South State Street Transportation Audit

October 23, 2014

Table of Contents

1. Tour Map
2. Zone Discussion Topics
3. Land Use Summary Matrix
4. South State Street Corridor Plan Site Specific Land Use Recommendations Map
5. South State Street Corridor Plan Overall Land Use Recommendations Map
6. South State Street Transportation Improvements (Corridor Plan) Map
Zone 3: Oakbrook Dr. to Eisenhower Pkwy
Parking: Mega Bus Stop/Park and Ride - across from Germain Honda

Zone 2: Eisenhower Pkwy to I-94
Parking: Red Robin

Zone 1: I-94 to Ellsworth Road
Parking: Tyner Furniture
Zone Discussion Topics Based on Previous Corridor Plan Goals and Objectives

Zone 1: 20 Minutes

- Suggested access management
- Pre-Interchange crossing
- Need for pedestrian crosswalk at State Circle – from citizen comments
- Round-about

Zone 2: 40 Minutes

- Interchange Crossing and unsightly concrete median
- Pedestrian links to transit
- The recommended rezoning (to C2B) of mall parking to include development with emphasis on non-motorized connections and transit
- The recommended rezoning of the parcel adjacent to the mall (east side of S State) to compliment the current “hospitality district” with restaurants and retail within walkable distance to hotels.
- The AirRide leaves from the west side of S State and a connection to the “hospitality district” should be considered
- Overall area aesthetic improvements for non-motorized users.
- City’s Non-motorized Transportation Plan identifies a major mid-block crossing here to link the east and west sides of State St. for non-motorized travelers.

Zone 3: 15 Minutes

- State Street Commuter Lot connections to surrounding neighborhoods
- Connectivity to commuter lot from State Street
- Possible S State crossing sites in the vicinity
- Suggested non-motorized pathway connecting Oakbrook Drive through Ward Park
<table>
<thead>
<tr>
<th>Site from Map</th>
<th>Size (acres)</th>
<th>Existing Land use</th>
<th>Existing Zoning</th>
<th>Recommended Zoning</th>
<th>Corridor Plan Recommended Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-A</td>
<td>169</td>
<td>mall, restaurant, retail, hotel, residential</td>
<td>O, RS, P, PUD, C2B, P</td>
<td>Rezone P to C2P</td>
<td>Increase FAR. Incorporate non-motorized and transit facilities to expand access to site. Convert surface parking to structure parking to incorporate additional retail, restaurant and hospitality.</td>
</tr>
<tr>
<td>2-B</td>
<td>42.5</td>
<td>hotel, restaurants</td>
<td>RS, C3, P, O, and M1</td>
<td>C1B Community Convenience and C2B Business Service</td>
<td>Commercial uses to support employees and hotel guests in immediate vicinity, should be designed to encourage transit and non-motorized access. No additional drives on State.</td>
</tr>
<tr>
<td>3-A</td>
<td>120.9</td>
<td>research park, office, storage, charter school</td>
<td>RE</td>
<td>ORL Office, research, Limited Industrial</td>
<td>Office uses for employment along transit corridor, retail if buildings fronted State St with vehicular access along Research Park Drive and non-motorized access on State.</td>
</tr>
<tr>
<td>3-B</td>
<td>8.29</td>
<td>research, office</td>
<td>O office</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
South State Street Corridor Plan
Overall Land Use Recommendations

- Future Land Use
  - Commercial
  - Commercial Local Business
  - Industrial/Research
  - Mixed Use (Commercial/Office/Residential)
  - Mixed Use (Office/Residential)
  - Office (includes Residential)
  - Office/Research/Limited Industrial
  - Recreation