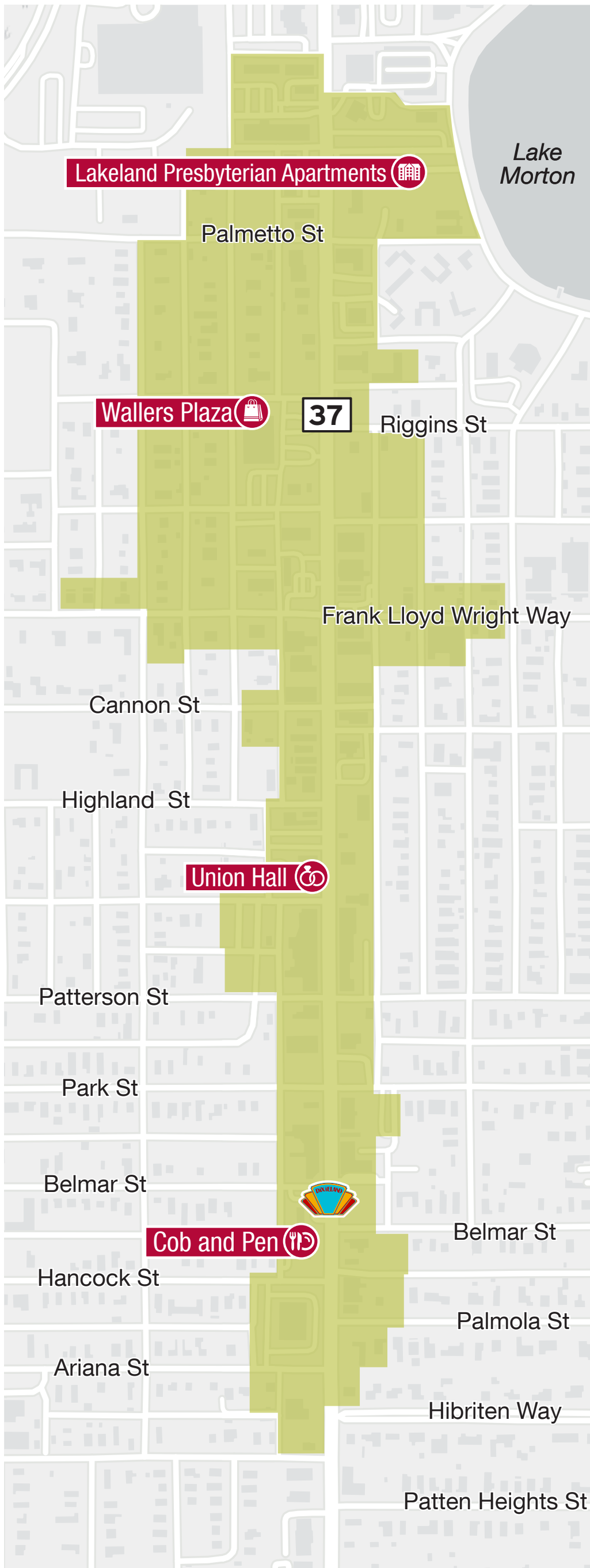


Station #1: District Definition



What type of wayfinding signage would you like to see more of: parking, trails, parks, or directional?

Identify places within the CRA boundaries that would benefit from additional wayfinding signage.

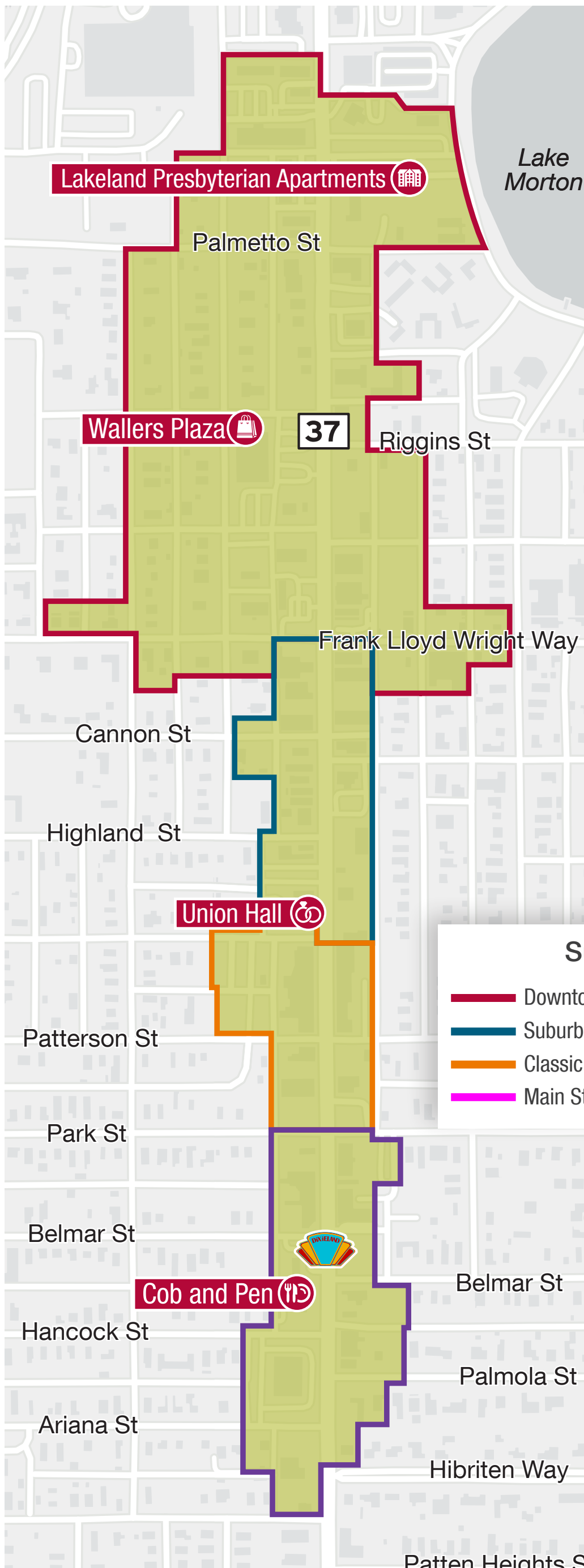
Is there any additional feedback you'd like to provide relating to district definition?

Station #1: District Definition

Which style of branding and gateway signage do you prefer?
Rank the following options in order of preference (1,2,3).







Station #2: Urban Form and Economic Development



Is there any feedback you'd like to provide relating to urban form and economic development?

Subdistricts

-  Downtown Transition Corridor
-  Suburban Classic
-  Classic Main Street
-  Main Street Transition

Current Design/Development Standards in the Dixieland CRA

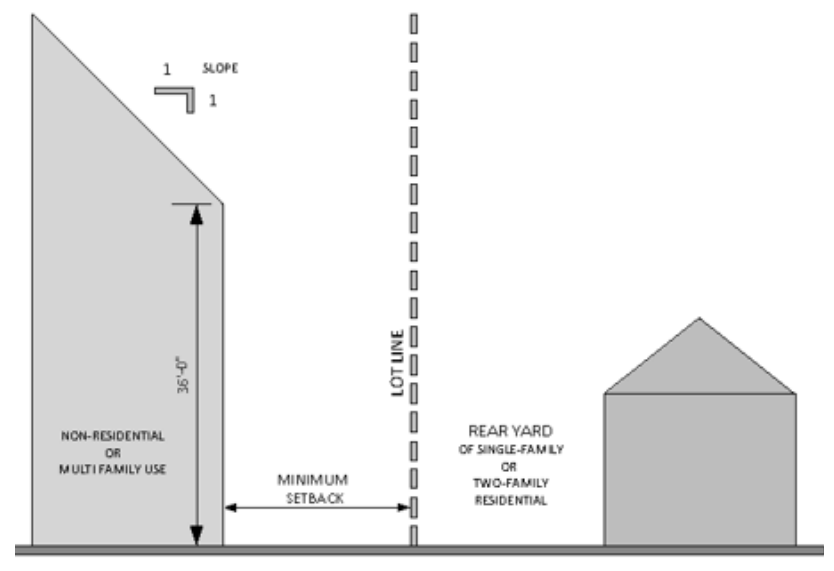
Urban Design Standards



- Buildings must be situated along the street with parking behind.
- Guidance for architecture, signage, and site design covers most concerns.
- Standards implemented through multiple overlapping districts.

Existing Height Transition Standards

- Allowable heights up to 70 feet but vary by proposed use and neighboring properties.
- Heights functionally limited by small parcels sizes.



Planned Florida Avenue Redesign



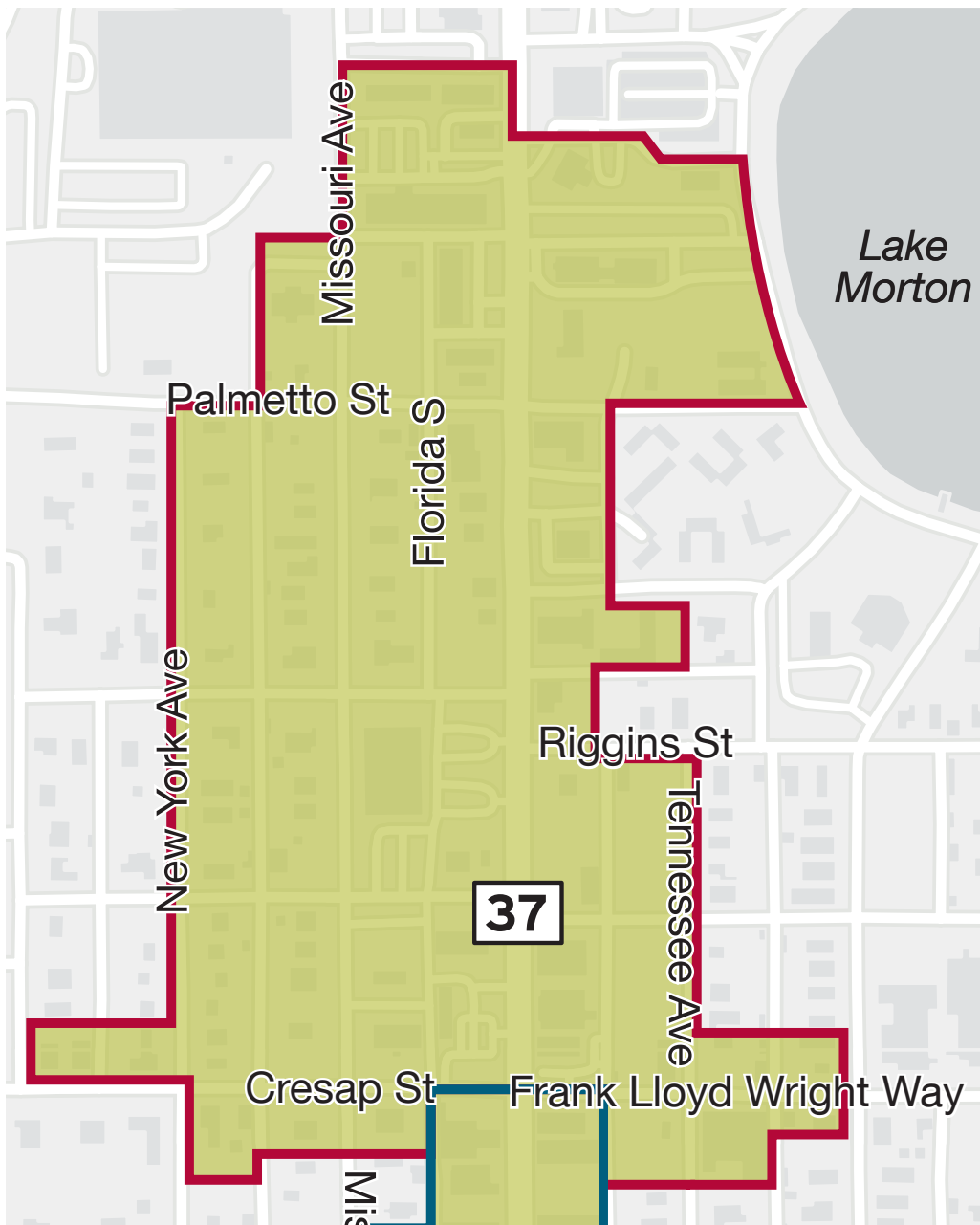
Types of Potential Private Investment:

- Façade improvements
- New businesses in existing buildings
- New buildings

Area-wide Urban Form and Economic Development Recommendations:

- Most existing standards should be maintained, but simplified either by consolidation or by providing a handbook for potential developers.
- Deeper setbacks may no longer be necessary after Florida Avenue redesign with wider sidewalks.
- Address transitions with building types, landscaping, and evaluate impacts of height transition requirements on limiting redevelopment opportunities.

Downtown Transition Corridor Subdistrict



- Greatest opportunity for new building construction.
- Inconsistent frontages.
- With larger parcel sizes and proximity to downtown, taller buildings (up to 6 stories, as currently allowed) are appropriate for new construction.
- New development should transition down to townhouse-scale facing Missouri Avenue.
- Consider preservation for pre-1925 historic buildings.

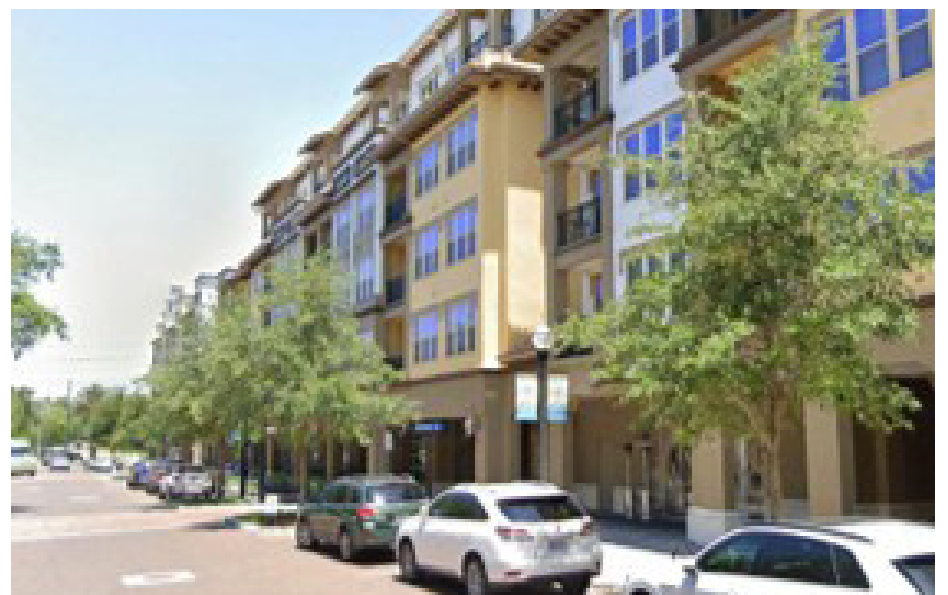


Existing Tall Building



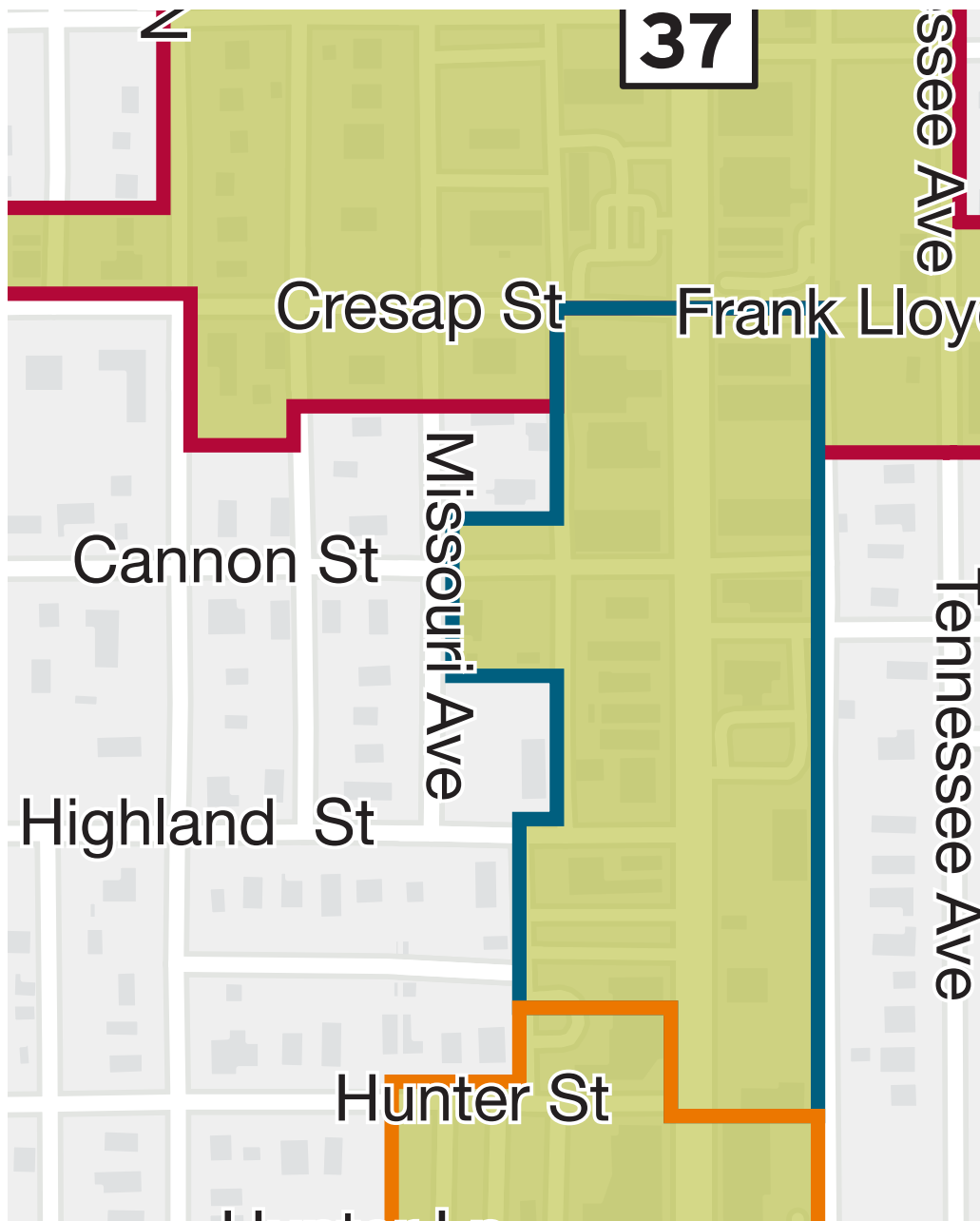
Existing Historic Building

What do you think?



Example: 5 Story Mixed-Use Redevelopment

Suburban Classic Subdistrict



- Quirky, variable architecture and site layout.
- Mix of “main street” style buildings along sidewalk and buildings with more suburban site layout.
- Maintain and enhance unique 50’s and 60’s era signage and buildings.
- Shallow lots limit potential for larger-scale redevelopment on most parcels.
- Encourage redevelopment or infill of sites with larger parking lots.
- Encourage façade improvements of “main street” style buildings where needed.



Existing Mid-Century Building



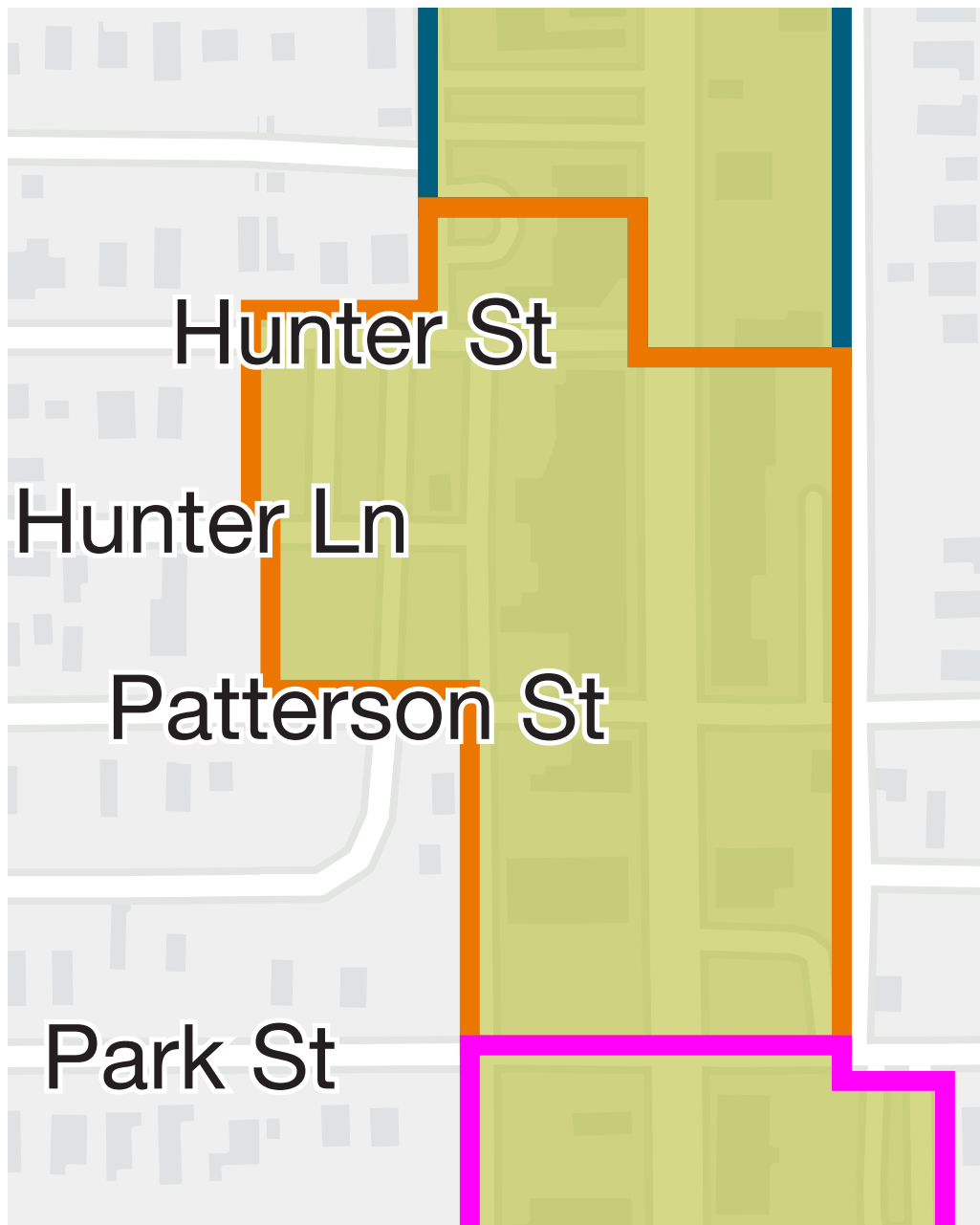
Existing Mid-Century Building

What do you think?



Example: Adaptive Reuse of Auto-Oriented Site

Classic Main Street Subdistrict



- “Main street”-style buildings close to the sidewalk with some parking lots to the side of buildings.
- Shallow lots limit potential for larger-scale redevelopment on most parcels.
- Recent façade improvements contribute to the district image. Additional similar investment would improve the corridor.
- Planned widening of sidewalks/ streetscape will complement existing buildings.
- Encourage façade improvements of “main street” style buildings where needed.



Existing building with parking to side



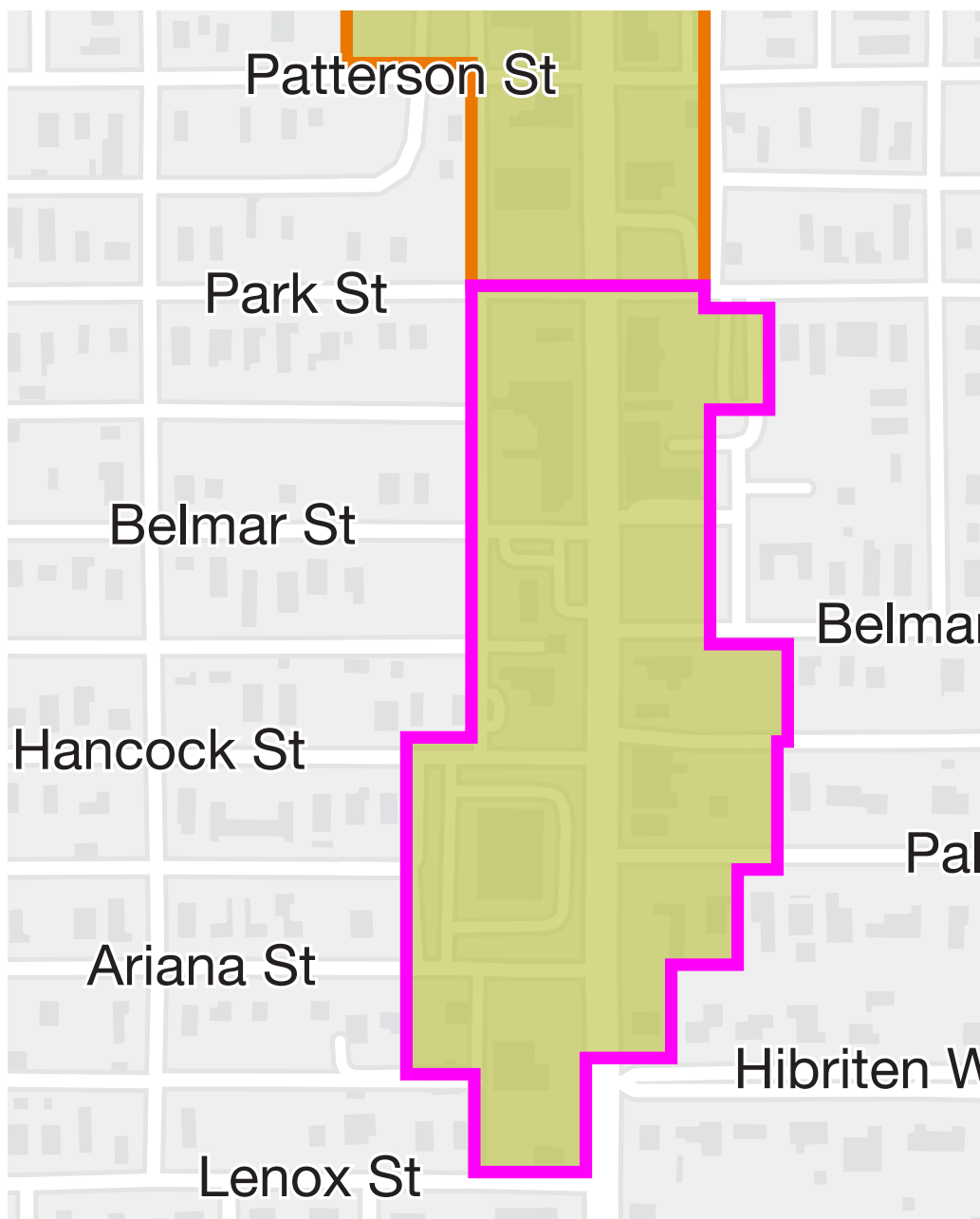
Existing “Main Street” Style Building

What do you think?



Example: Historic Buildings with Improved Streetscape

Main Street Transition Subdistrict



- Southernmost portion of the CRA
- High variability of site layout and building design with some large suburban format stores.
- High variability in design and quality of façades among buildings along sidewalk. Encourage façade improvements where needed.
- Encourage redevelopment of vacant or underdeveloped sites to transition to a more “main street” urban form when possible.



Existing Site with Suburban Layout



Existing Buildings “Main Street” Style Buildings

What do you think?



Example: Three-Story Mixed-Use Redevelopment

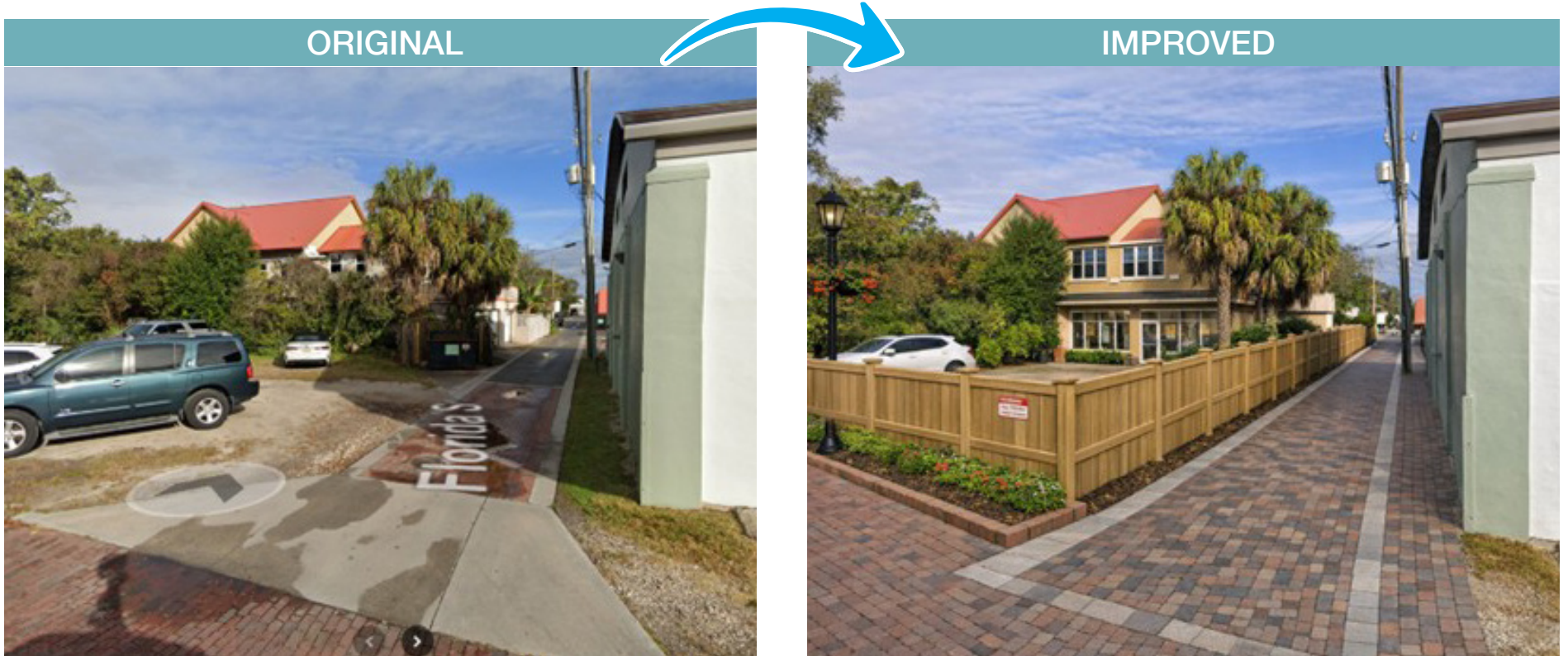
Station #3: Public Safety



1. Good visibility

Designing places so people can easily see what's happening around them.

This includes clear sightlines, windows facing streets or public spaces, low or trimmed landscaping, and lighting that makes faces and movement visible. When people can see and be seen, unsafe behavior is less likely to occur.



2. Clear Boundaries

Making it obvious what spaces are public and what spaces are private.

This can be done with signs, fences, changes in pavement, landscaping, or building design. When people understand where they are allowed to be, it reduces confusion and discourages trespassing or misuse of space.

Station #3: Public Safety



3. Natural activity

Designing spaces so people are naturally present and using them.

Shops facing sidewalks, homes with porches, parks near streets, and public spaces that encourage walking or sitting all increase everyday activity. More regular use means more informal “eyes on the street,” which helps deter crime.

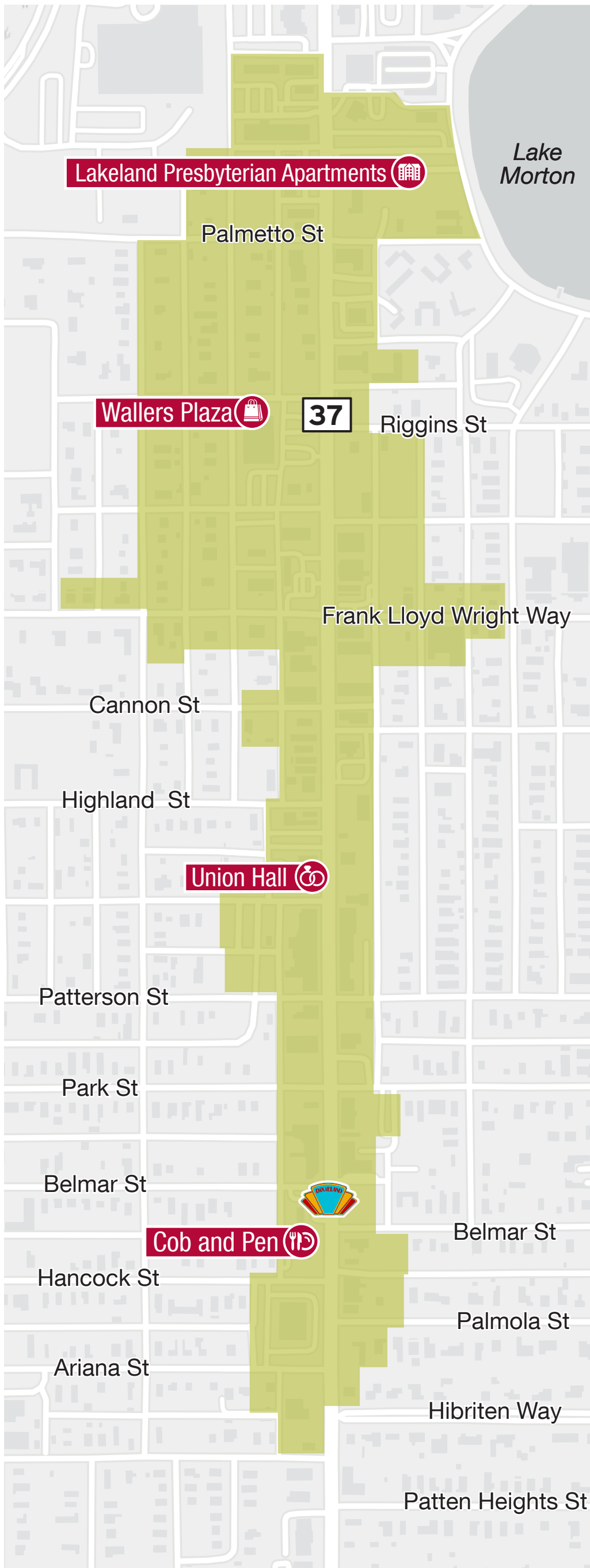


4. Care and upkeep

Keeping places clean, maintained, and in good repair.

Working lights, trimmed landscaping, clean sidewalks, and quick repairs signal that a place is cared for and monitored. Spaces that look neglected are more likely to attract unwanted behavior.

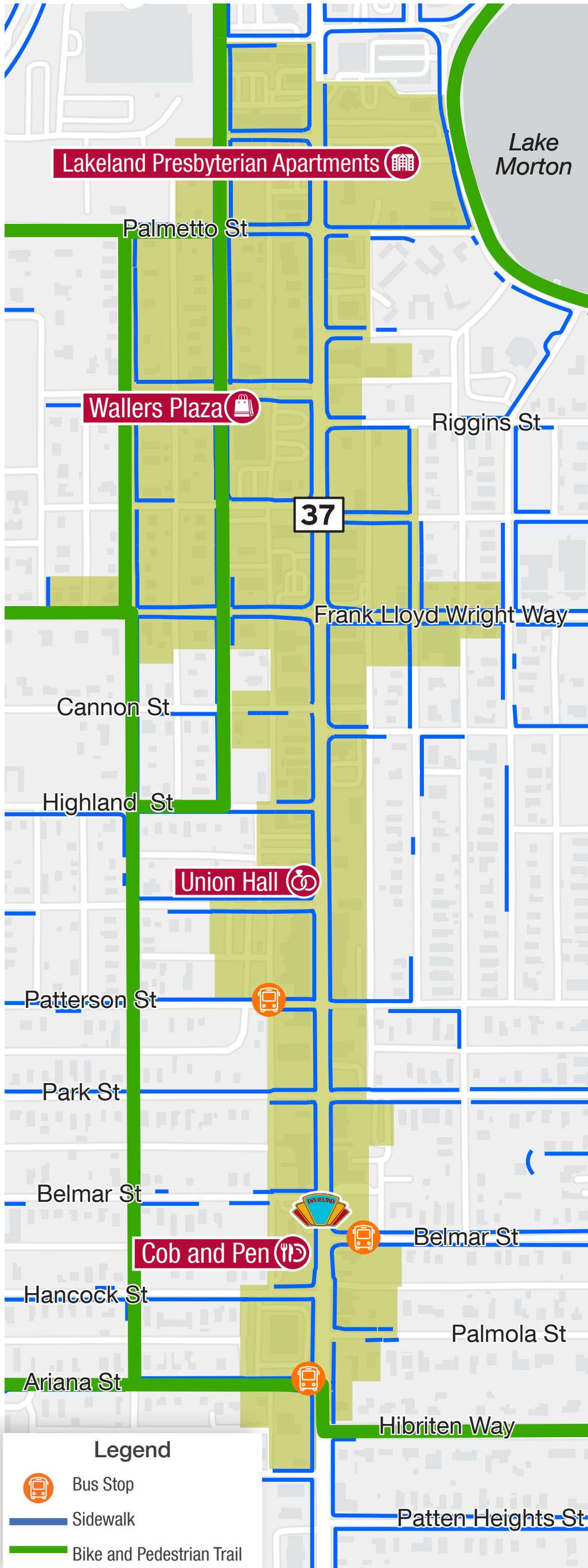
Station #3: Public Safety



Please identify on the map areas where public safety concerns exist and where improvements through the CRA could help enhance safety.

Is there any additional feedback you'd like to provide relating to public safety?

Station #4: Transportation



I use the following transportation in Dixieland:

- Bike
- Walking
- Drive
- Public Transit

I would like to start using the following modes of transportation in Dixieland:

- Bike
- Walking
- Drive
- Public Transit

Identify areas on the map that could benefit from improved infrastructure, such as crosswalks, additional sidewalks, or better connectivity.

Is there any additional feedback you'd like to provide relating to transportation?
