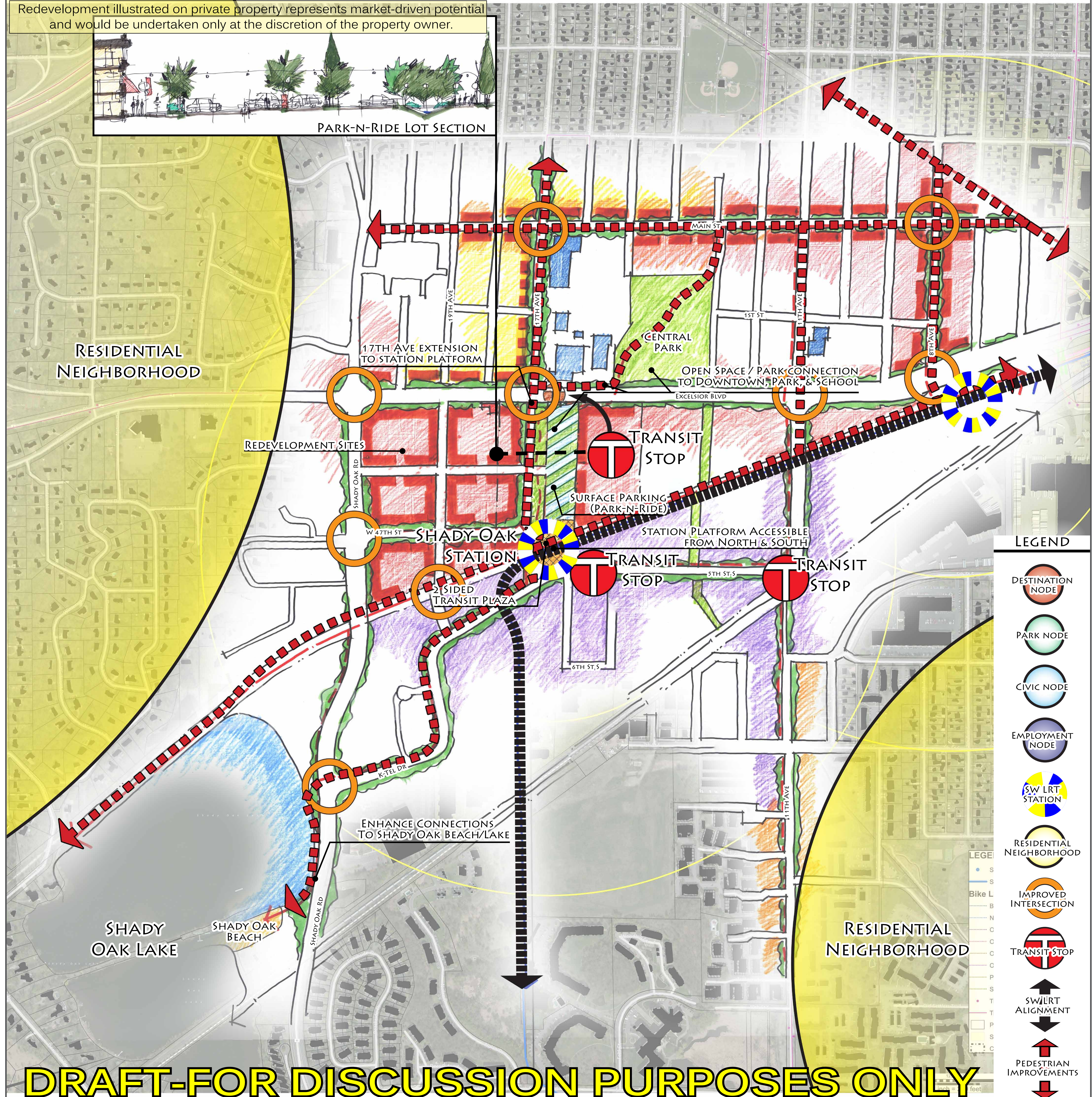


SHADY OAK

URBAN VILLAGE + SCHOOLS/LEARNING + HEALTH/ WELLNESS + RECREATION/ ENVIRONMENTAL CENTER + EMPLOYMENT CENTER + CULTURAL CENTER + TRANSIT/TRAIL FEEDER

Redevelopment illustrated on private property represents market-driven potential and would be undertaken only at the discretion of the property owner.



DRAFT-FOR DISCUSSION PURPOSES ONLY

DIRECTIONS & OPPORTUNITIES

- » 17th Avenue is an important road to be extended to station platform
- » Focus on making this a commuter station/supporting employment
- » Split parcel currently sitting at 17th Avenue to add parking spaces.
- » Regional trail on north side of platform
- » Parking along east side of new 17th Avenue extension
- » Building faces towards station and parking
- » Visual connection down 17th Avenue to platform
- » South facing transit plaza space to provide visibility / access to business park
- » Introduction of new street system throughout station area/finer grain block pattern
- » Wayfinding/identity of station is critical given that its set back. Consider redevelopment potential west of platform, along Shady Oak Road
- » New greenway down 17th Avenue - The "Lifeline" to the station
 - Potential to continue green street to Main Street
- » Smaller development sites on SW corner with open plaza that will act as the front door to the area
- » Platform/station should service both N/S connection, south users still have equal access
- » Parcel on 17th Avenue will have surface parking, near-term development and green space
 - Preserve width for development and future Park & Ride
- » More intensive development will be needed in the short term to help support creation of parking ramp in the long term.
- » 11th Ave will require street improvements to better connect to station, important to improve K-Tel Dr.

ENGINEERING CONSIDERATIONS

- » Extension of 17th Avenue to station platform
- » Station platform should be accessible from the both the north and south
- » Plaza space on north side of station platform
- » Surface Park & Ride lot should make provisions for future parking structure
- » Station may shift close towards Excelsior Boulevard for better visibility
- » Park & Ride surface lot
- » Kiss & Ride
- » Bus dropoff / turnaround

OPENING DAY CONSIDERATIONS

- » Extension of 17th Avenue to station platform / complete street
- » Station platform should be accessible from the both the north and south
- » Open space/park should connect the station to the school, DT, and park
- » Shared parking will serve Park & Ride and redevelopment
- » Kiss & Ride
- » Bike commuter facilities
- » Surface Park & Ride - designed to transform to structured Park & Ride in future
- » Wayfinding / signage

ALTERNATE ALIGNMENT/STATION LOCATION

