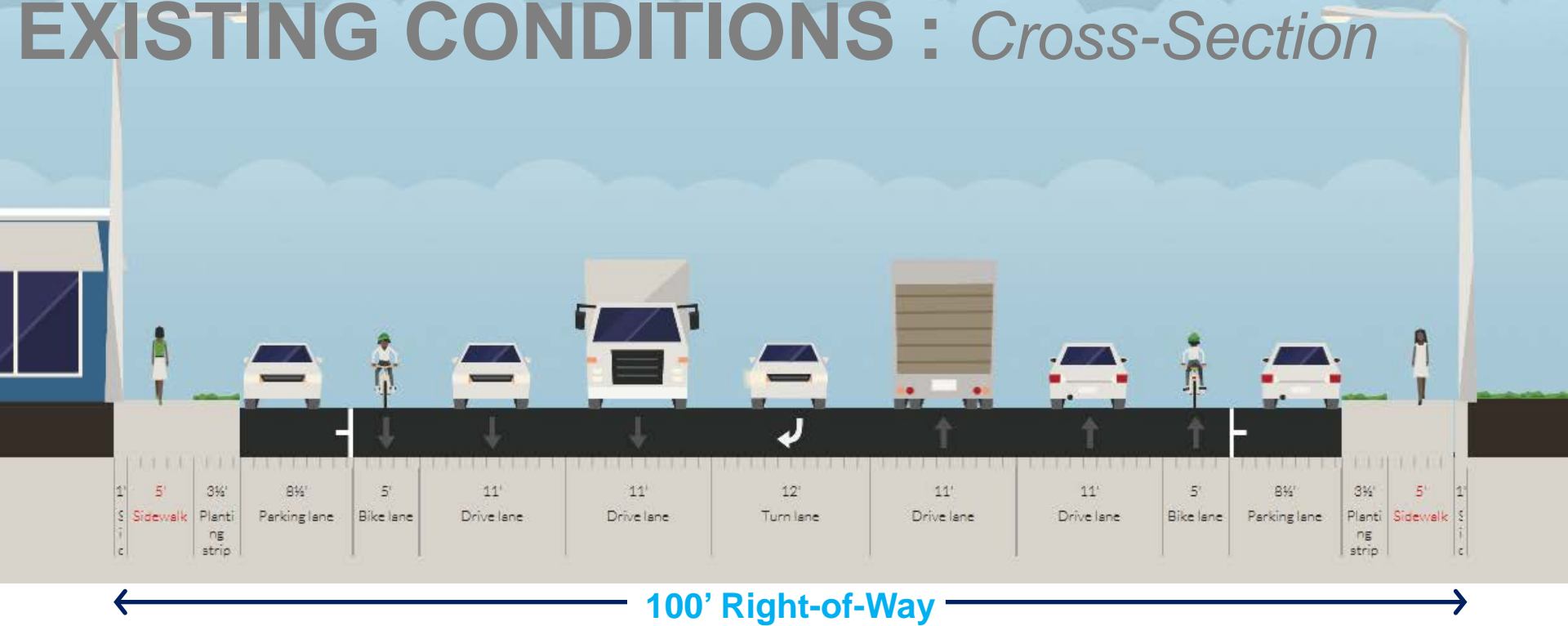
- **3,300 LF Between Depot Ave & S 16th Ave**
- **Corridor Boundary Within CPUH District, But Adjacent To DRAB**



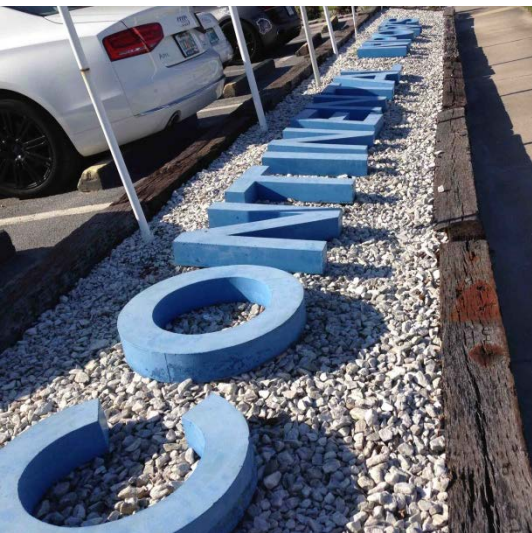
EXISTING CONDITIONS : *Context*



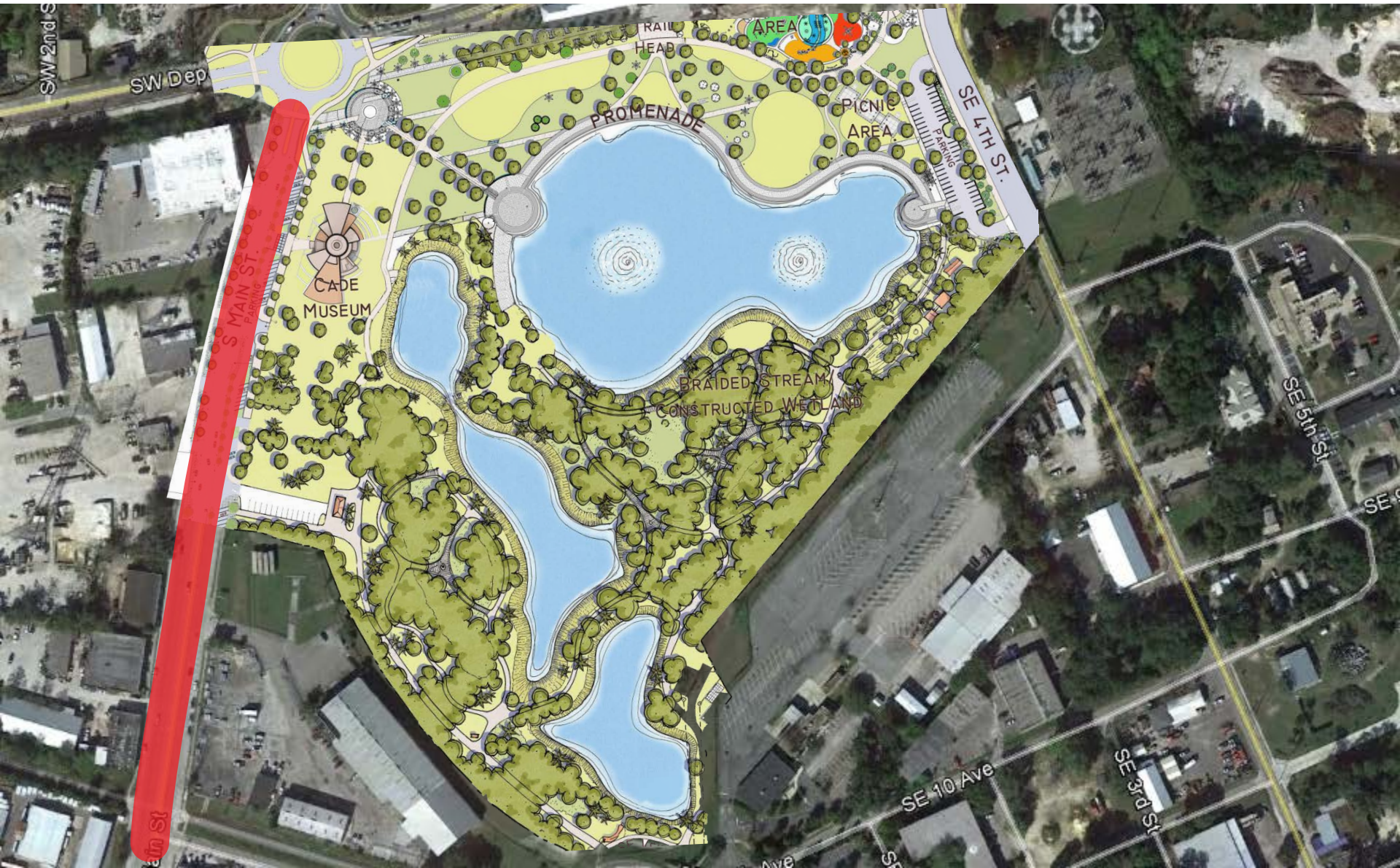
EXISTING CONDITIONS : *Cross-Section*



EXISTING CONDITIONS



PROJECT ISSUES & GOALS



RECENT AREA DEVELOPMENTS : *Depot Park*



RECENT AREA DEVELOPMENTS : *Cade Museum*



RECENT AREA DEVELOPMENTS : *Depot Avenue*



APPROACH

LISTEN + LEARN

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



THINK

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



INSPIRE + CREATE

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

APPROACH

MEETING INVITATION

SOUTH MAIN STREET PROJECT

The Gainesville CRA invites you to a presentation and community visioning discussion related to potential improvements along South Main Street

when **WEDNESDAY, SEPTEMBER 24 @ 6 PM**

where **HISTORIC DEPOT BUILDING @ 201 SE DEPOT AVE.**

For individual meeting requests, questions, or additional information, contact Andrew Meeker, CRA Project Manager



Gainesville Community Redevelopment Agency
352.393.8200
www.gainesvillecra.com



PROCESS

LISTEN + LEARN

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



LISTEN + LEARN

-
- I LIVE HERE**
- I WORK HERE**
- I SHOP HERE**
-
- PLEASE TELL US
HOW (& WHERE) YOU USE
THE SOUTH MAIN AREA.
- Legend**
- CRA Districts
 - College Park/University Heights
 - Downtown
 - Eastside
 - Fifth Avenue/Pleasant Street
 - Project Corridor
 - Public Works
 - Trails
 - Water
- The map displays various districts including Innovation Square, Don-Own Gainesville, Power District, Depot Park, Sugarhill, Kirkwood, and North Lincoln Heights. It also shows major roads like University Ave, SW 4th Ave, and SW 16th Ave, along with landmarks such as the University of Florida, GRI Water Reclamation Facility, and several schools. A purple dashed line indicates the project corridor running through the center of the area.

FEEDBACK ANALYSIS

LISTEN + LEARN

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



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
- WORKING AROUND UTILITIES
- PARKING

FEEDBACK ANALYSIS

LISTEN + LEARN

- Community Meetings
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Question #3 : WHAT IS MOST IMPORTANT TO YOU ABOUT SOUTH MAIN STREET?

KEEPING THE TRAFFIC FLOW UNCONGESTED.
IMPROVING FACADES.

Question #4 : WHAT ARE THE MOST IMPORTANT OUTCOMES FROM A SOUTH MAIN STREET PROJECT?

DRAWING PEOPLE TO THAT PART OF TOWN.

ADDITIONAL THOUGHTS, COMMENTS, OR SUGGESTIONS?

WANT TO STAY IN THE LOOP? SHARE YOUR CONTACT INFORMATION WITH US...

FEEDBACK ANALYSIS




LISTEN + LEARN


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

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

FEEDBACK ANALYSIS

**LISTEN +
LEARN**

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

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

FEEDBACK ANALYSIS

QUESTION #1 :

What **Opportunities** Do You Envision For South Main Street + Surrounding Area?

LISTEN + LEARN

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

“Safe for all users and ages”

FEEDBACK ANALYSIS

QUESTION #1 :

What **Opportunities** Do You Envision For South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
- Stakeholder Outreach
- Surveys
- Research
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“Available space for **maintaining the traffic flow through area**. The existing pass-through trips will remain.”

FEEDBACK ANALYSIS

QUESTION #1 :

What **Opportunities** Do You Envision For South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
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- Surveys
- Research
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“Community space. Walkable. Family oriented. Business friendly. Bikeable. Trees and green space. Shops, café’s, one-stop events, concerts, central park. Integrated, unique.”

FEEDBACK ANALYSIS

QUESTION #1 :

What **Opportunities** Do You Envision For South Main Street + Surrounding Area?

LISTEN +
LEARN

- Community Meetings
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- Surveys
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- Data Collection

“Putting me and other biz owners **out of biz**”

FEEDBACK ANALYSIS

QUESTION #2 :

What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

LISTEN + LEARN

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

“Not desirable or aesthetic. Buildings are run down and the area **feels unsafe** at times. It is an eye sore and needs a face lift.”

FEEDBACK ANALYSIS

QUESTION #2 :

What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

LISTEN + LEARN

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

“Speeding, no crosswalks from Depot Ave. to 16th, **safety concerns**/homeless population walking”

FEEDBACK ANALYSIS

QUESTION #2 :

What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

**LISTEN +
LEARN**

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

“Need to **maintain truck access** to my property.”

FEEDBACK ANALYSIS

QUESTION #2 :

What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
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- Data Collection

“To **mix** Gainesville’s want to improve the area to a nicer/fancier area and our **industrial businesses** that seems to be in direct conflict.”

FEEDBACK ANALYSIS

QUESTION #2 :

What Are The **Greatest Challenges** With South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
- Stakeholder Outreach
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“Safety. Accommodating existing and potential new uses for **traffic flow and pedestrian movement.**”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

LISTEN + LEARN

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

“Parking, reduced traffic speed, green corridor.”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
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“More **parking** (but where?),
safety (slow down),
beautification (trees, plants).
Making **South Main a draw!**”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

LISTEN + LEARN

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“I can **drive fast** on it.”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

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LEARN

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“Balancing the needs with the aesthetics”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

LISTEN + LEARN

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- Surveys
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“**Attract new** business/jobs and **enhance current businesses** (physical building appearance)”

FEEDBACK ANALYSIS

QUESTION #3 :

What Is **Most Important** To You About South Main Street + Surrounding Area?

LISTEN + LEARN

- Community Meetings
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“Don't one lane like Main between Depot and 8th Ave.
Traffic is backed-up & stupidly slow since it went to one lane.”

FEEDBACK ANALYSIS

QUESTION #4 :

What Are The **Most Important Outcomes**
From A South Main Street Project?

LISTEN + LEARN

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

“Keep as four lanes with **turn lanes where needed**. Don't turn into one lane each direction!”

FEEDBACK ANALYSIS

QUESTION #4 :

What Are The **Most Important Outcomes**
From A South Main Street Project?

LISTEN + LEARN

- Community Meetings
- Stakeholder Outreach
- Surveys
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“Make sure **traffic flows well**
and the same amount of traffic
can flow through.”

FEEDBACK ANALYSIS

QUESTION #4 :

What Are The **Most Important Outcomes**
From A South Main Street Project?

LISTEN + LEARN

- Community Meetings
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“Slower traffic; **easier to cross the street** (at bike path crossing)”

FEEDBACK ANALYSIS

QUESTION #4 :

What Are The **Most Important Outcomes**
From A South Main Street Project?

LISTEN + LEARN

- Community Meetings
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“**More people** on South Main Street could create my **business** and opportunity to **increase!**”

FEEDBACK ANALYSIS

QUESTION #4 :

What Are The **Most Important Outcomes** From A South Main Street Project?

LISTEN + LEARN

- Community Meetings
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“**Create a balance** that will allow new development exist along with existing industrial businesses. Create roadways that **allow large tractor trailer access.**”

FEEDBACK ANALYSIS

ACCESS (14) AESTHETICS (16) ATTRACTIVE (15) BIKE (19)

BUSINESSES (66) **DEPOT** (26)

DOWNTOWN (42) EXISTING (16) FEEL (15)

FLOW (20) FRIENDLY (16) **INDUSTRIAL** (41)

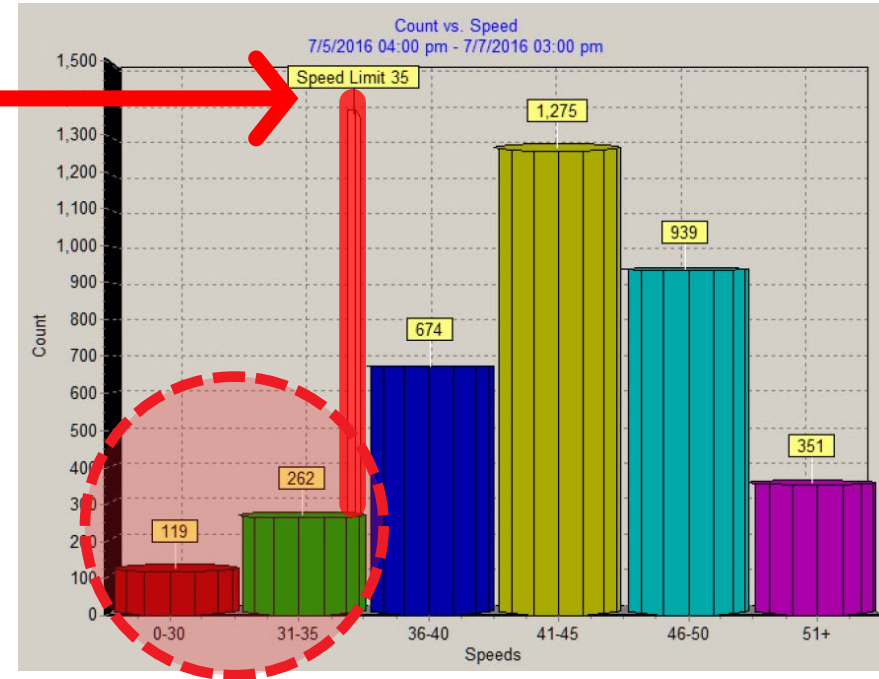
OPPORTUNITY (14) **PARKING** (95)

PEDESTRIAN (19) PEOPLE (18) **SAFETY** (22) SHOPS (14)

TRAFFIC (51) WORK (16)

VEHICULAR DATA

- Posted Speed Limit **35 mph**
- **11,000** Average Daily Traffic
- **375** Daily Truck Traffic
- 48 Hour Speed Study
- **3,620** Vehicles
- 85th Percentile **49 mph**
- **89% Exceeding** 35 mph
- Highest Speed **80 mph**



PEDESTRIAN & BICYCLE DATA



OBSERVATIONS SCOPE

- 3 Locations (Depot Ave, Rail-Trail, S 16th Ave)
- 2 Days (Weekday & Weekend)
- Morning (7:30A-9:30A), Lunch (11A-1P), Afternoon (4:30P-6:30P)

OBSERVATIONS RESULTS

- 60 Peds (27%) **VERSUS** 166 Bicyclists (73%)
- 16 Female Peds (27%) **VERSUS** 44 Male Peds (73%)
- 37 Female Bicyclists (22%) **VERSUS** 129 Male Bicyclists (78%)
- 23 Bicyclists on Sidewalk (30%)
- 54 Bicyclists on Street (70%)
- 149 Rail Trail Users
- 20.53 Secs To Walk Across 83' Of Street



GUIDING PROCESS STATEMENT

THINK

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

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. Parking Opportunities *(95 existing on-street)*

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

2. 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

3. Accessibility + Flow + Balance

Motorist : Tractor Trailer : Transit : Pedestrian : Bicyclist



“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.”

THINK

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

SOUTH MAIN STREET IMPROVEMENT PROJECT

The Gainesville CRA invites you to a **Walking Site Tour** and **Project Workshop** on **Wednesday, November 19** to continue evaluating potential improvements to South Main Street

1 WALKING SITE TOUR of South Main from 12P-1P beginning at the Cade Museum for Creativity and Invention @ 904 S. Main Street

2 DROP-IN PROJECT WORKSHOP anytime between 4P-7P at First Magnitude Brewing Company @ 1220 SE Veitch 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

THINK

- Guiding Principles
- Workshops
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- Charrettes

openGNV

dataGNV

engageGNV

statGNV

talkGNV

engageGNV

HOME INFO SIGN IN HELP

f in t




104

Are we on track with our proposed South Main Street Planning Process Statement and 5 Guiding Planning Principles?

Introduction Feedback Your Position Outcome

Introduction

After receiving [350+ responses](#) to our September stakeholder survey, we followed up with a series of hands-on community events to continue exploring how to improve the South Main Street corridor. On Wednesday November 19, we ditched PowerPoints and laced up our sneakers for an hour and a half walking tour! Local business representatives, property owners, residents and other community members spent their lunch breaks evaluating the corridor's comfort, safety, appearance and functionality from a pedestrian's perspective. ([Click here](#) to complete your own evaluation.)



VALIDATION

THINK

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



SOUTH MAIN STREET : PROJECT UPDATE

THINK

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

SOUTH MAIN STREET

EXISTING PEDESTRIAN CONDITIONS EVALUATION

Instructions: Using your first impressions, answer the following questions by **CIRCLING** the condition that best fits your evaluation from a pedestrian's perspective. Consider not only existing conditions; but also envision the area once Depot Park and the Cade Museum are active.

Scoring Definitions : 1 = Unacceptable : 2 = Poor : 3 = Good : 4 = Excellent

EVALUATION CRITERIA

1. DESTINATION + IDENTITY

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.

Is the South Main Street area currently an inviting destination for you?

Unacceptable : Poor : Good : Excellent

Does South Main Street area have a unified brand and identity?

Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to Destinations + Identity?

2. PARKING OPPORTUNITIES

Existing on-street parking opportunities should be preserved and increased wherever possible to support adjacent businesses, park and trails. An increase in well-designed publicly 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.

Is the existing on-street parking inviting?

Unacceptable : Poor : Good : Excellent

Will the amount of existing on-street parking be adequate for future users and uses?

Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to parking?

3. ACCESSIBILITY + FLOW + BALANCE

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.

Handwritten notes in red ink:

- Get back, wider, buildings too close, lush, large street trees, bikes of road, can't see, + cost?*
- good overall*
- Pieced meal oh dear!*
- as delimited*
- 100 foot*
- Can't park (10-15%) only*
- more, car walk, a lot of people, + bikes*
- 70's "Design"*
- inadequate need in the park like what would Bulbous waste parking spaces*
- Deflect more parking*

VALIDATION

THINK

- Guiding Principles
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Is the street balanced to accommodate vehicle, transit, pedestrians, and bicyclists?

Unacceptable : ☒ Poor : Good : Excellent

Are adjacent businesses/land-uses easily accessible & well defined from the sidewalk?

Unacceptable : ☒ Poor : Good : Excellent

Width of sidewalk?

Unacceptable : Poor : ☒ Good : Excellent

Additional recommendations or comments related to Accessibility + Flow + Balance?

Too much vehicle focus. Does not feel balanced especially for ped & biker.

4. CONNECTIVITY + SAFETY

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.

Is the crossing of South Main Street comfortable and safe?

Unacceptable : ☒ Poor : Good : Excellent

Are the vehicular travel speeds of the roadway comfortable as a pedestrian?

Unacceptable : ☒ Poor : Good : Excellent

How would you rank the frequency and condition pedestrian and vehicle interface?

Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to Connectivity + Safety?

Not safe.

5. VISUAL CHARACTER

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.

Does the area make a good first impression?

Unacceptable : ☒ Poor : Good : Excellent

Does the area feel safe?

Unacceptable : Poor : ☒ Good : Excellent

Is the area well maintained? (landscaping, litter, signage, buildings)

Unacceptable : Poor : Good : Excellent

Additional recommendations or comments related to Visual Character?

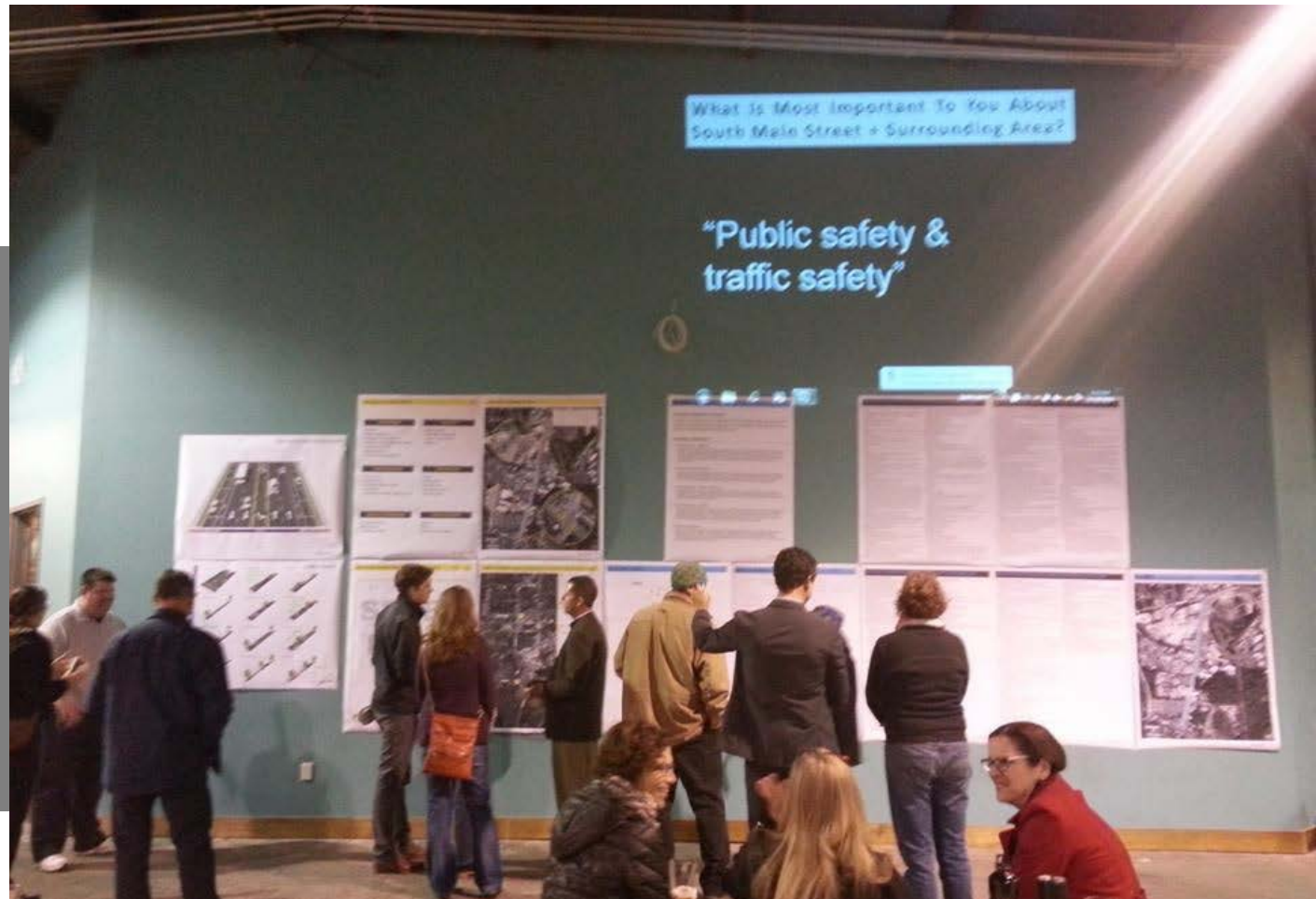
It feels safe to me in terms of personal security, but not for street crossing etc.

Lighting, Landscaping, Signage will help tremendously.

VALIDATION

THINK

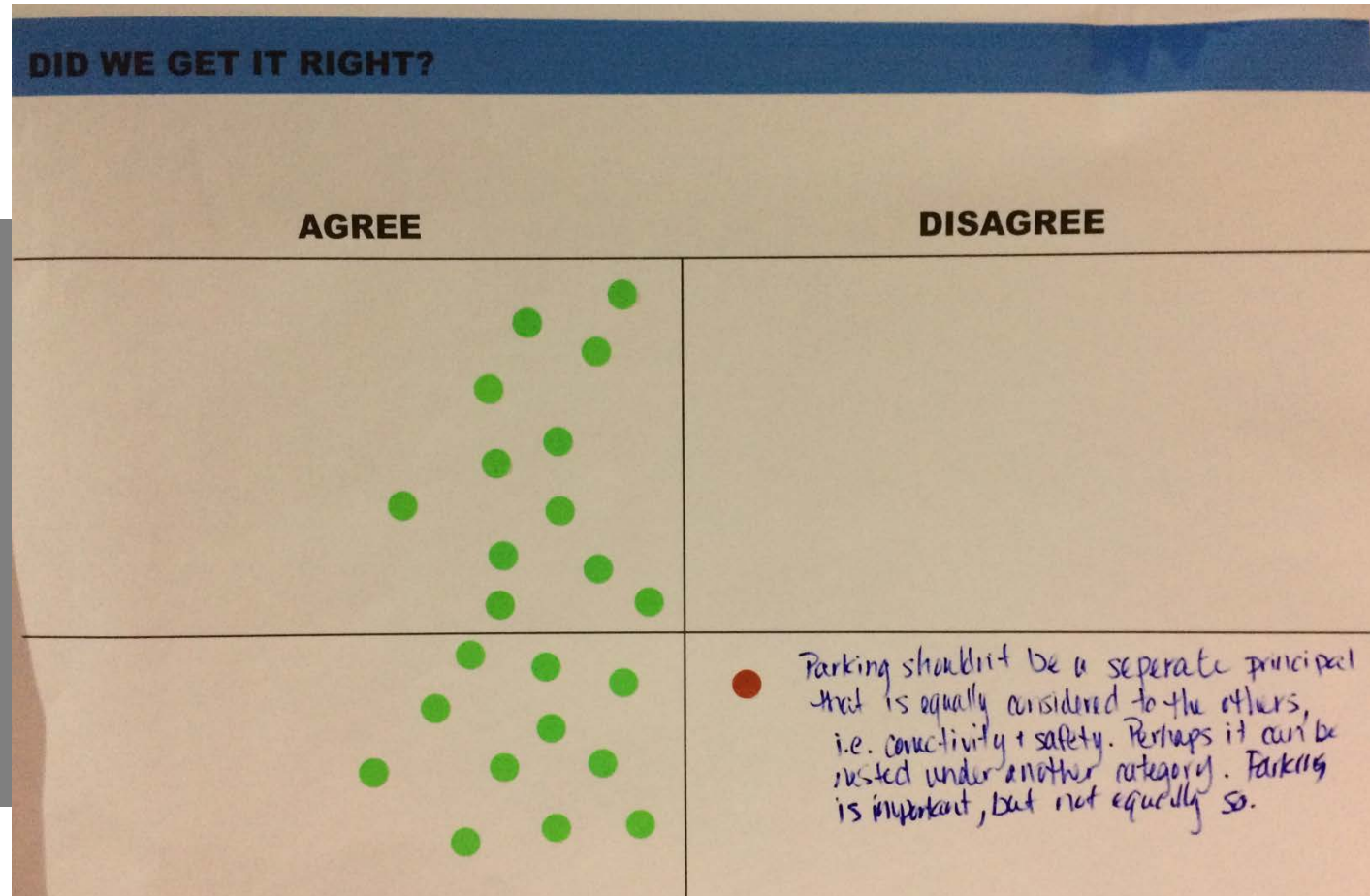
- Guiding Principles
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VALIDATION

THINK

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VALIDATION

THINK

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WHAT DID WE MISS?

Unrelated: Desperately need parking (dingy on SE Side) for Co-op & some other ^{small} businesses to stay afloat. Install BEFORE Fire Station is built

- True aerial map update (ask GPO kids) AGREE ^{help + money} _{SEMr, please! :)}

Overpass bridge over So. Main for rail trail (like Helix Bridge).

- Separate bicycles from vehicles
- Use variety of streetscapes to draw attention to downtown - Use to reflect individual character & Park atmosphere
- Allow for rain & "serious" commuter bicycles & recreational recreation to trail / Trail Park
- Keep So. Main 2 lanes each direction.
- 1 lane each direction (w/ turn lane) w/ allow more parking, would calm traffic before roundabout, & other benefits.
- Add a way for bicyclists to cross ~~on~~ Rail Trail. Eg. a light that a biker can initiate.

Be sure to plant trees right away so ~~the~~ south entrance to downtown. Someville has a beautiful tree canopy

- No door zones for bike lanes
- Careful safety and attraction features for G-H Trail (Speed table?)
- Innovative drainage features (vegetation) + ecological considerations
- No cars parked along bike lanes (NO forcing cyclists into door zone) AGREE.
- Greenscape center of road + short trees
- more building setbacks

VALIDATION

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INFLUENCE OF TRAVEL SPEED?

ENVIRONMENT

- Weather
- Road conditions
- Roadway construction
- Presence and location of cyclist
- Adjacent land-use
- Ingress/Egress
- Presence of Pedestrians

DRIVER BEHAVIOR

- Time of day
- Length of trip
- Purpose/urgency of trip
- Driver skill
- Familiarity of driver with the road

VEHICLE PERFORMANCE

- Pavement design
- Vehicle type
- Vehicle condition

GEOMETRY

- Design speed
- Horizontal alignment
- Vertical alignment
- Distance

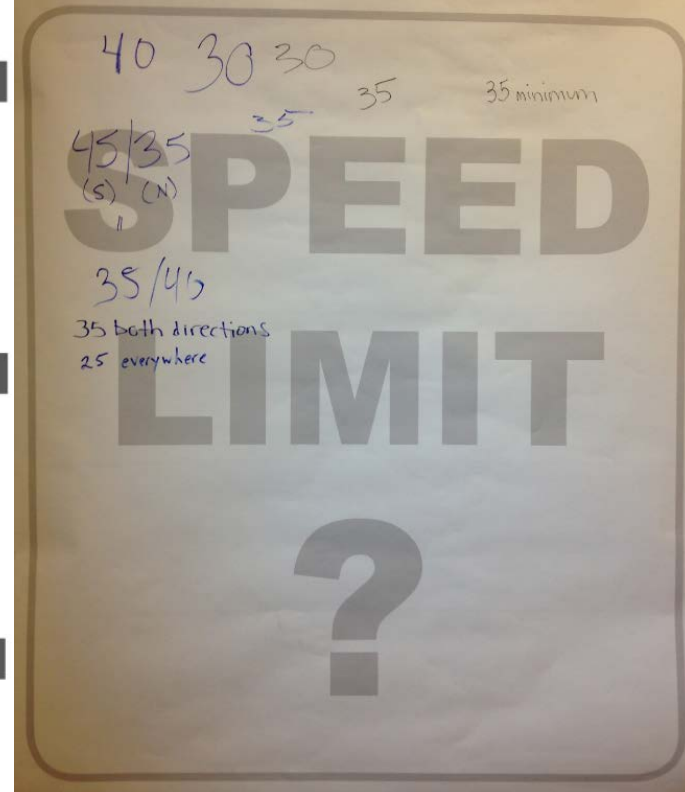
DISTRACTIONS

- Music
- Passengers
- Cell Phones
- Business fronts
- Ambient light

TRAFFIC CONTROL

- Signals
- Signs
- Maintenance of traffic

WHAT SPEED SHOULD SOUTH MAIN STREET TRAVEL?

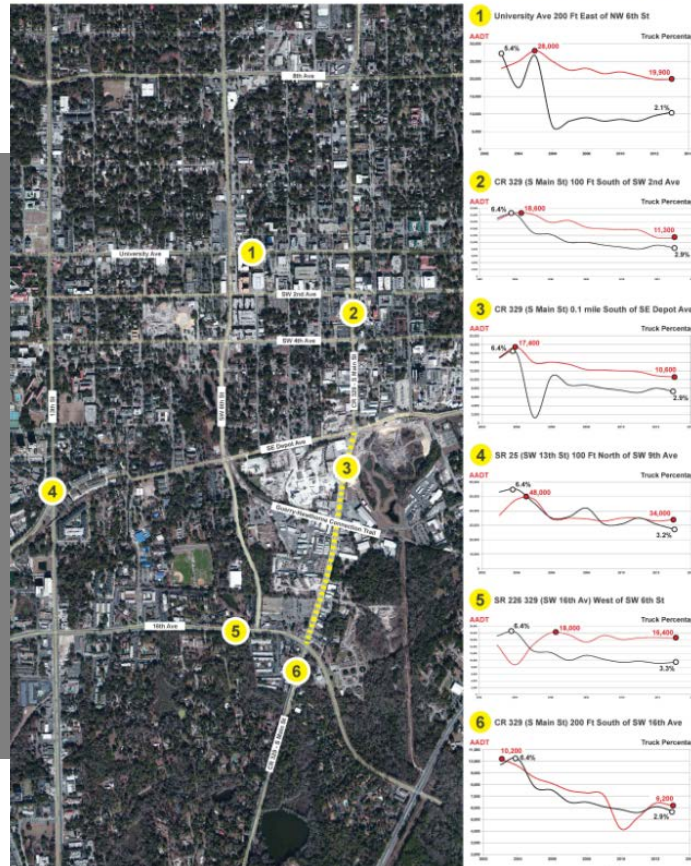


VALIDATION

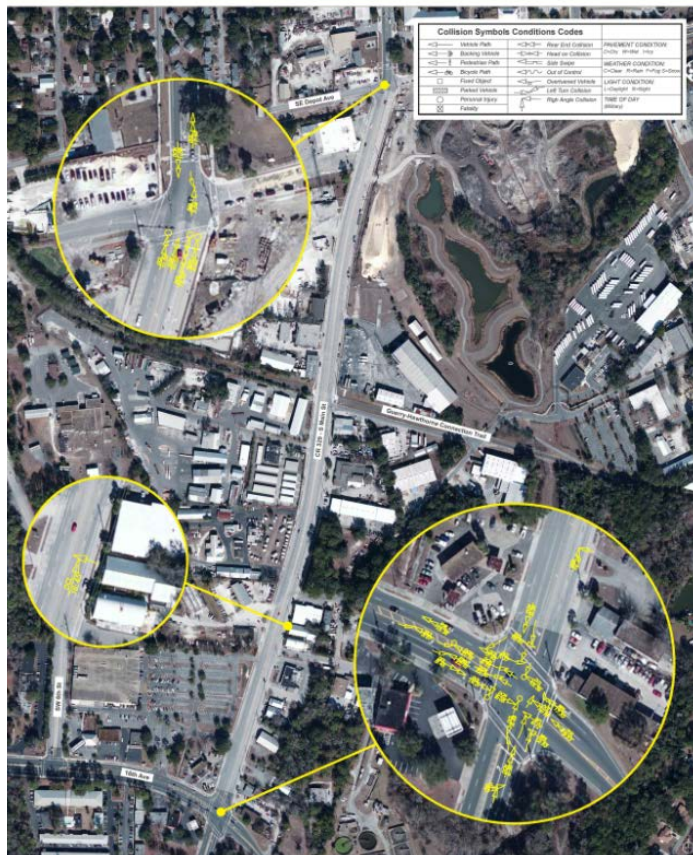
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TRAFFIC VOLUME - ANNUAL AVERAGE DAILY TRAFFIC & TRUCK PERCENTAGE



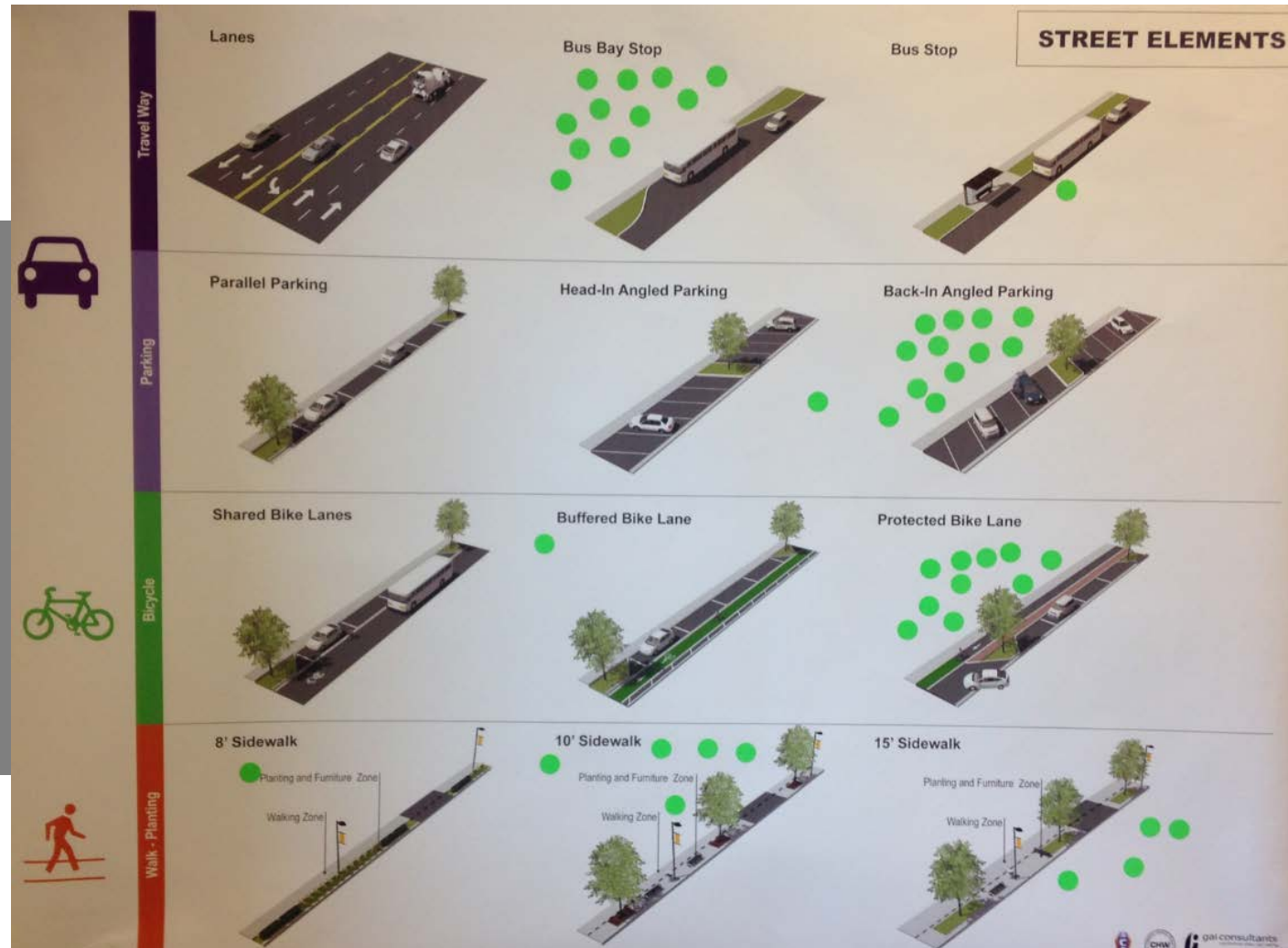
COLLISION DIAGRAM 2011-2013



VALIDATION

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



VALIDATION

Façade Facelifts – *Argos Cement*



VALIDATION

Façade Facelifts – *Liquid Creative/GFAA*



NEXT STEPS

INSPIRE + CREATE

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

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

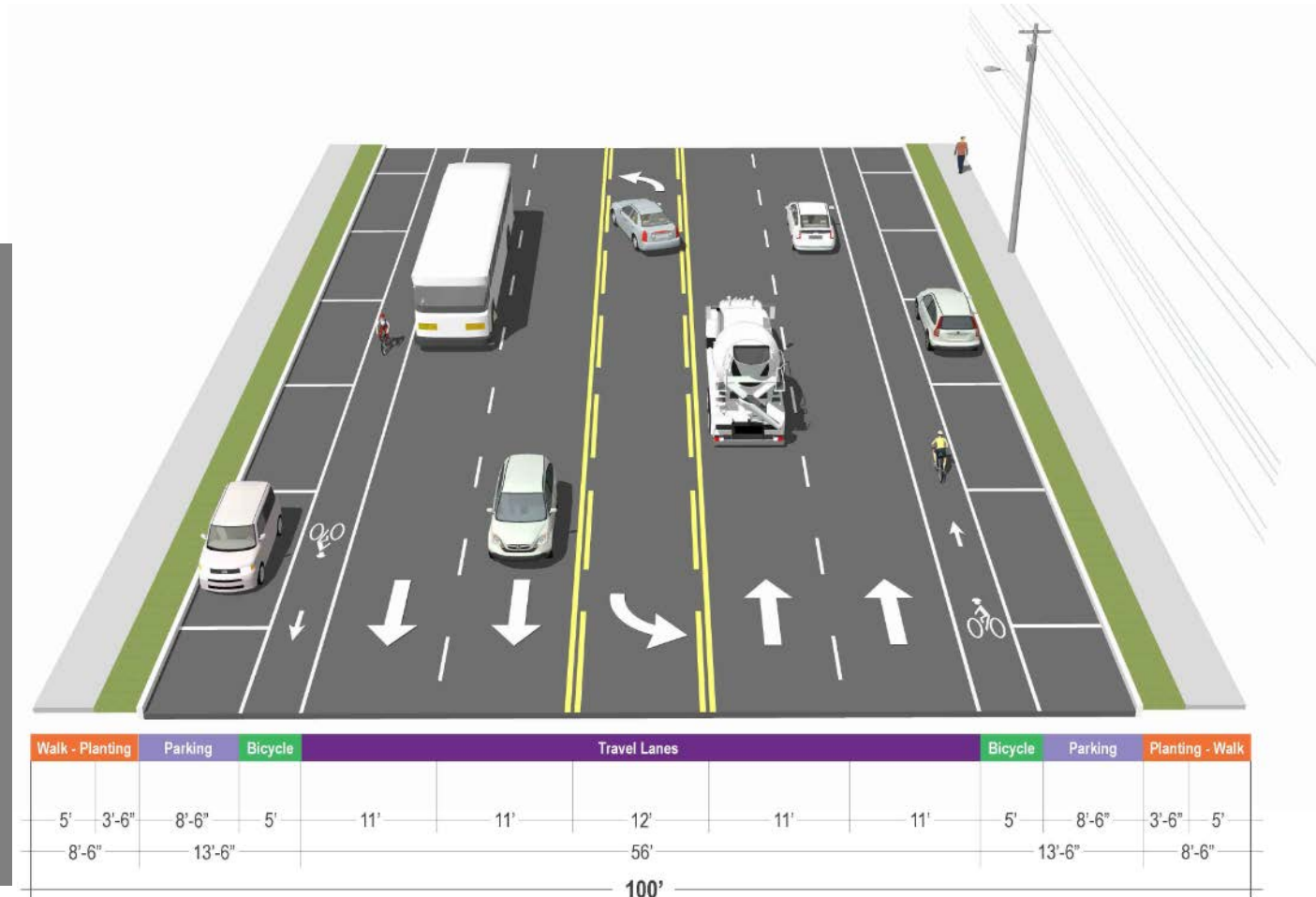
www.gainesvillecra.com



NEXT STEPS

INSPIRE + CREATE

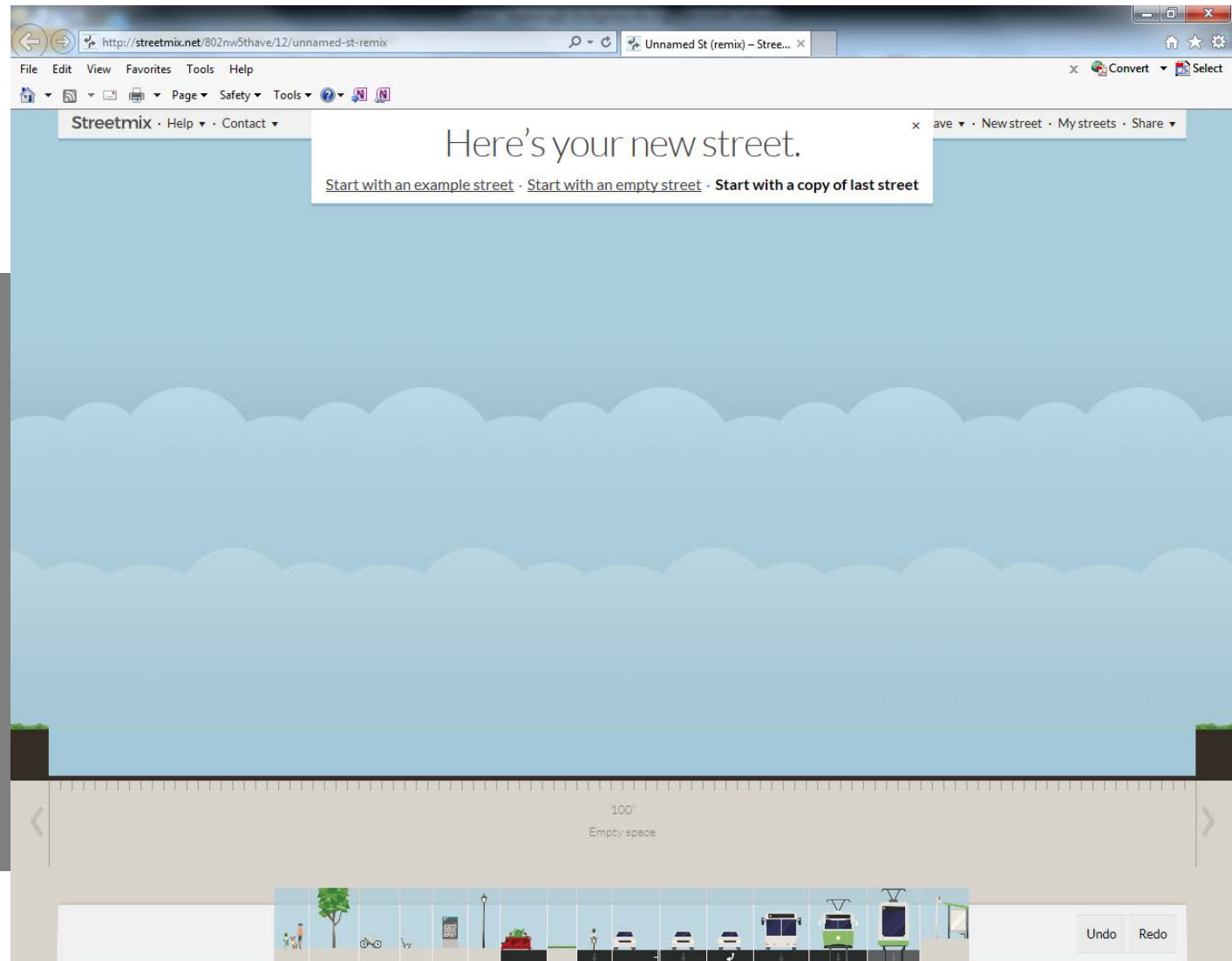
- Design Alternatives
- Online Tools (*streetmix*)
- Concept Development
- Facade Facelifts
- Best Practices
- Modeling



NEXT STEPS

INSPIRE + CREATE

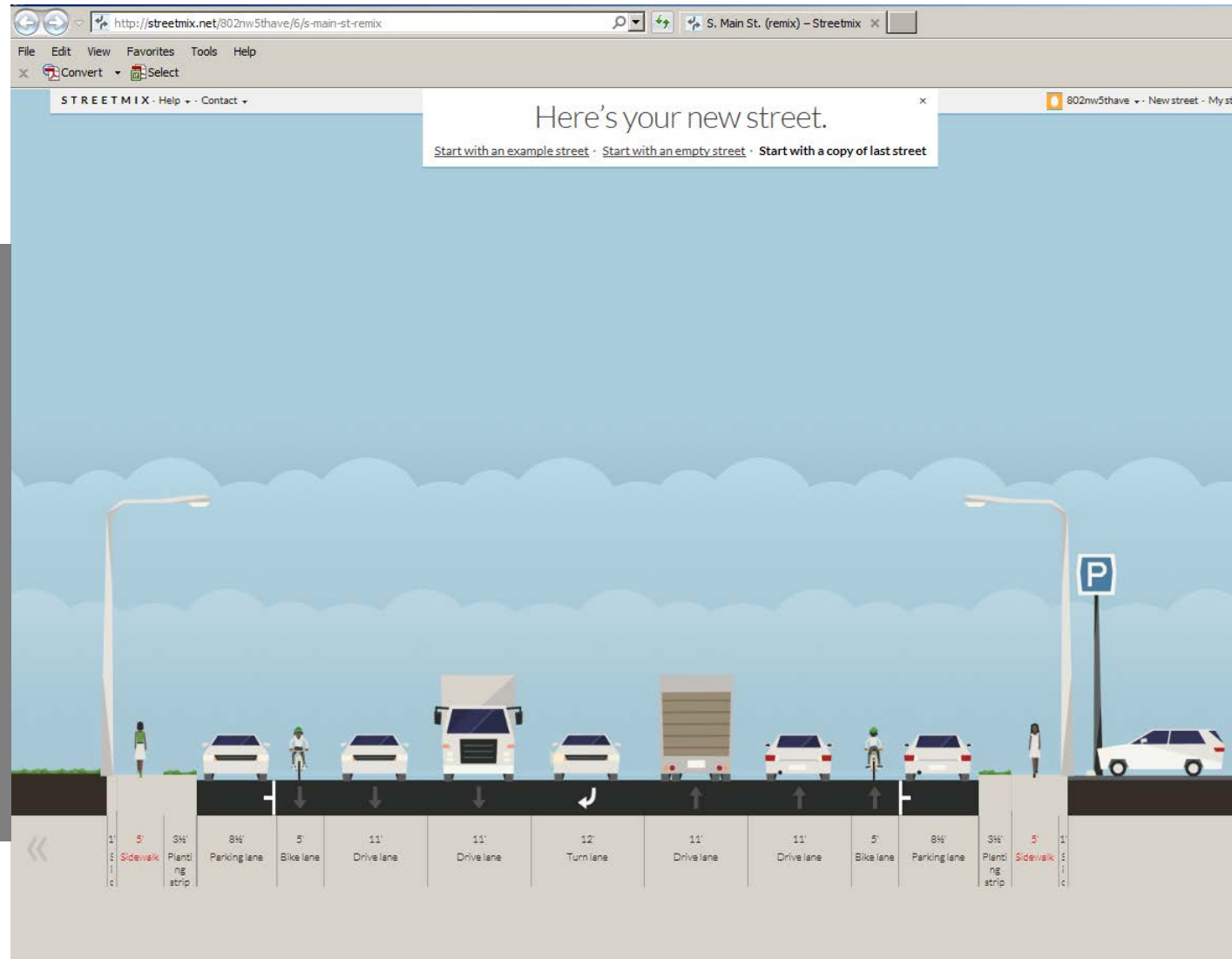
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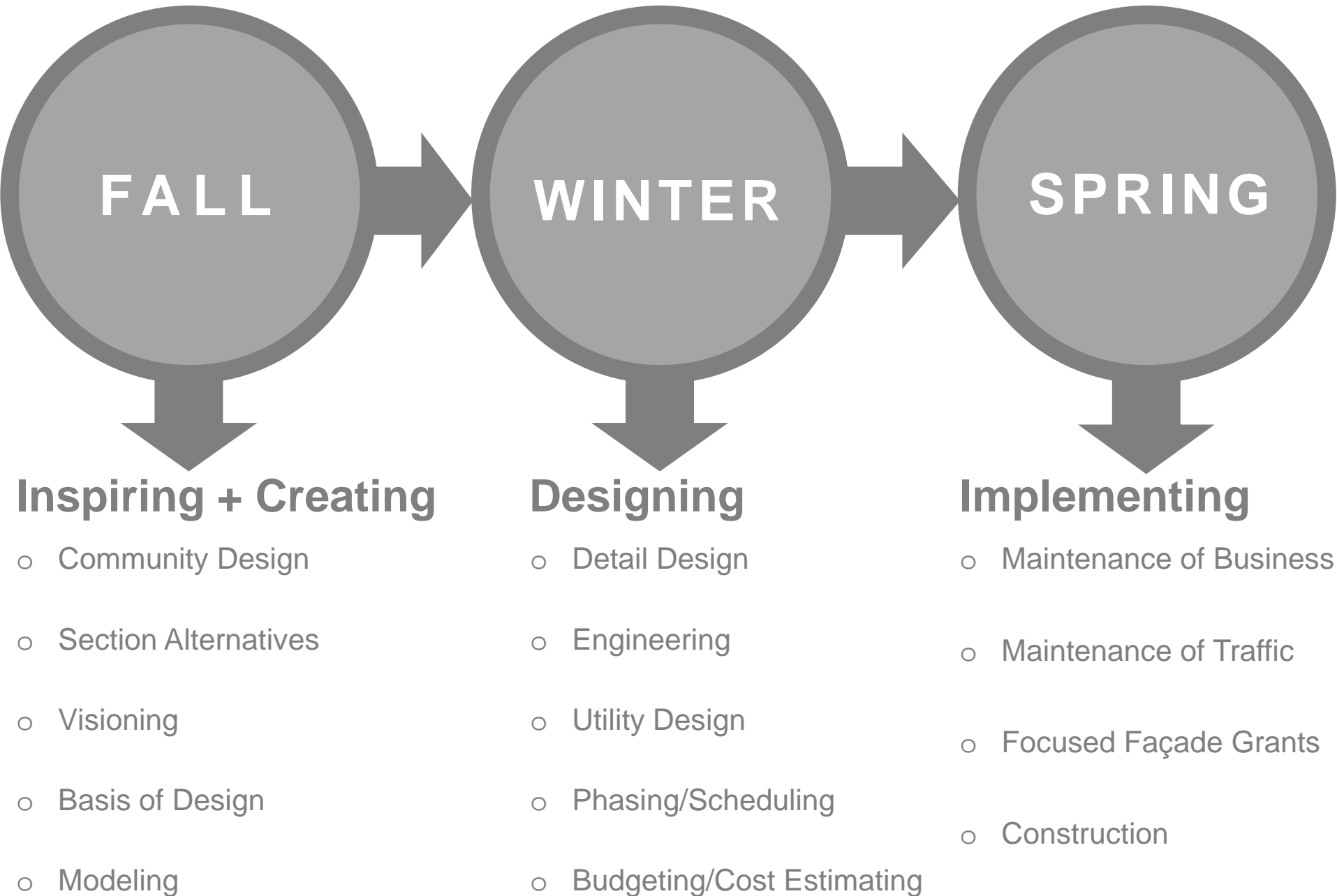
NEXT STEPS

INSPIRE + CREATE

- Design Alternatives
- Online Tools (*streetmix*)
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- Facade Facelifts
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- Modeling



PRODUCTS & NEXT STEPS



RECOMMENDATION:

CRA Executive Director to CRA Board: **Provide Feedback**

SOUTH MAIN ST. PROJECT UPDATE



ANDREW MEEKER

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:

352-393-8200