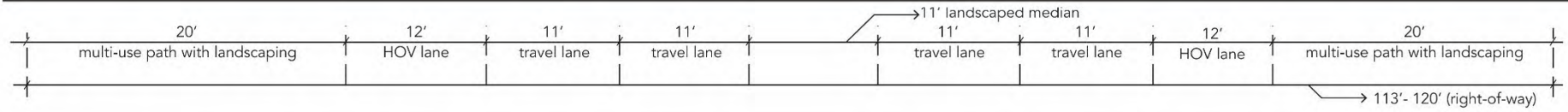
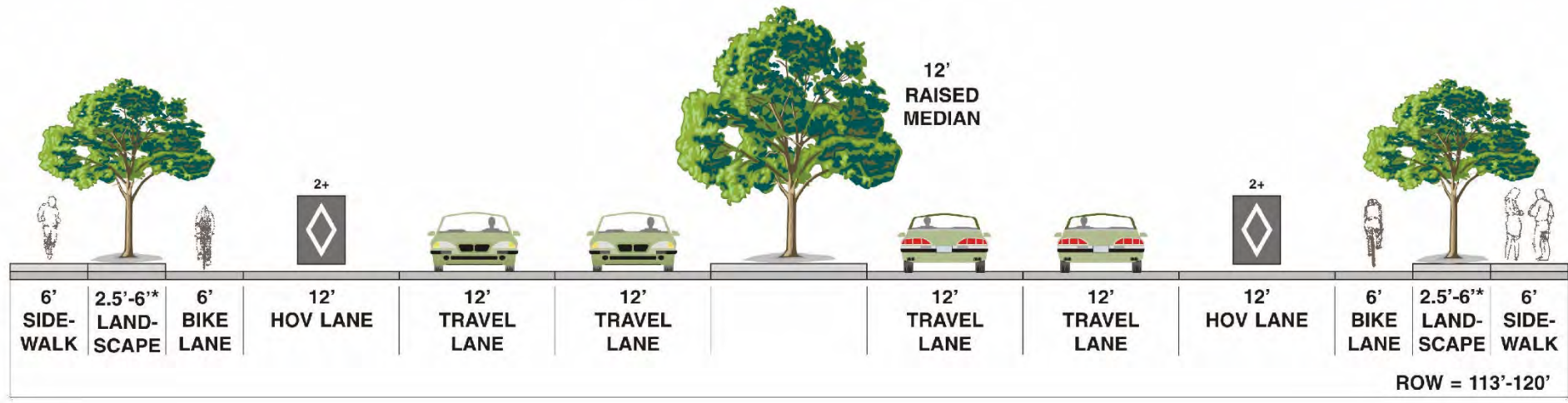
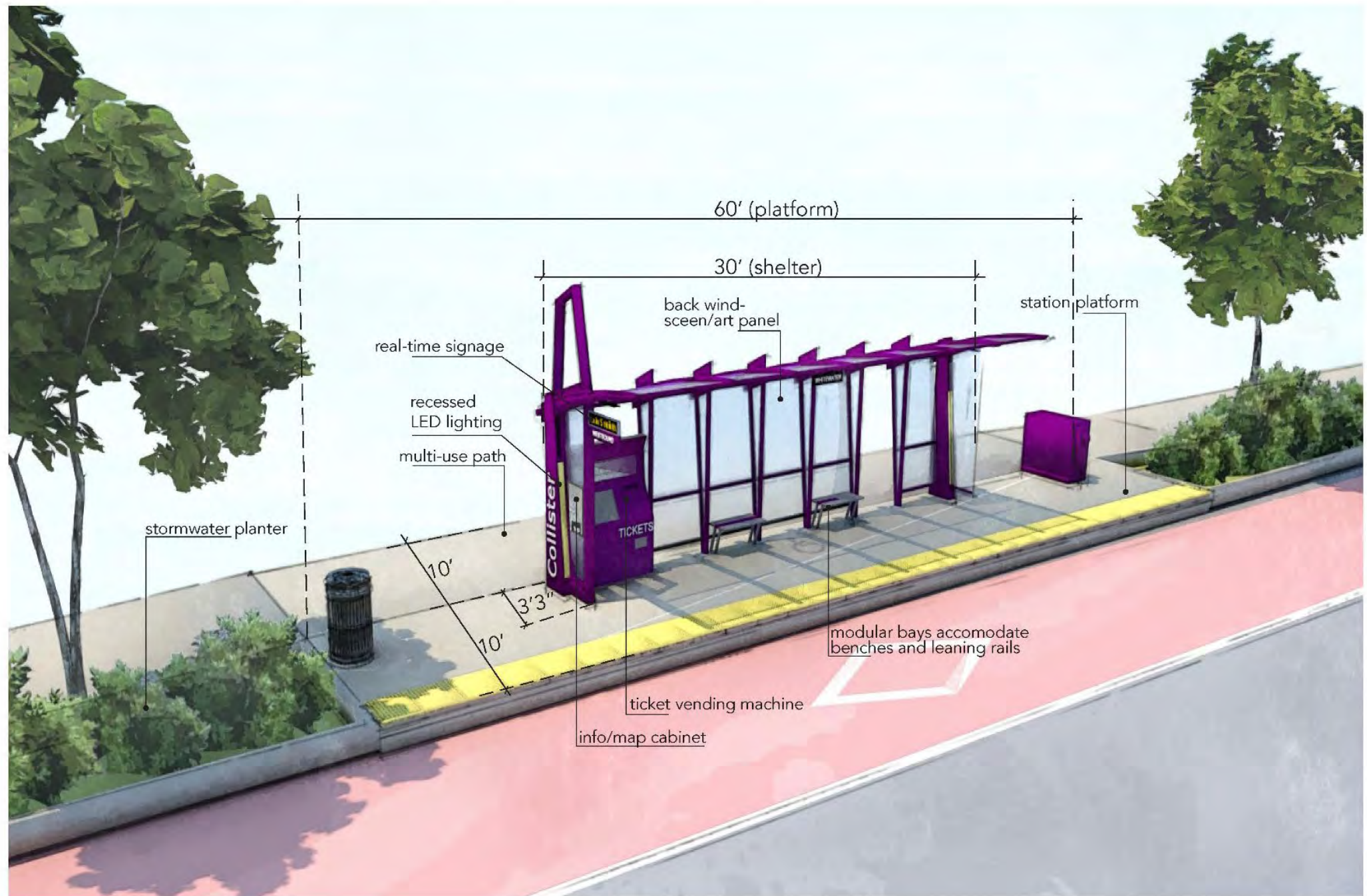


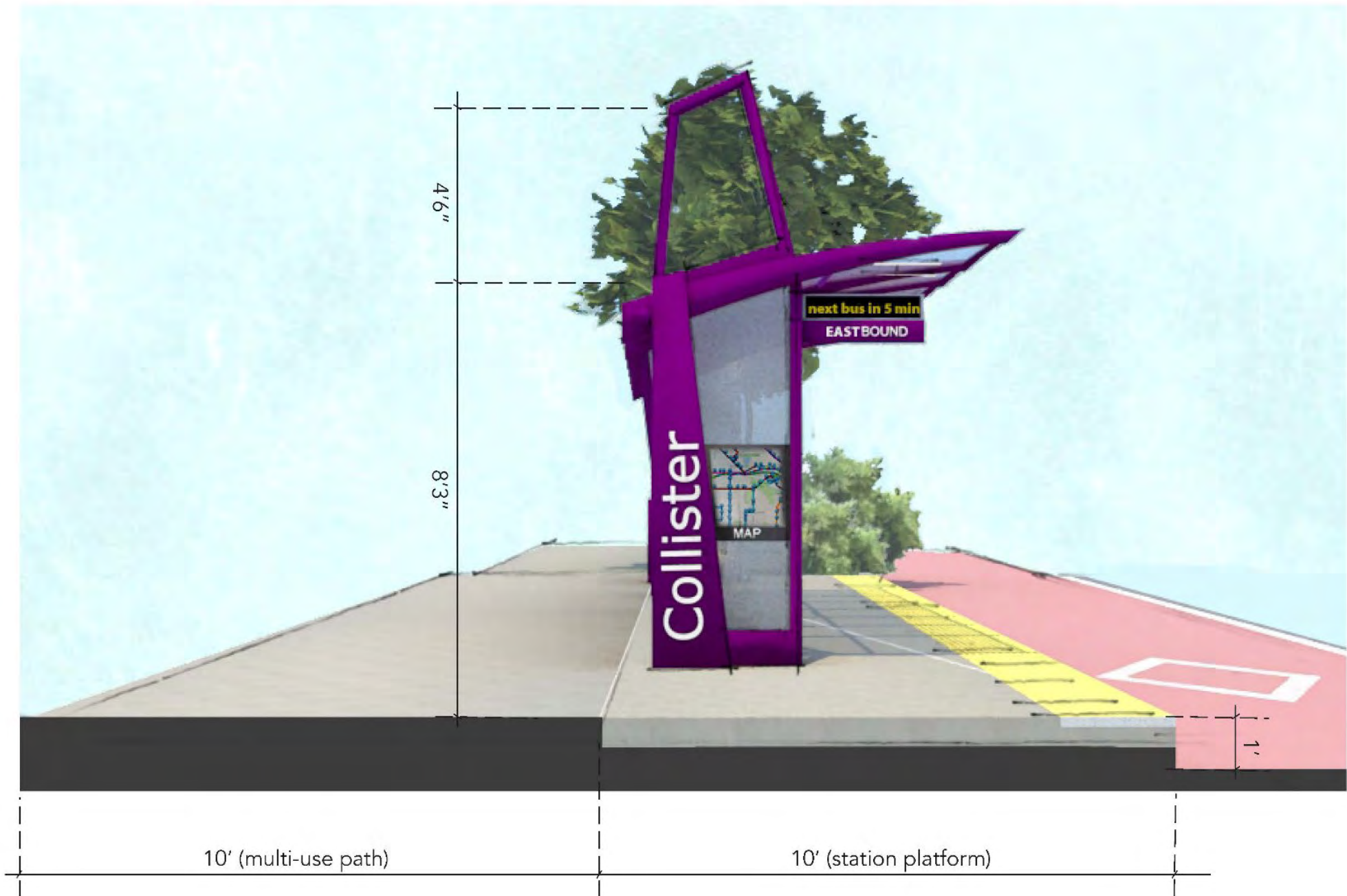


# STATE STREET CORRIDOR














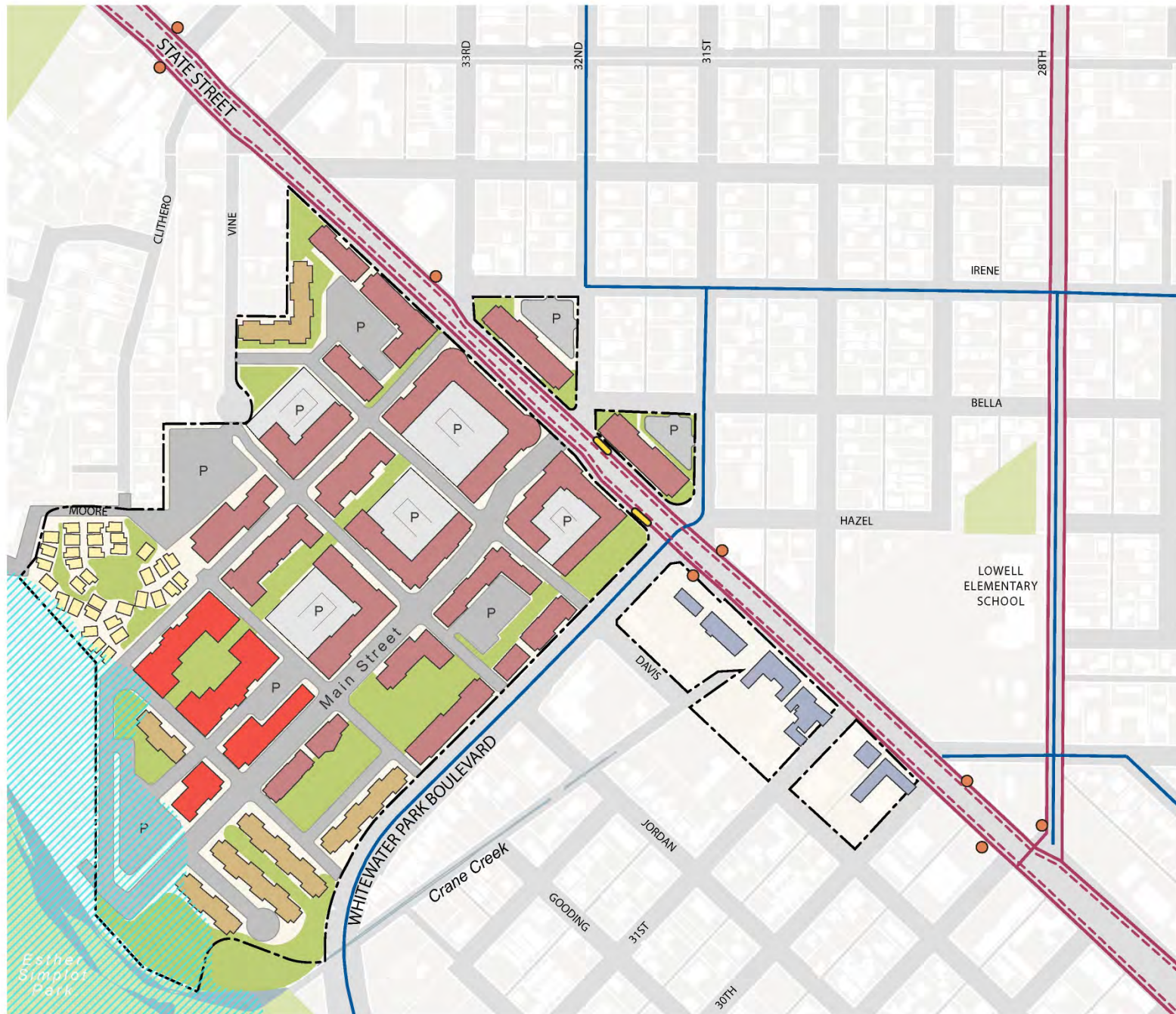
## URBAN DESIGN CONCEPT OPPORTUNITY SITES

### WHITEWATER PARK BLVD. STATION AREA

Existing Conditions

 Opportunity Areas





## URBAN DESIGN CONCEPT CONCEPTUAL BUILDING LAYOUT

### WHITEWATER PARK BLVD. STATION AREA

#### EXISTING CONDITIONS

- Opportunity Areas
- Flood Plain
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

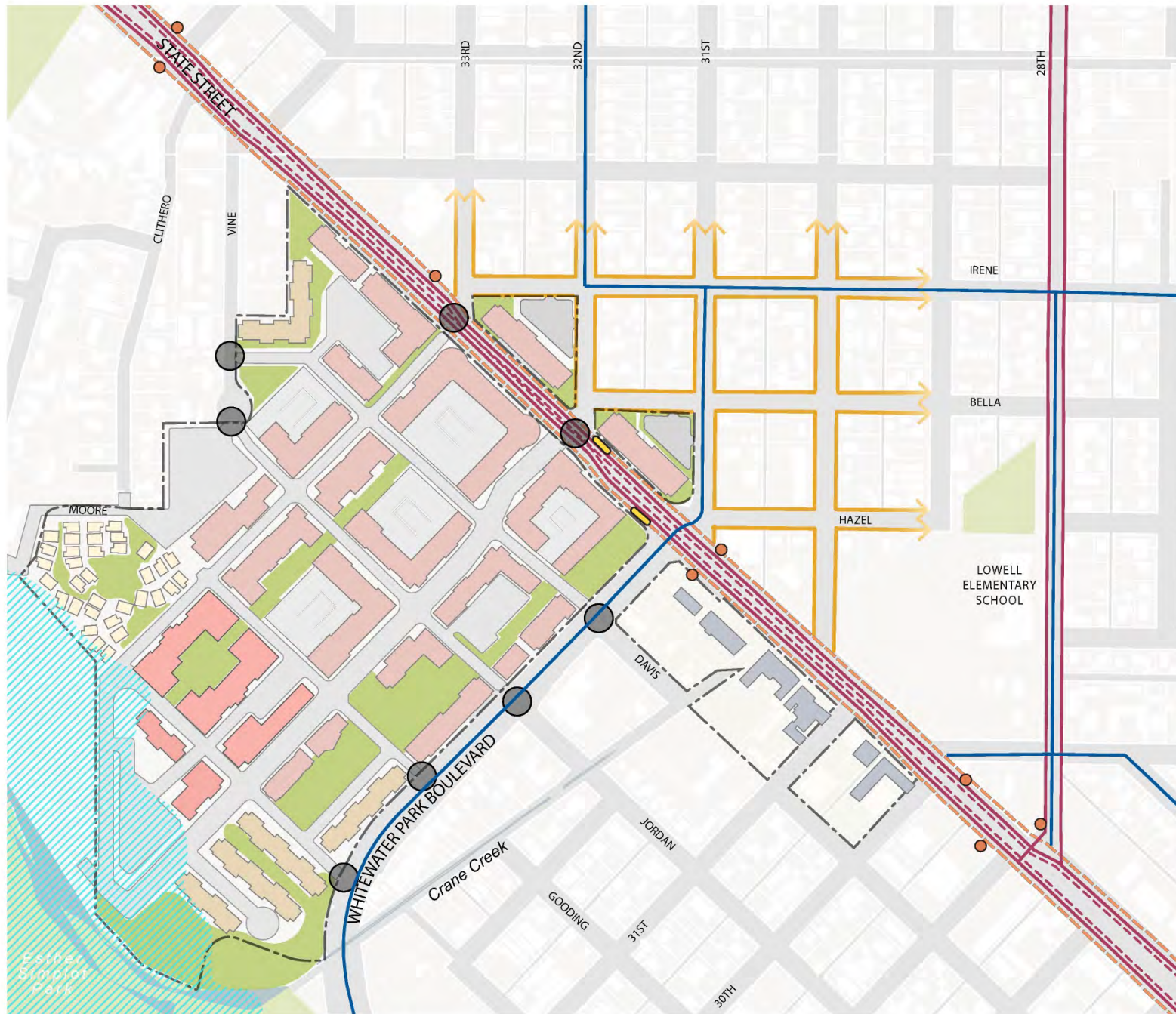
#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Multi-use Path

#### LAND USE VISION

- Mixed Use (Office/ Residential)
- Multi-Family Residential (Apartment)
- Multi-Family Residential (Townhouse)
- Single-Family Residential (Cluster Housing)
- Retrofit
- Community/Open Space





## URBAN DESIGN CONCEPT CONNECTIVITY & AMENITIES

### WHITEWATER PARK BLVD. STATION AREA

#### EXISTING CONDITIONS

- Opportunity Areas
- Flood Plain
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

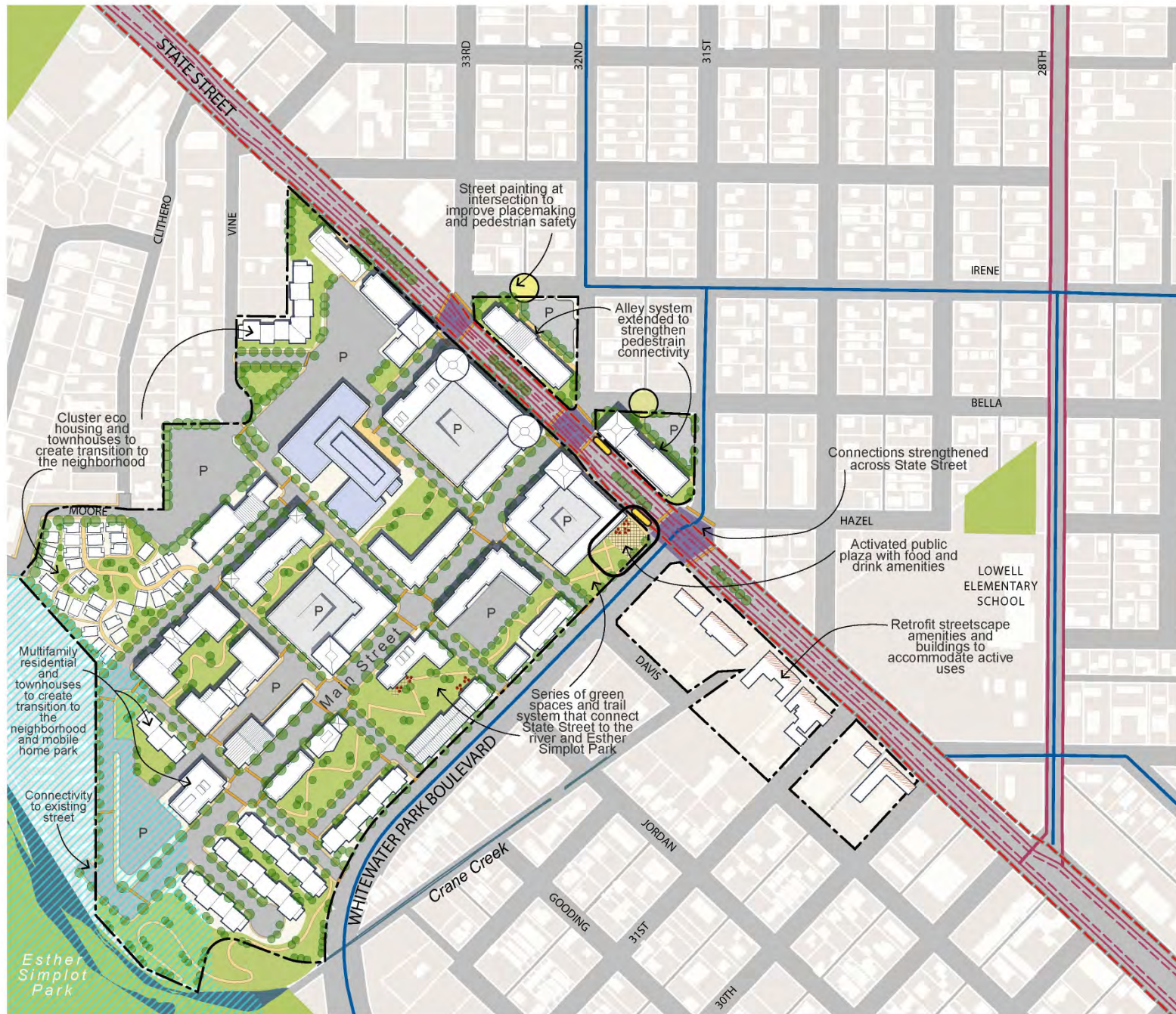
#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Multi-use Path
- Sidewalk Improvements
- Improved / Signalized Intersection

#### LAND USE VISION

- Mixed Use (Office/ Residential)
- Multi-Family Residential (Apartment)
- Multi-Family Residential (Townhouse)
- Single-Family Residential (Cluster Housing)
- Retrofit
- Community/Open Space





## URBAN DESIGN CONCEPT STATION CONCEPT (phase 1)

### WHITewater PARK BLVD. STATION AREA

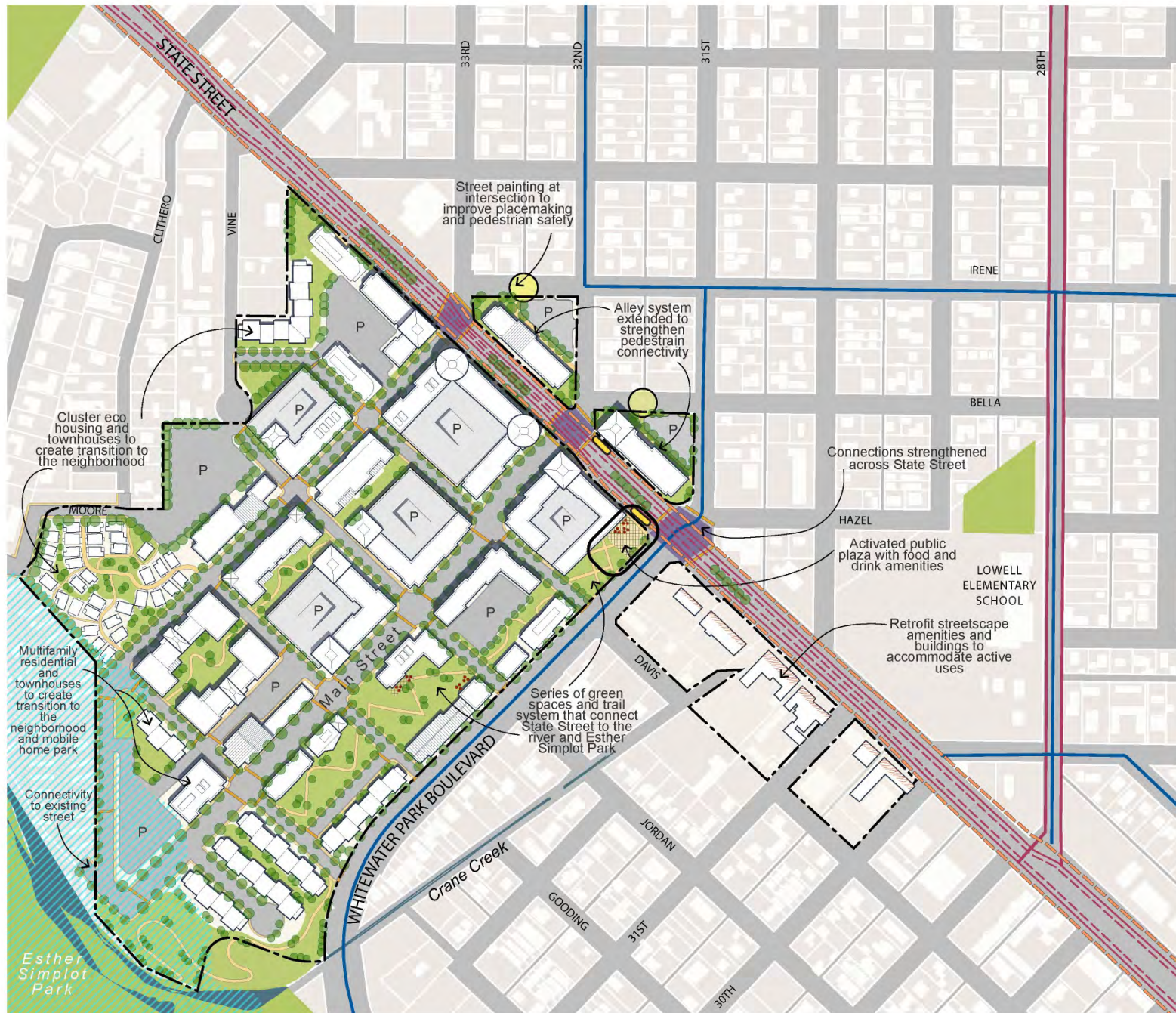
#### EXISTING CONDITIONS

- Opportunity Sites
- Flood Plain
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops
- Existing ITD Headquarters

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Intersection Improvements
- Multi-use Path
- New Development





## URBAN DESIGN CONCEPT STATION CONCEPT (phase 2)

### WHITewater PARK BLVD. STATION AREA

#### EXISTING CONDITIONS

- Opportunity Sites
- Flood Plain
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Intersection Improvements
- Multi-use Path
- New Development














## URBAN DESIGN CONCEPT OPPORTUNITY SITES

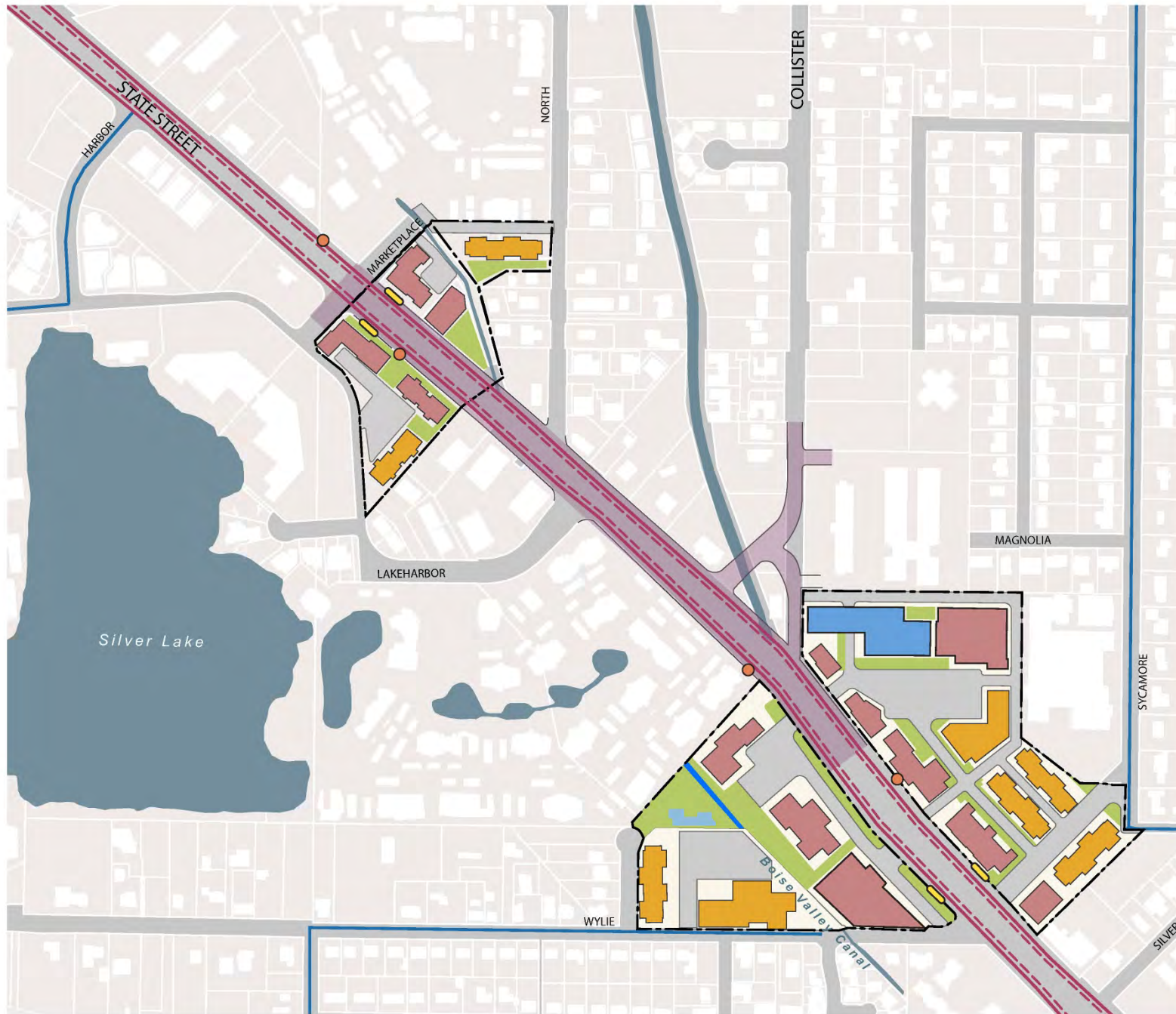
### COLLISTER DRIVE STATION AREA

#### EXISTING CONDITIONS

 Opportunity Areas

0 250 500 Feet 








## URBAN DESIGN CONCEPT CONCEPTUAL BUILDING LAYOUT

### COLLISTER DRIVE STATION AREA





#### EXISTING CONDITIONS

-  Opportunity Areas
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes
-  Transit Stops

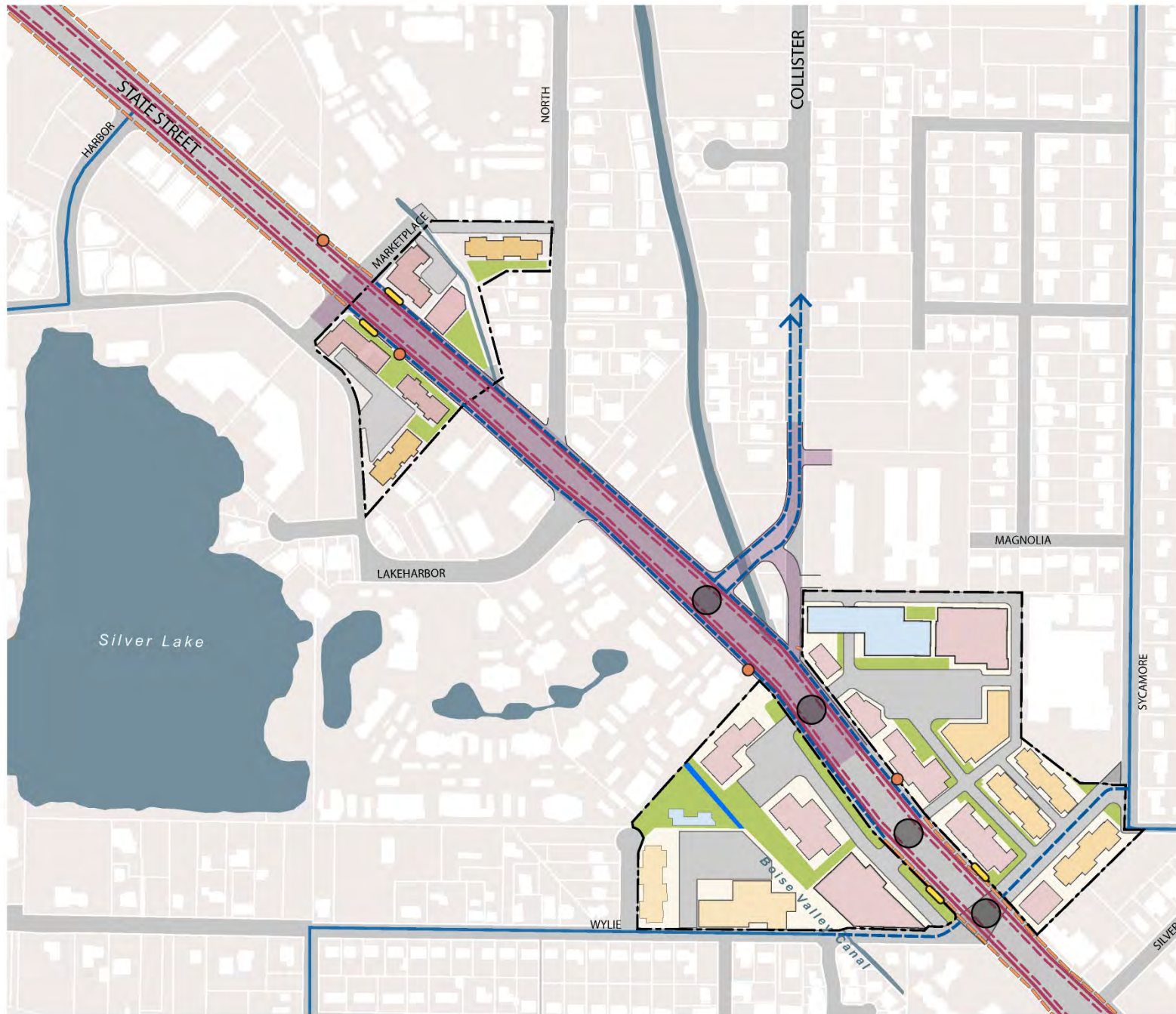
#### PROPOSED CORRIDOR UPGRADES

-  ACHD ROW Improvement Project Area
-  BRT Station Locations
-  BRT Alignment

#### LAND USE VISION

-  Mixed-use (Office/ Residential)
-  Mixed-use Residential
-  Institutional/Educational
-  Community/Open Space





## URBAN DESIGN CONCEPT CONNECTIVITY & AMENITIES

### COLLISTER DRIVE STATION AREA



#### EXISTING CONDITIONS

-  Opportunity Areas
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes
-  Transit Stops

#### PROPOSED CORRIDOR UPGRADES

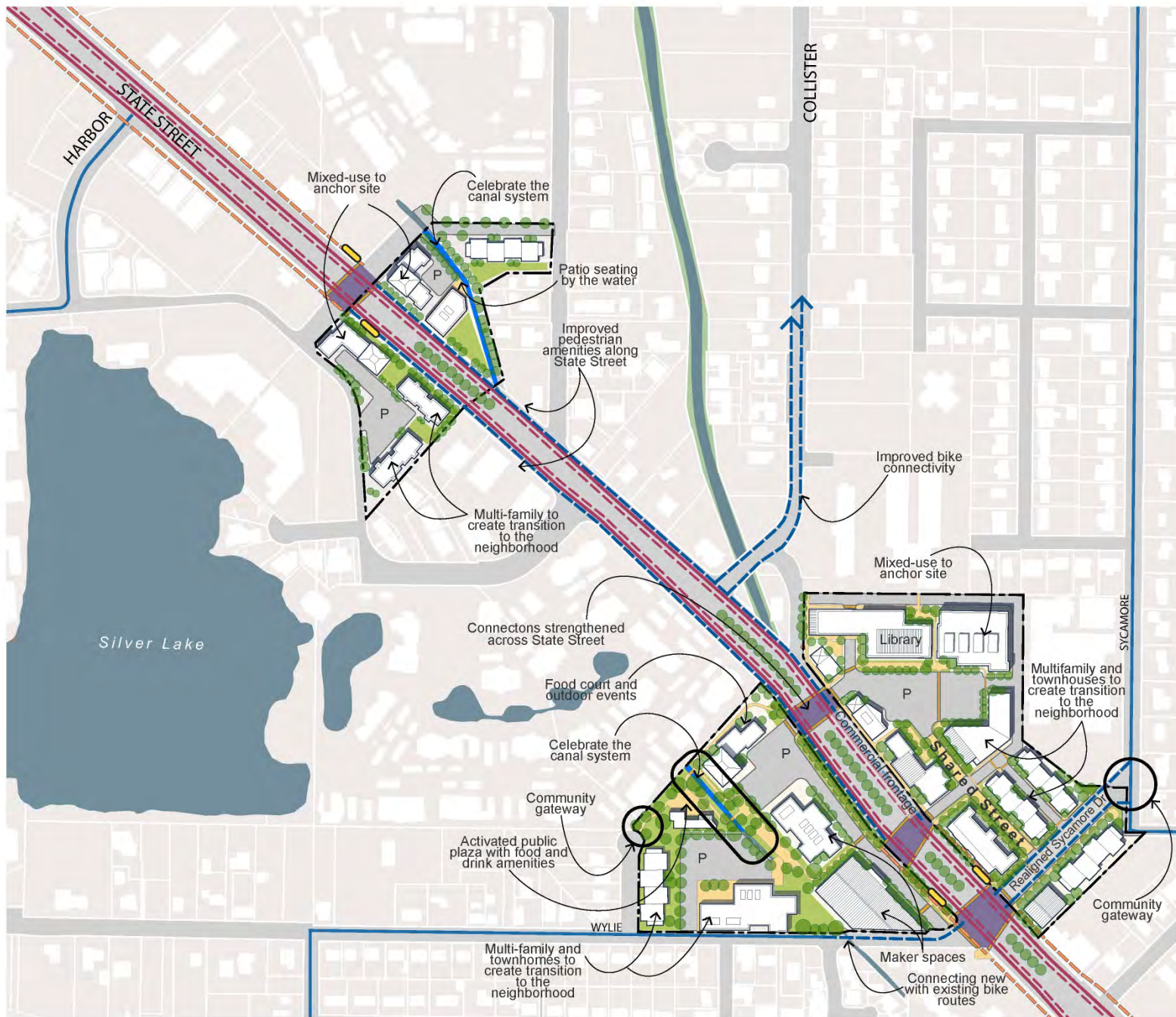
-  ACHD ROW Improvement Project Area
-  BRT Station Locations
-  BRT Alignment
-  Bicycle Lane Improvements
-  Multi-use Path
-  Improved / Signalized Intersection

#### LAND USE VISION

-  Mixed-use (Office/ Residential)
-  Mixed-use Residential
-  Institutional/Educational
-  Community/Open Space







## URBAN DESIGN CONCEPT STATION CONCEPT

### COLLISTER DRIVE STATION AREA

#### EXISTING CONDITIONS

- Opportunity Areas
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Intersection Improvements
- Bicycle Lane Improvements
- Multi-use Path














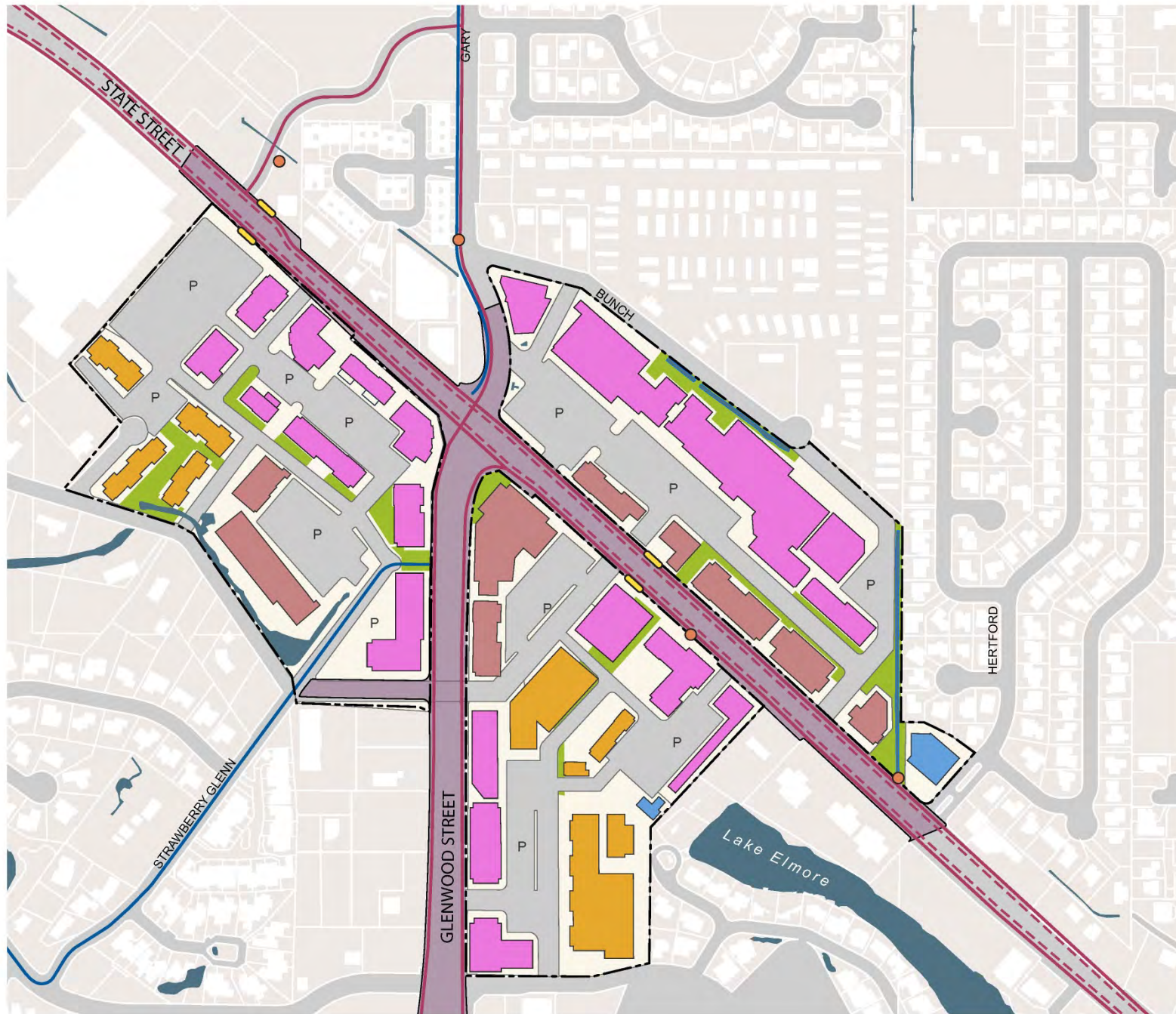
## URBAN DESIGN CONCEPT OPPORTUNITY SITES

### GLENWOOD STREET STATION AREA

Existing Conditions

 Opportunity Sites








## URBAN DESIGN CONCEPT CONCEPTUAL BUILDING LAYOUT

### GLENWOOD STREET STATION AREA






#### EXISTING CONDITIONS

-  Opportunity Areas
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes
-  Transit Stops

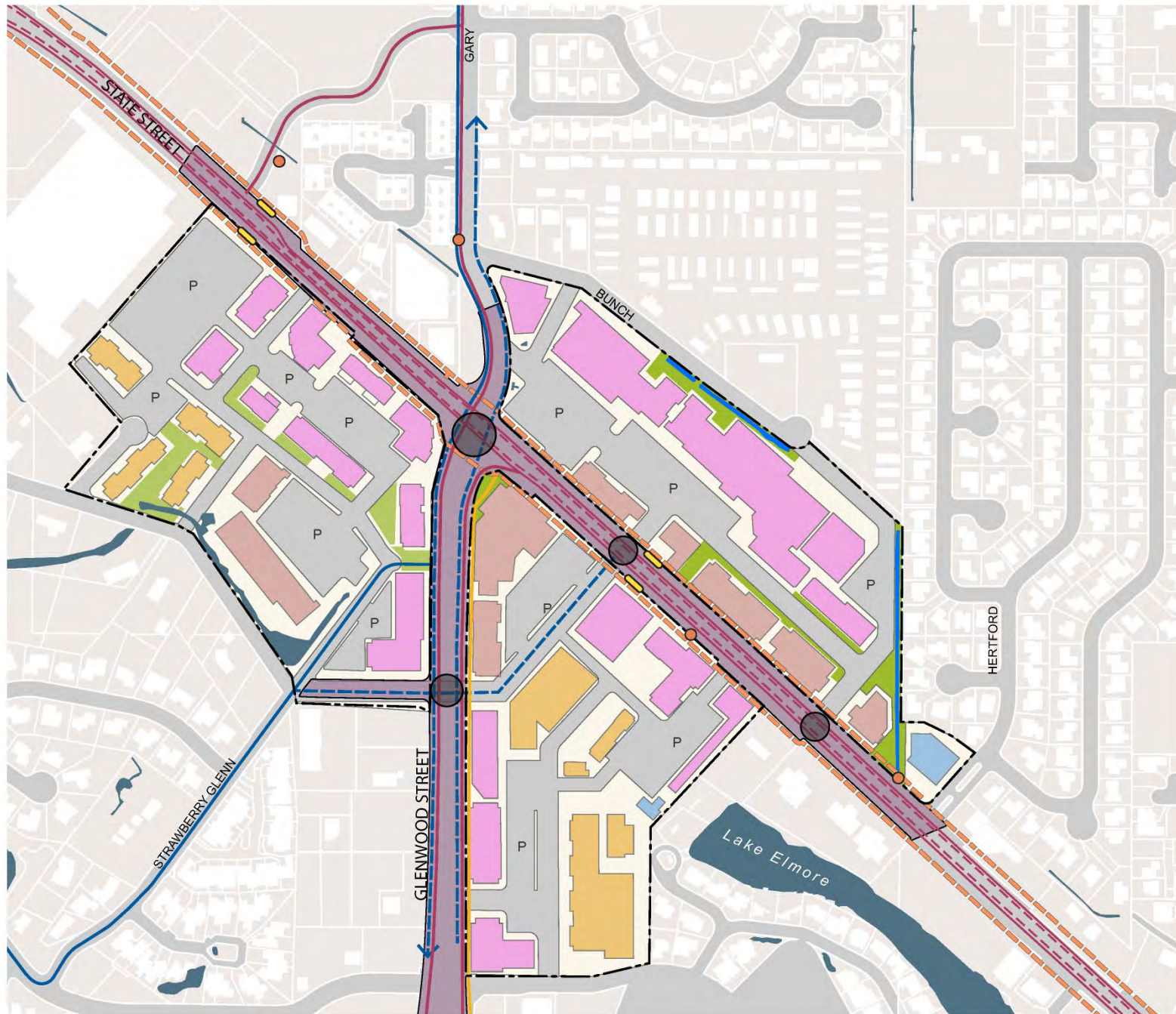
#### PROPOSED CORRIDOR UPGRADES

-  ACHD ROW Improvement Project Area
-  BRT Station Locations
-  BRT Alignment

#### LAND USE VISION

-  Mixed-use (Office/ Residential)
-  Mixed-use Residential
-  Commercial
-  Institutional/Educational
-  Community/Open Space





## URBAN DESIGN CONCEPT CONNECTIVITY & AMENITIES

### GLENWOOD STREET STATION AREA

#### EXISTING CONDITIONS

- Opportunity Areas
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

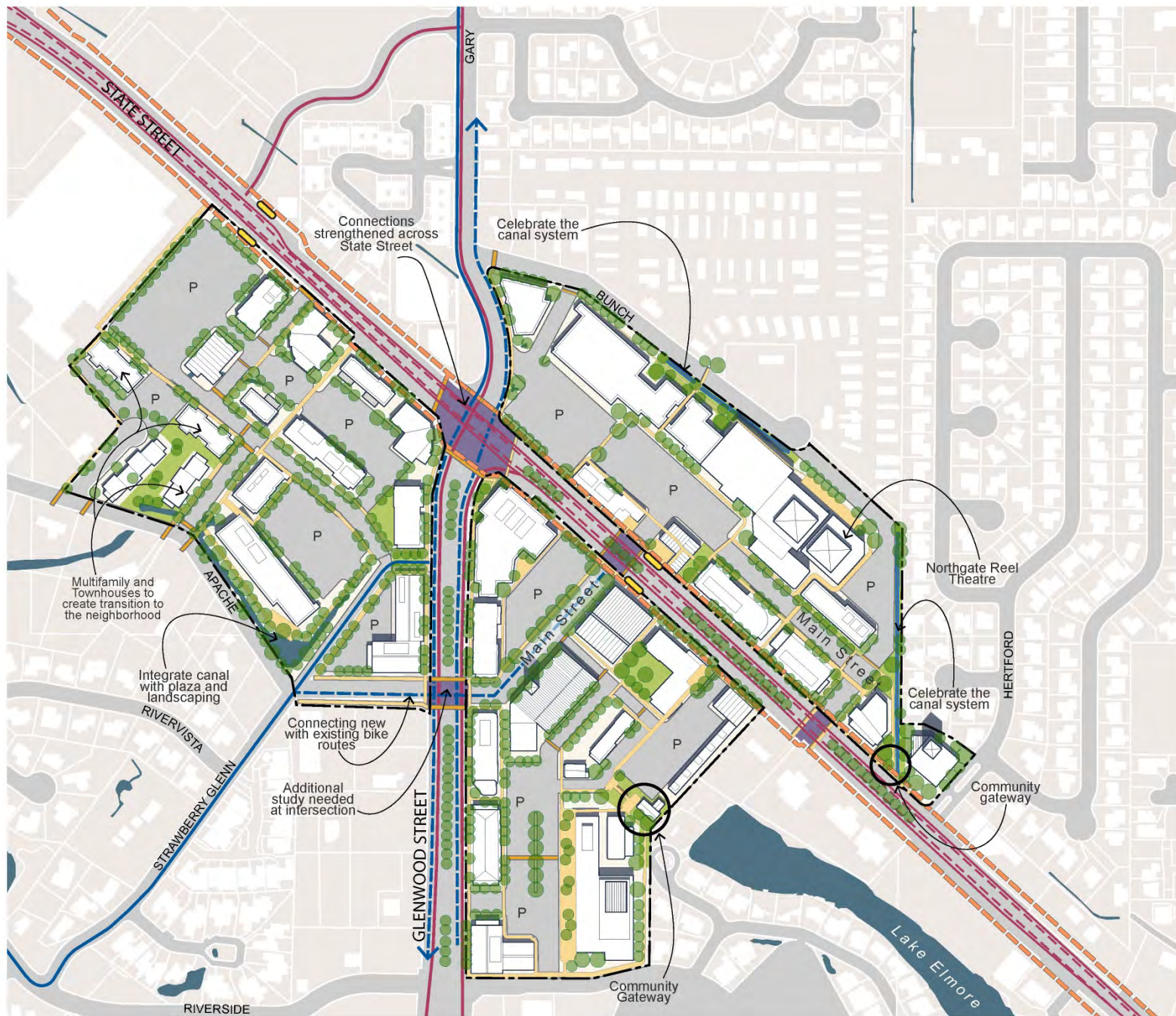
#### PROPOSED CORRIDOR UPGRADES

- ACHD ROW Improvement Project Area
- BRT Station Locations
- BRT Alignment
- Bicycle Lane Improvements
- New Multi-use Path
- Improved / Signalized Intersection

#### LAND USE VISION

- Mixed-use (Office/ Residential)
- Mixed-use Residential
- Commercial
- Institutional/Educational
- Community/Open Space





## URBAN DESIGN CONCEPT STATION CONCEPT

### GLENWOOD STREET STATION AREA

#### EXISTING CONDITIONS

- Opportunity Areas
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Intersection Improvements
- Bicycle Lane Improvements
- Multi-use Path














## URBAN DESIGN CONCEPT OPPORTUNITY SITES

### HORSESHOE BEND RD STATION AREA

Existing Conditions

 Opportunity Areas





## URBAN DESIGN CONCEPT CONCEPTUAL BUILDING LAYOUT

### HORSESHOE BEND RD STATION AREA

#### EXISTING CONDITIONS

- Opportunity Sites
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Bicycle Lane Improvements

#### LAND USE VISION

- Mixed-use (Office/Residential)
- Mixed-use Residential
- Institutional/Educational
- Community/Open Space





## URBAN DESIGN CONCEPT CONNECTIVITY & AMENITIES

### HORSESHOE BEND RD STATION AREA

#### EXISTING CONDITIONS

- Opportunity Sites
- Lake/ Canal/ Waterbody
- Bicycle Routes
- Transit Routes
- Transit Stops

#### PROPOSED CORRIDOR UPGRADES

- BRT Station Locations
- BRT Alignment
- Bicycle Lane Improvements
- Multi-use Path
- Improved / Signalized Intersection

#### LAND USE VISION

- Mixed-use (Office/Residential)
- Mixed-use Residential
- Institutional/Educational
- Community/Open Space





## URBAN DESIGN CONCEPT STATION CONCEPT

### HORSESHOE BEND RD STATION AREA

#### EXISTING CONDITIONS

-  Opportunity Areas
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes
-  Transit Stops

#### PROPOSED CORRIDOR UPGRADES

-  BRT Station Locations
-  BRT Alignment
-  Intersection Improvements
-  Bicycle Lane Improvements
-  Multi-use Path













# STATE STREET CORRIDOR



# Urban Design and Building Orientation

- **Pedestrian**-highly walkable, mixed-use streets, on street parking, shared bike facilities





# Urban Design and Building Orientation

- **Access**-walkable-developed at corners, back of business and parking, shared bike facilities





# Urban Design and Building Orientation

- **Through**-multimodal, auto and transit focused, separated paths

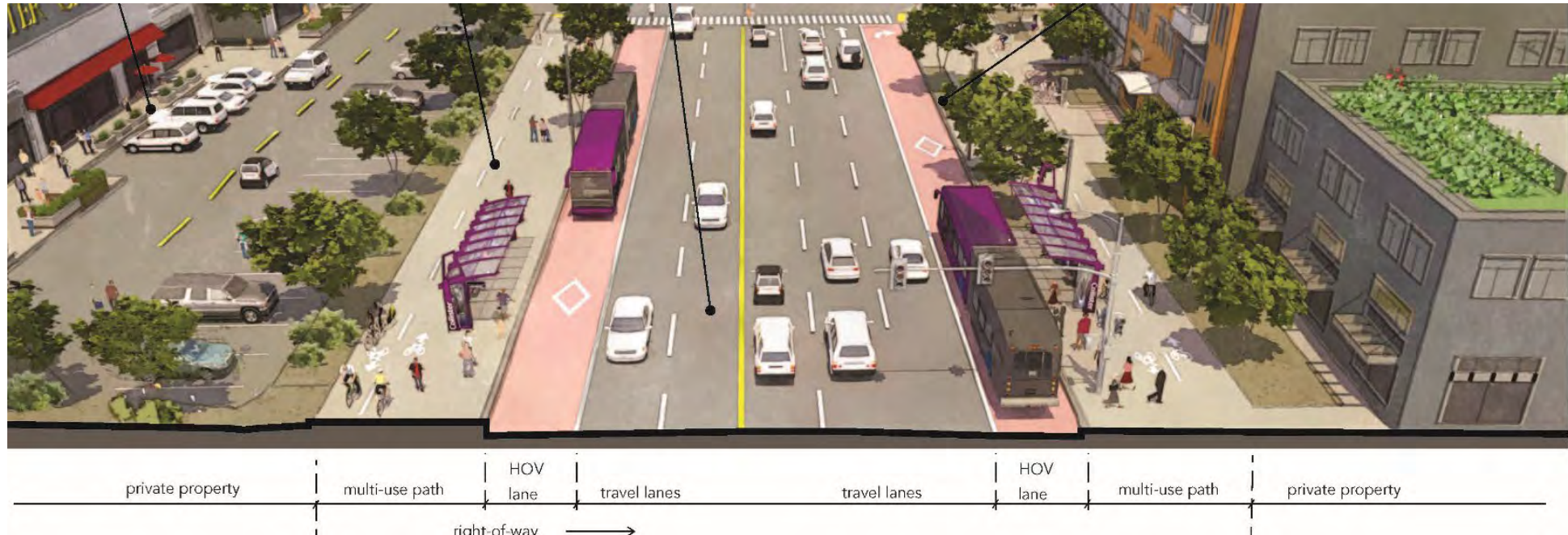




TABLE 8: URBAN DESIGN ORIENTATION AND FRONTAGE CONSIDERATIONS

	STREET TYPE		
	PEDESTRIAN	ACCESS	THROUGH
Objective	High pedestrian quality and strong building frontage.	Moderate pedestrian quality and building services.	Moderate pedestrian quality; auto/transit emphasis.
Sidewalks	Required. Separated from curb by planting strip, tree wells, or rain gardens.	Required. Planting strip recommended but not required.	Required. Separated from curb by planting strip, tree wells, or rain gardens.
On-street parking	Parallel or diagonal parking required. Head-in prohibited.	Parking required. Parallel, diagonal or head-in.	Prohibited.
Number of lanes	Two	Two	Five or more
Minimum % of building along street frontage	Minimum 50%	Minimum 50%.	Minimum 50%
% of off-street vehicle parking along street frontage	Maximum 50 %	Maximum 50%. Prohibited at corners.	Maximum 50%
Block length	Maximum 250 ft. to mid-block lane crossing. Lane width up to 30 ft.	Maximum 250 ft. to mid-block lane crossing. Lane width up to 30 ft.	N/A
Typical vehicle speed	15-25 mph	15-25 mph	35-45 mph