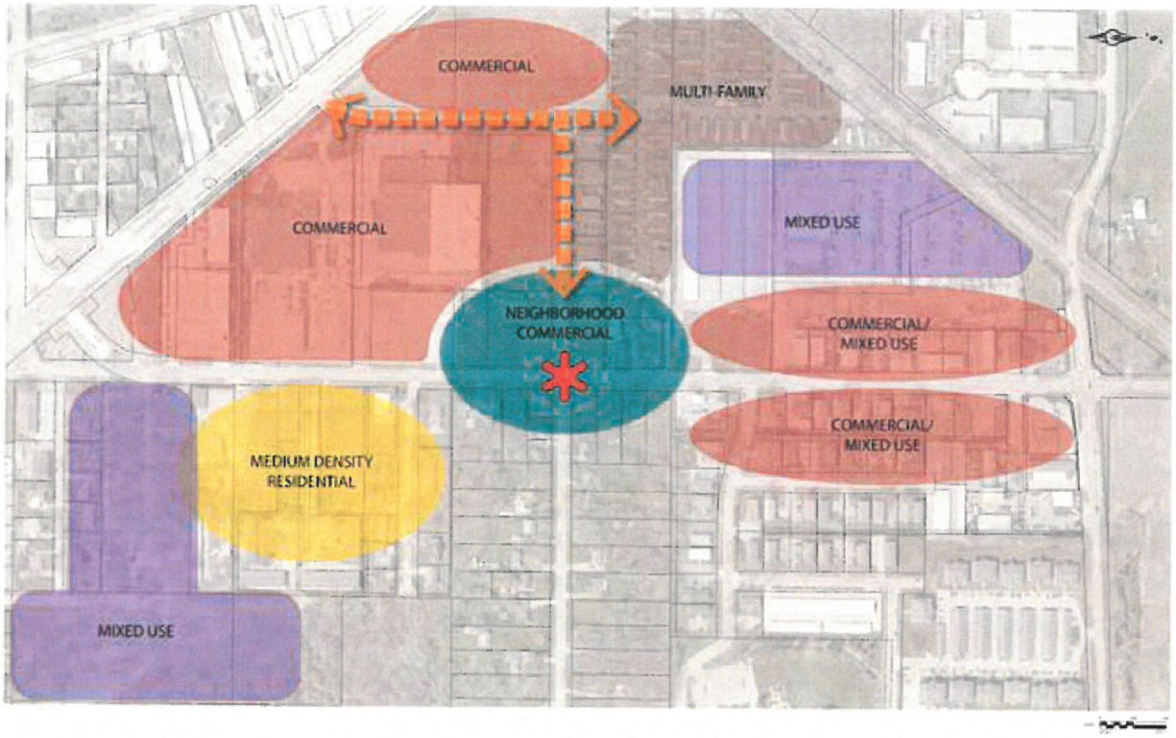
MASTER PLAN



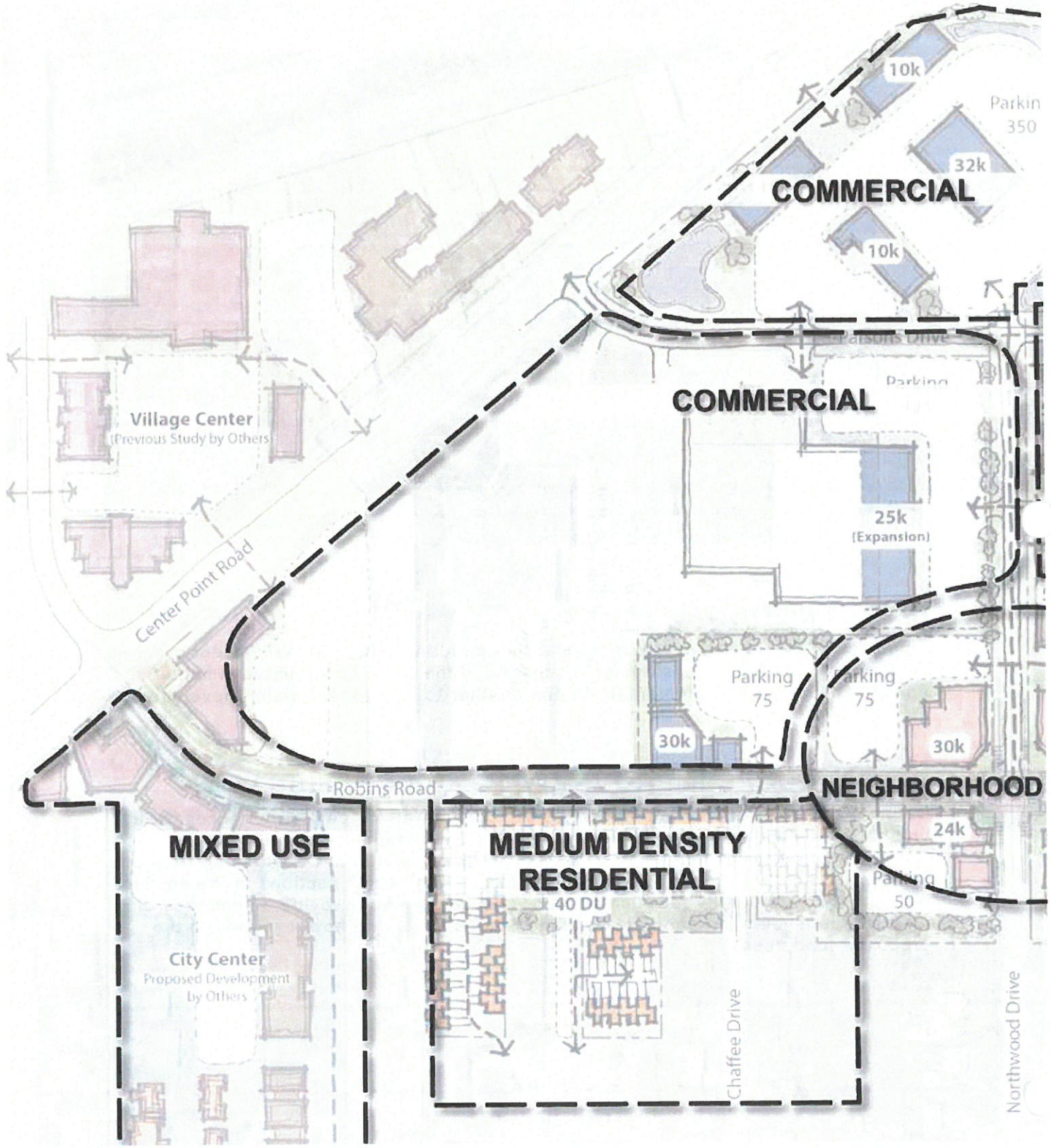
INTRODUCTION:

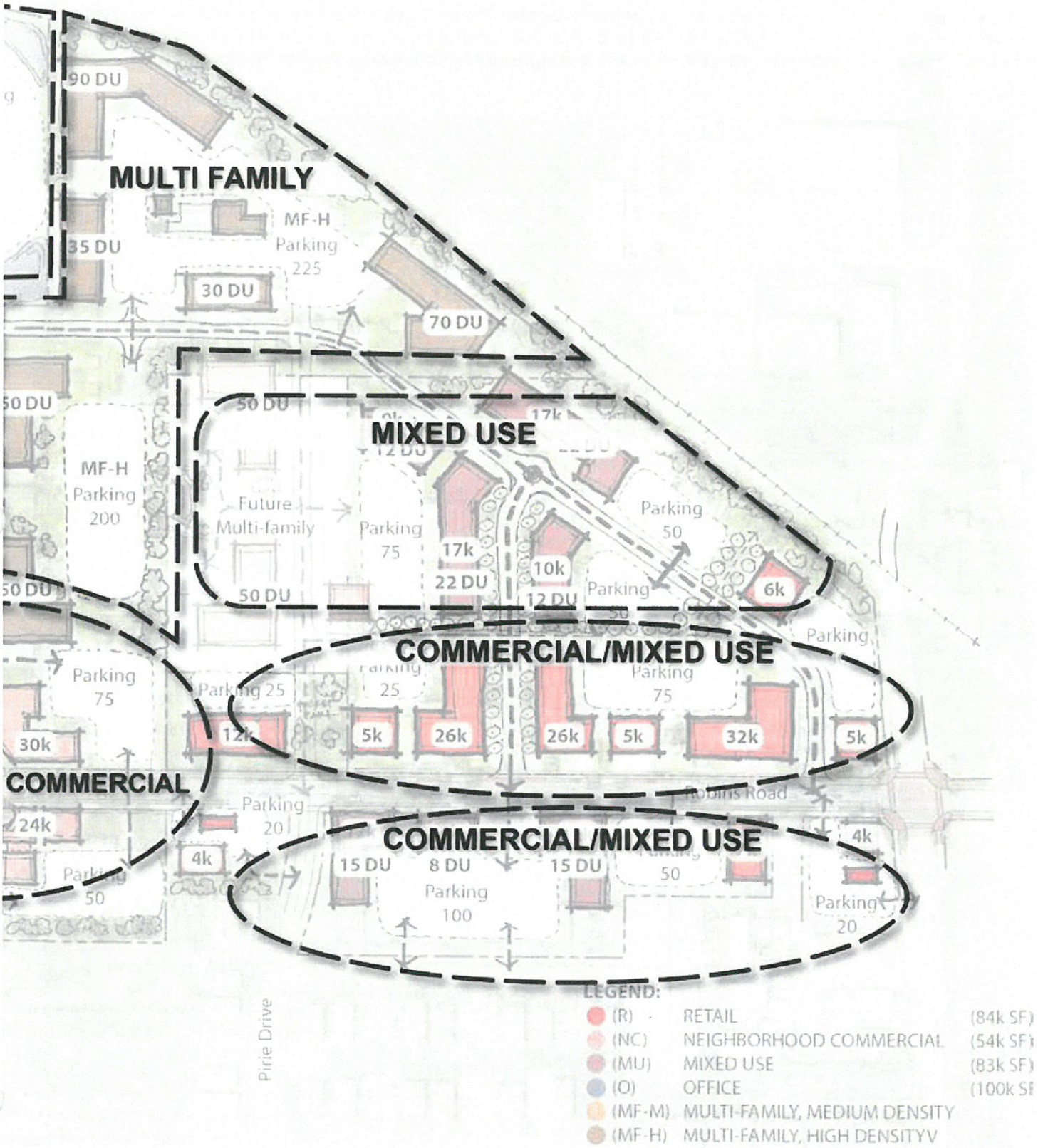
This section identifies strategies for creating an identity and redevelopment program for the corridor. The redevelopment concept and the streetscape improvements/ enhancements are complementary to one another to support the vision developed during the process.

STREETSCAPE IMPROVEMENTS & ACCESSIBILITY:

Robins Road right-of-way improvements are considered for pedestrian accessibility and safety, vehicular traffic efficiency, parking functionality, and corridor identity. Connectivity for the various modes of transportation is vital in transitioning from one land use to another. Enhancing the south, middle, and north sections of the corridor will establish an identity for each section. This chapter will provide a sequence of streetscape layouts in each section along Robins Road and how it relates to the proposed land uses.

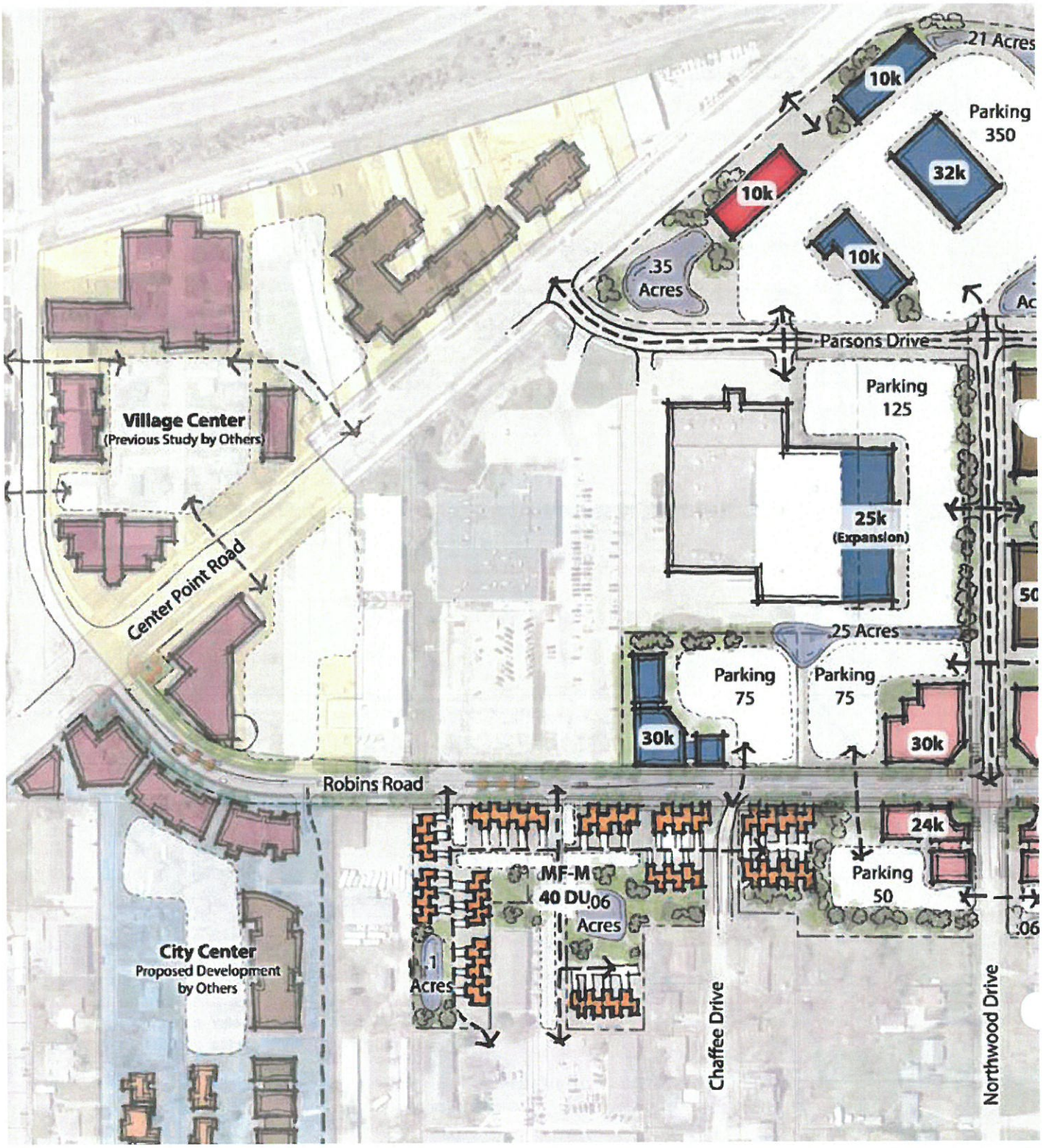
REDEVELOPMENT CONCEPT WITH LAND USE




MULTI FAMILY
90 DU
35 DU
MF-H
Parking
225
30 DU
70 DU
MIXED USE
50 DU
MF-H
Parking
200
Future
Multi-family
Parking
75
17k
22 DU
10k
12 DU
Parking
50
6k
COMMERCIAL/MIXED USE
Parking
75
Parking 25
25
12k
5k
26k
26k
5k
32k
5k
COMMERCIAL
30k
24k
Parking
20
4k
Parking
50
COMMERCIAL/MIXED USE
15 DU
8 DU
15 DU
Parking
100
Parking
50
Parking
20
Robins Road
Pirie Drive
LEGEND:
(R) RETAIL (84k SF)
(NC) NEIGHBORHOOD COMMERCIAL (54k SF)
(MU) MIXED USE (83k SF)
(O) OFFICE (100k SF
(MF-M) MULTI-FAMILY, MEDIUM DENSITY
(MF-H) MULTI-FAMILY, HIGH DENSITYV

REDEVELOPMENT CONCEPT

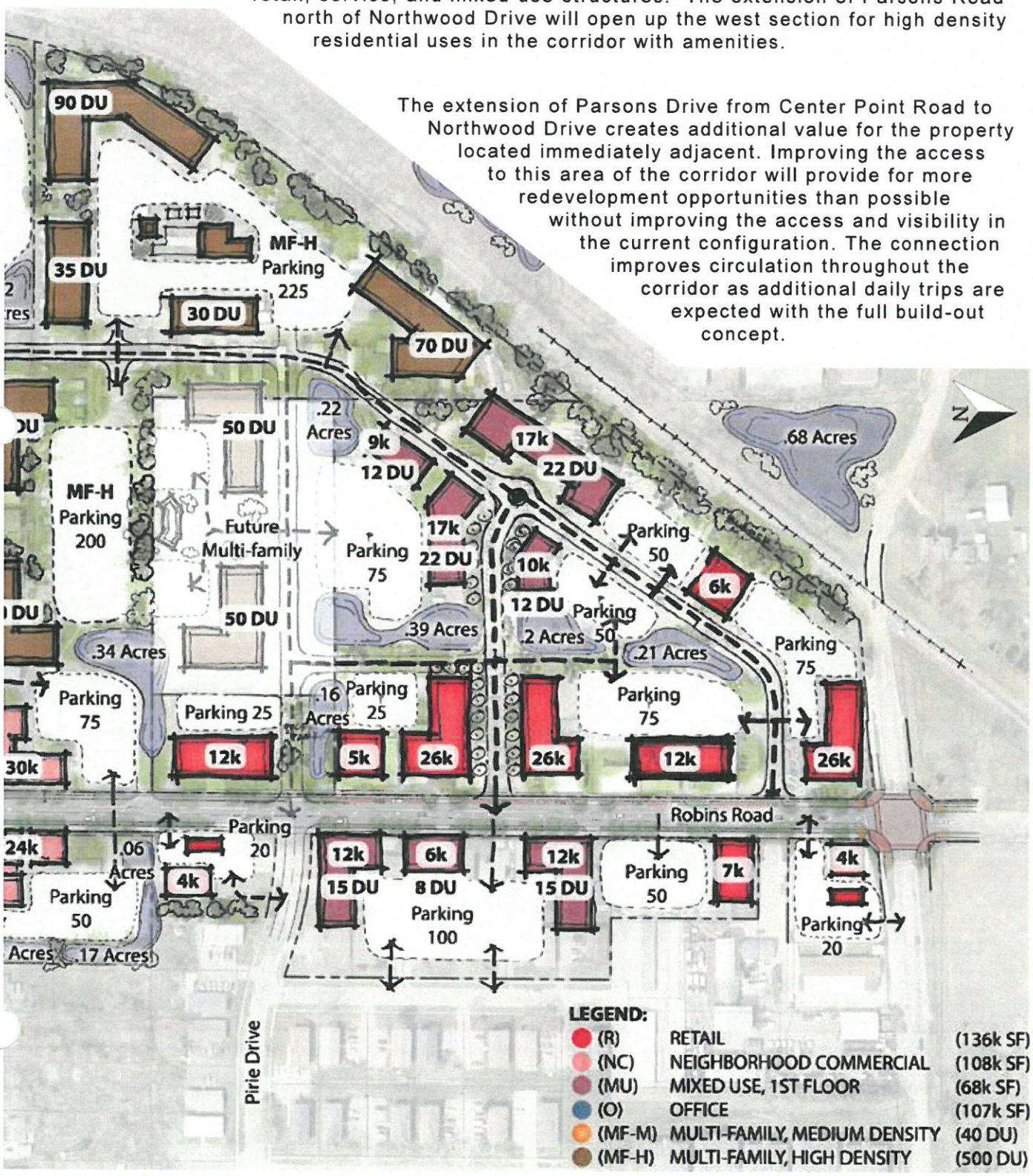
The redevelopment concept includes expansion of office uses on the southwesterly end adjacent to the existing office and light industrial uses near Center Point Road. The east side of the corridor includes medium density attached townhomes to buffer the frontage of the existing multi-family development and provide a transition into the residential neighborhoods located further to the east.



The intersection of Northwood Drive and Robins Road will function as the signature node within the corridor and offers the opportunity to place architecturally interesting buildings that will create a 'signature place'. The node will function as the neighborhood center and can provide for a variety of commercial service uses for the immediate neighborhood and larger community.

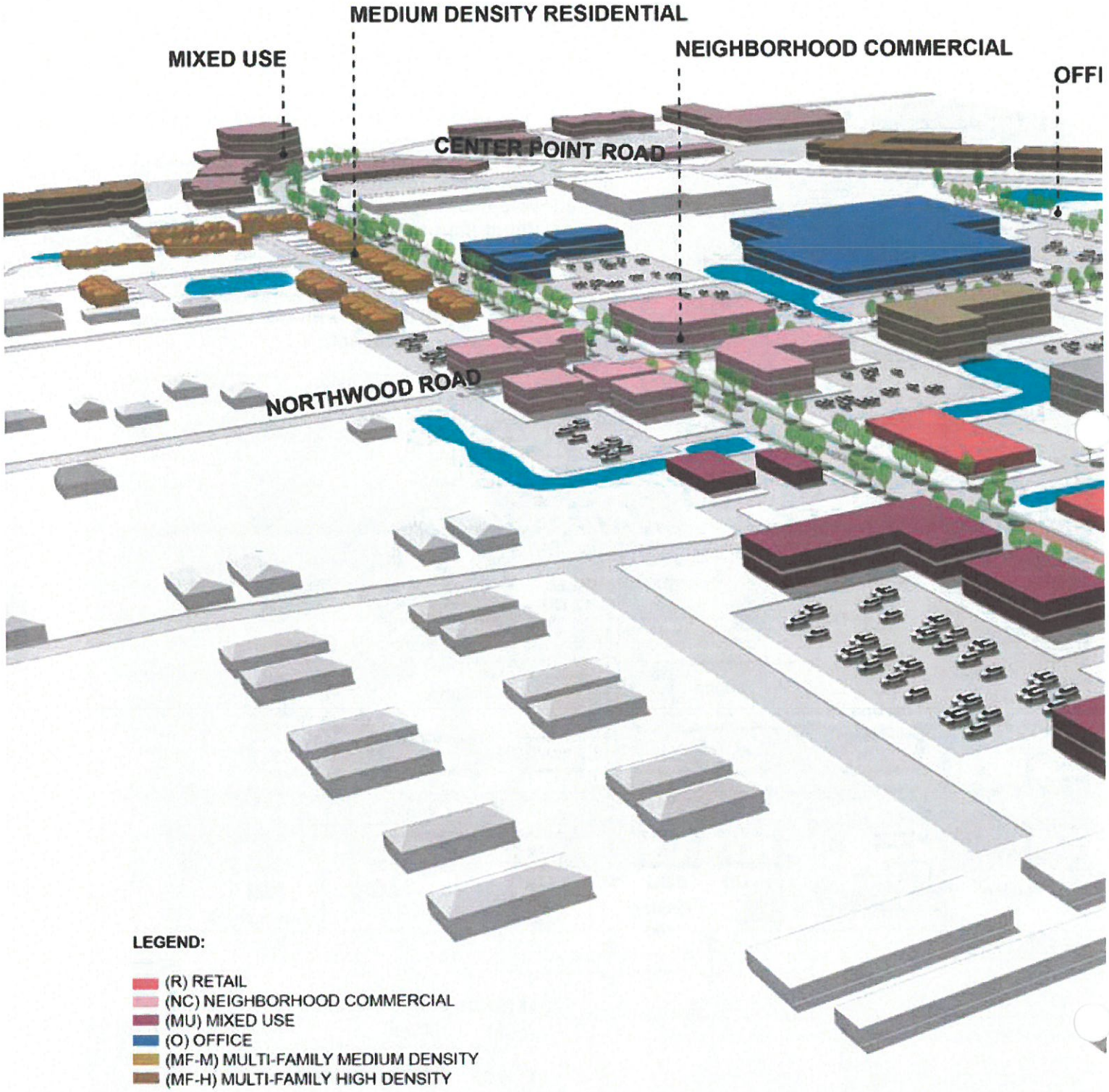
The north side of the corridor will be made up of a variety of commercial, retail, service, and mixed use structures. The extension of Parsons Road north of Northwood Drive will open up the west section for high density residential uses in the corridor with amenities.

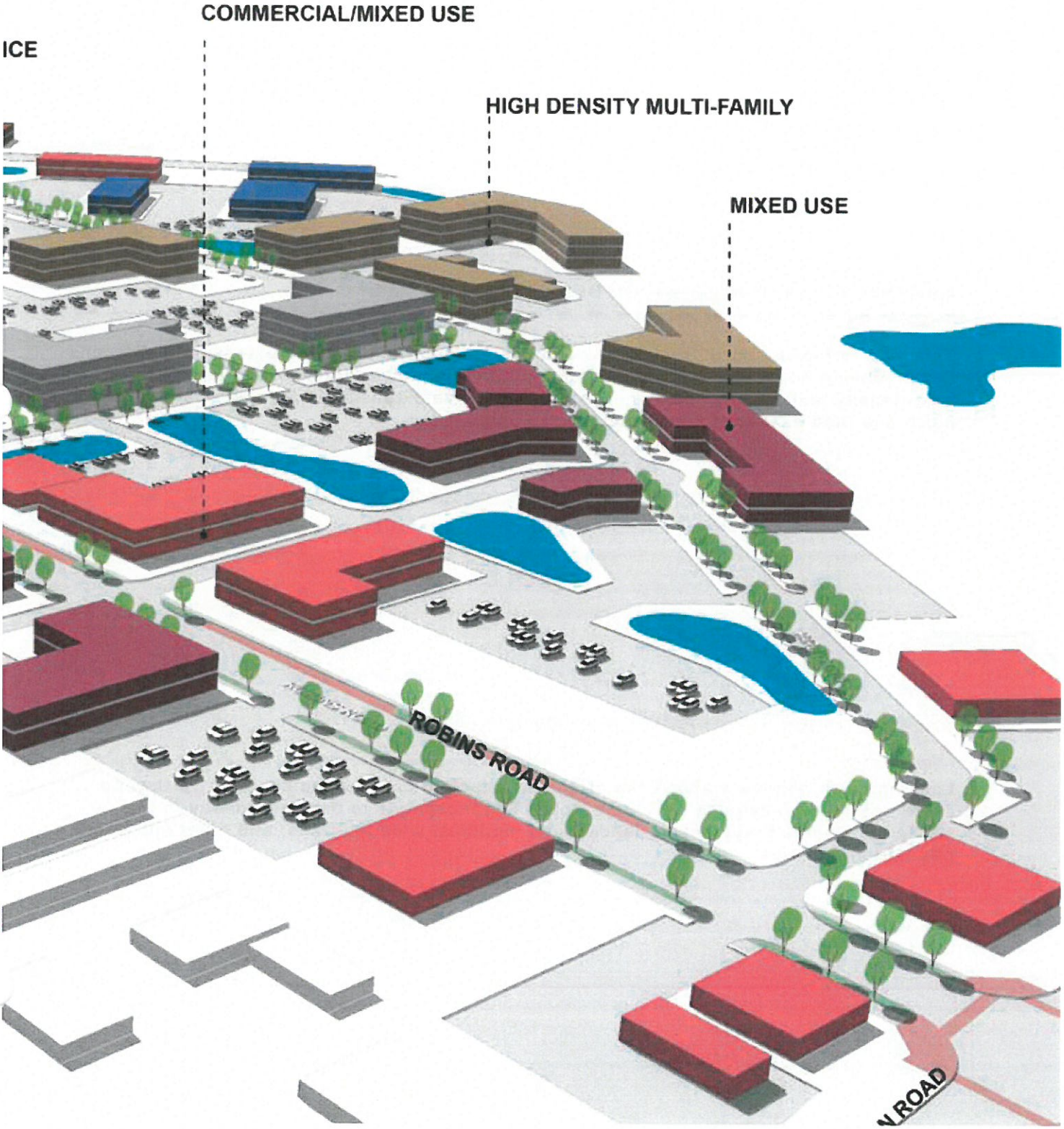
The extension of Parsons Drive from Center Point Road to Northwood Drive creates additional value for the property located immediately adjacent. Improving the access to this area of the corridor will provide for more redevelopment opportunities than possible without improving the access and visibility in the current configuration. The connection improves circulation throughout the corridor as additional daily trips are expected with the full build-out concept.



REDEVELOPMENT MASSING STUDY

The massing study is intended to display the scale of the corridor when fully constructed. It provides a sense of scale and how structures relate to each other, the street and other open spaces.




COMMERCIAL/MIXED USE
ICE
HIGH DENSITY MULTI-FAMILY
MIXED USE
ROBINS ROAD
ROAD

MASSING STUDY: NEIGHBORHOOD COMMERCIAL

This view is looking south on Robins Road toward the neighborhood commercial area at Northwood Drive. This area is envisioned as the center of the corridor with neighborhood-focused retail businesses and enhanced public pedestrian spaces. The image gives a sense of scale for height of buildings, width of road, and pedestrian space.

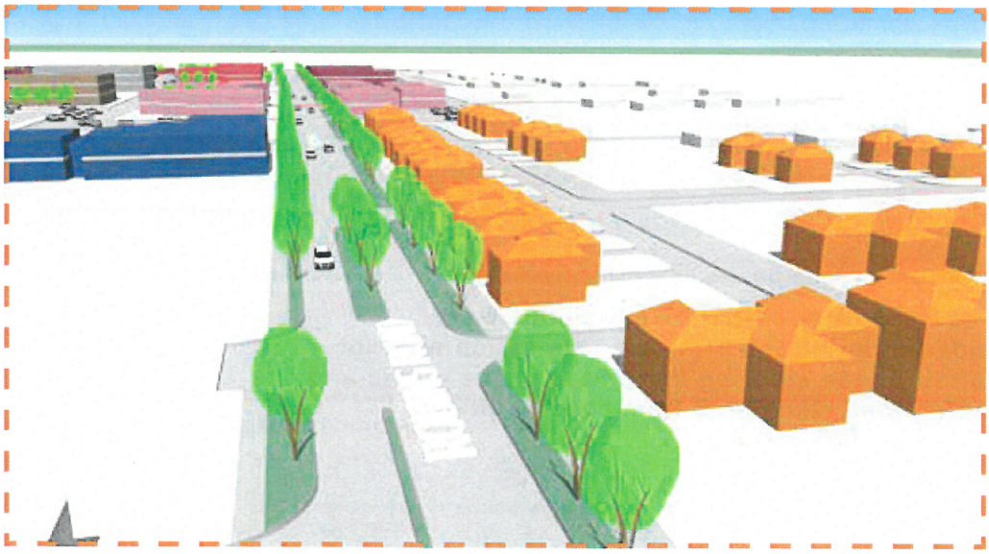
MASSING STUDY: OFFICE & HIGH DENSITY MULTI-FAMILY

This view is looking north from Northwood Drive along the proposed extension of Parsons Drive. Moving north, the two-story proposed office land uses transition to three-story high-density multi-family housing. The Parsons Drive extension is proposed to continue north and then east until it intersects with Robins Road.

MASSING STUDY: MULTI-FAMILY MEDIUM DENSITY

Looking north, this view shows the proposed attached townhouses south of Northwood Drive and on the east side of Robins Road. Enhancements to the right-of-way in this section of Robins Road include landscaped medians, widened trails, and other improved pedestrian facilities.

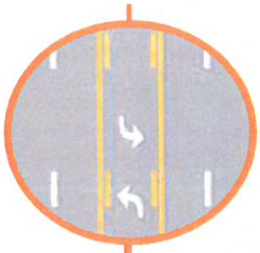
ROBINS ROAD



SOUTH ZONE DISTRICT

EXISTING CONDITIONS:

The existing conditions of this zone are in transition; realigning drivers from Robins Road to Center Point Road.



TURN LANE ALTERNATIVE:

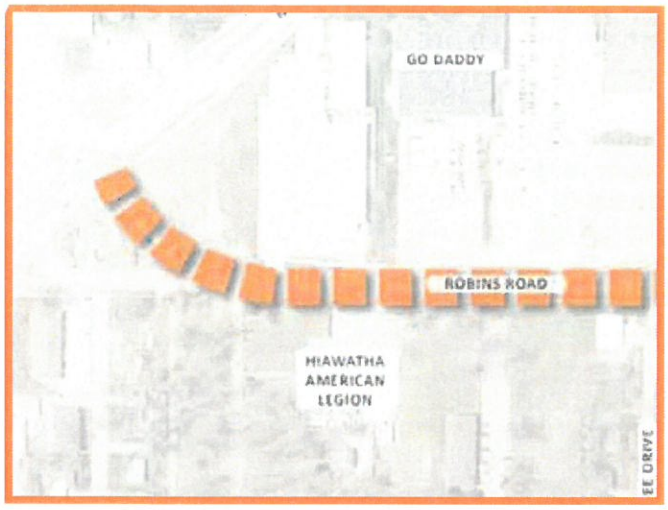
This is an extension of the current street section at the far south end of Robins Road.

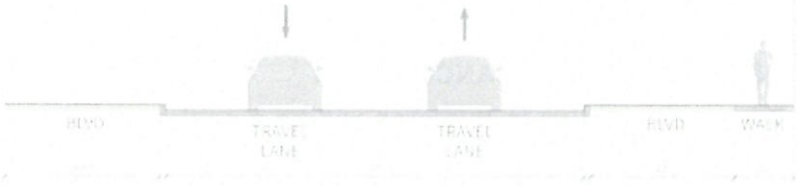
MEDIAN ALTERNATIVE:

The additional of planted medians will provide a boulevard feel, slowing vehicular traffic and encouraging multi-modal transportation. In areas with left turn lanes, the planted medians would be reduced to a 3' median with decorative paving.

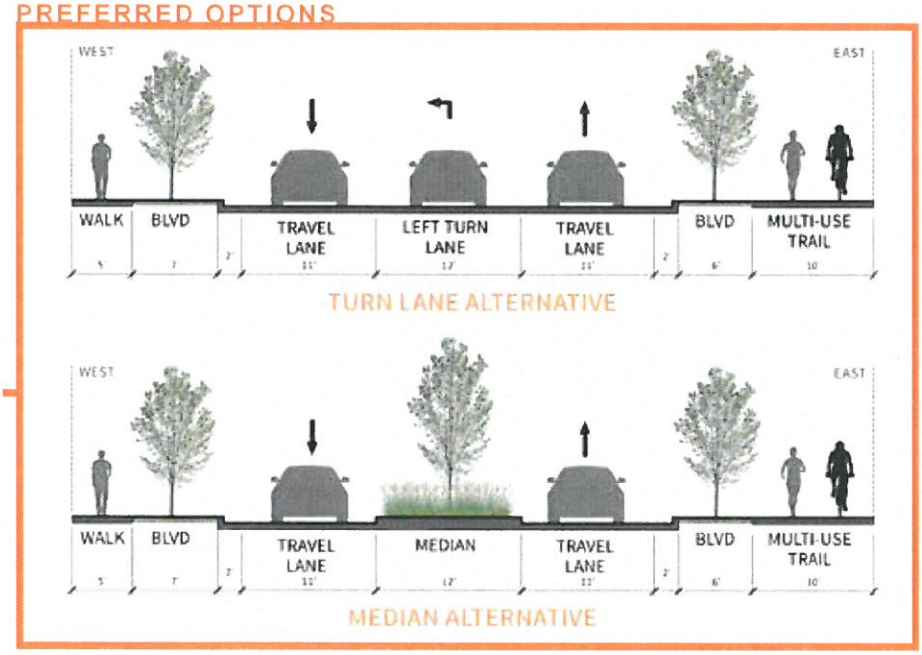
ON-STREET BIKE FACILITY ALTERNATIVE:

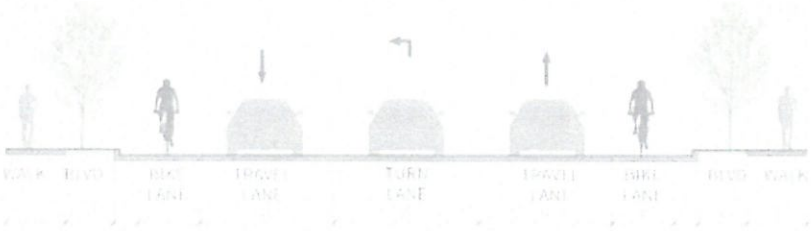
The addition of on-street bike facilities were considered during the process. This option was not preferred by the steering committee or the public and ultimately was eliminated from consideration.





PREFERRED OPTIONS





MIDDLE ZONE DISTRICT

EXISTING CONDITIONS

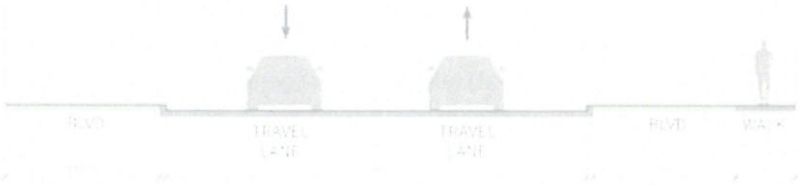
Existing conditions for this area include two very wide travel lanes with a striped left turn lane at the intersection of Northwood Drive. Sidewalks are five feet wide or narrower on the east side of the right-of-way and non-existent on the west side.

INTERSECTION ENHANCEMENTS

The street section in this area will be a continuation of the south section without landscaped medians. The intersection at Northwood Drive is proposed to have enhanced crosswalks, wide trails/walks, public art, and other pedestrian amenities.

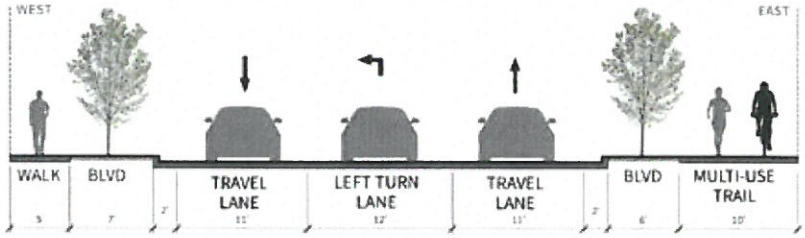
ON-STREET BIKE FACILITY ALTERNATIVE

The addition of on-street bike facilities were considered during the process. This option was not preferred by the steering committee or the public and ultimately was eliminated from consideration.



EXISTING CONDITIONS

PREFERRED OPTION



TURN LANE ALTERNATIVE

NORTH ZONE DISTRICT

EXISTING CONDITIONS

Existing conditions for this area include two very wide travel lanes with a striped left turn lane at Boyson Road. Sidewalks are five feet wide or narrower on the east side right-of-way and non-existent on the west side of the right-of-way at least in part because private off-street head-in parking is immediately adjacent to the street travel lane.

INTERSECTION ENHANCEMENTS

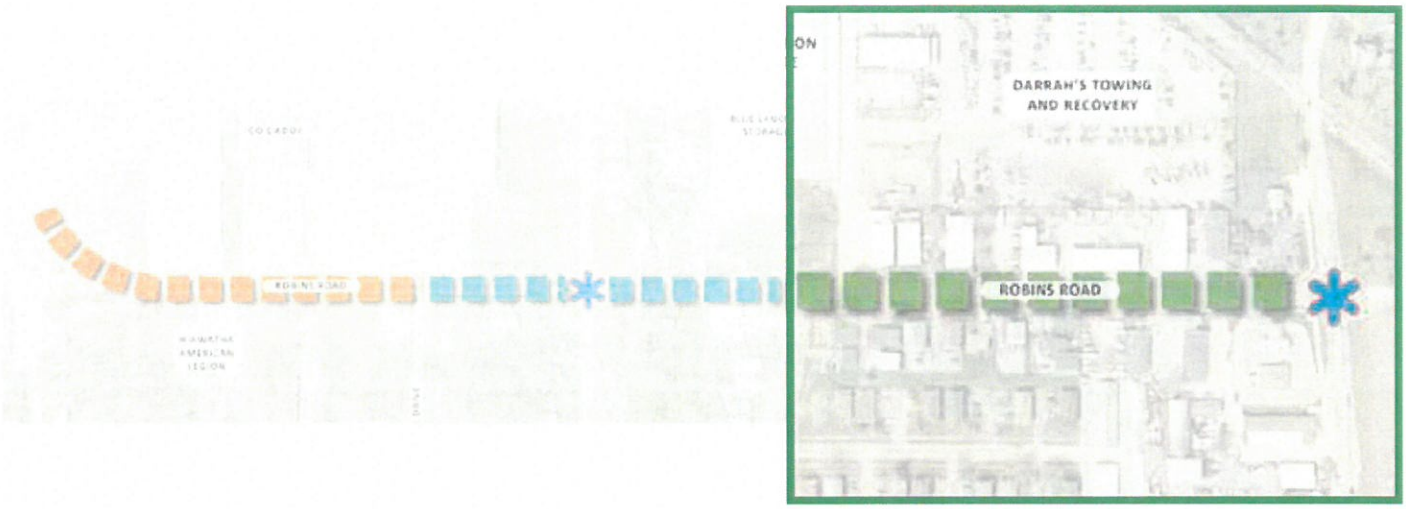
The intersection at Boyson Road will have enhanced crosswalks and wide trails/walks creating a pedestrian friendly zone.

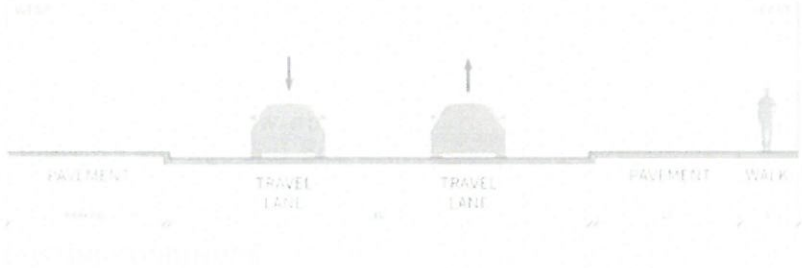
ON-STREET PARKING ON ONE SIDE ALTERNATIVE

In this zone, parallel parking is proposed with landscaped bumpouts and enhanced pedestrian facilities. The pedestrian and vehicular facilities are intended to support the mix of uses proposed in the land use plan.

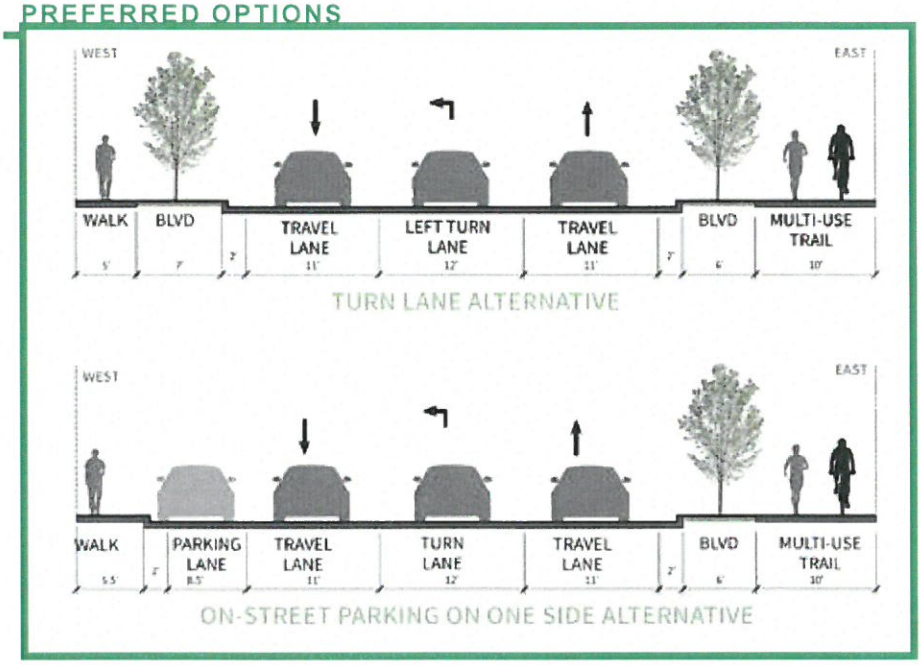
SIDEWALKS/TRAILS

In this area, the west side of the road will have 5' walks and the east side of the road will have 10' multi-use trails.

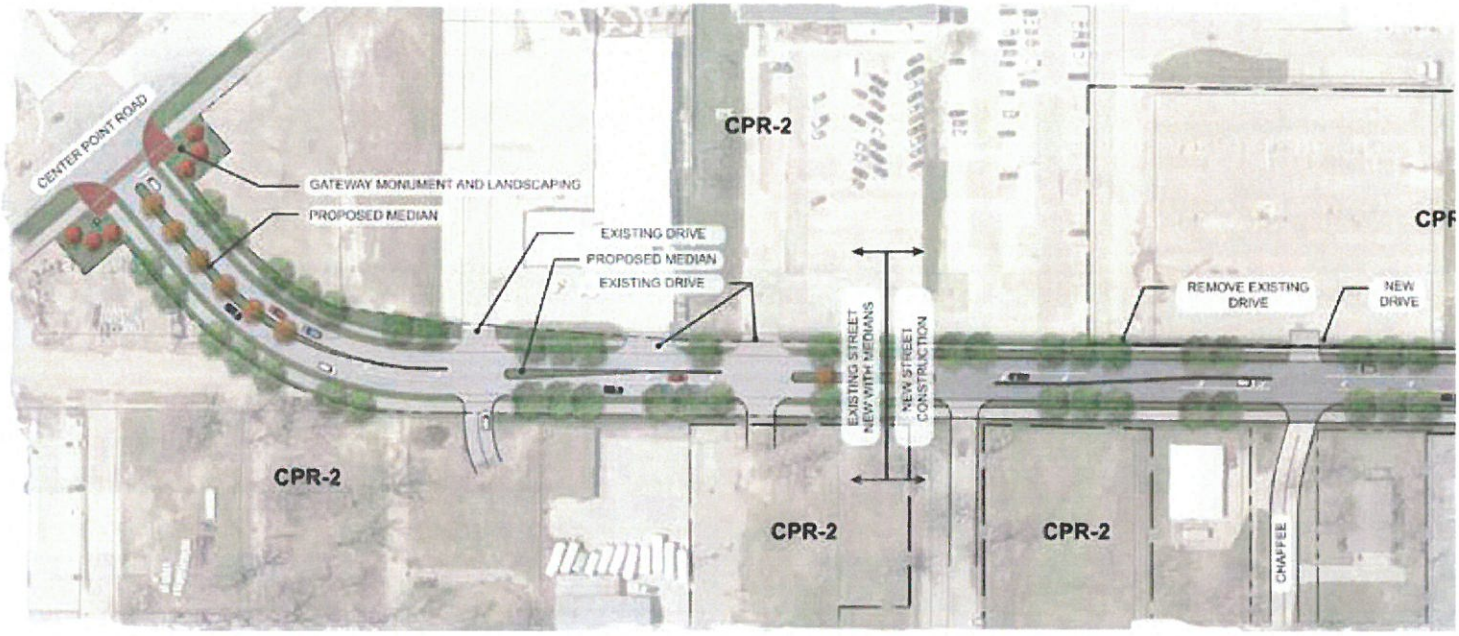


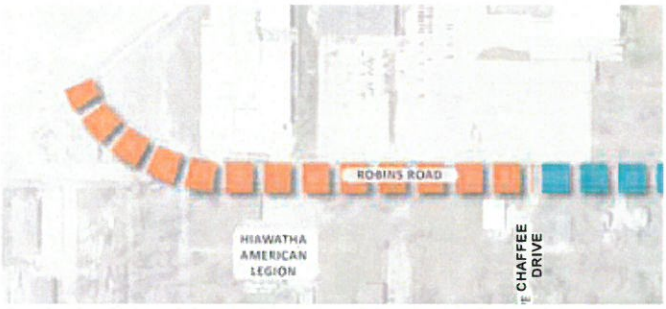


PREFERRED OPTIONS



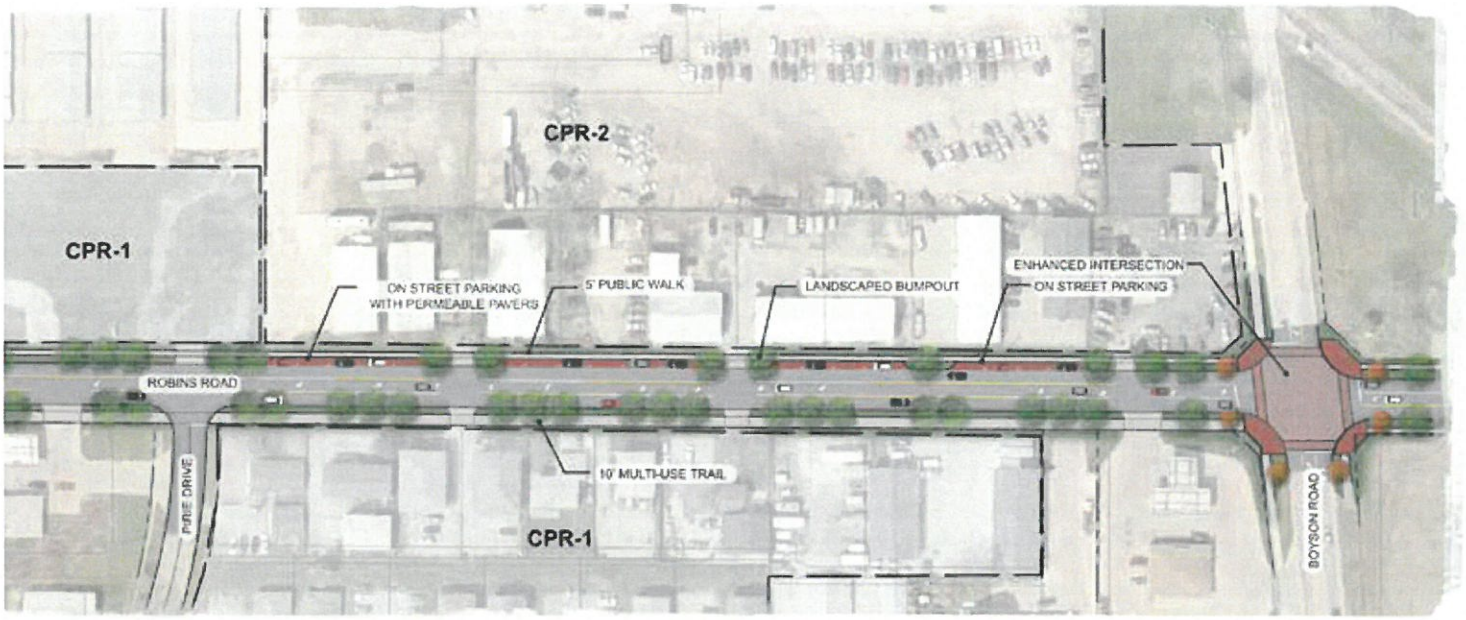
ROBINS ROAD CORRIDOR REDESIGN - SOUTH





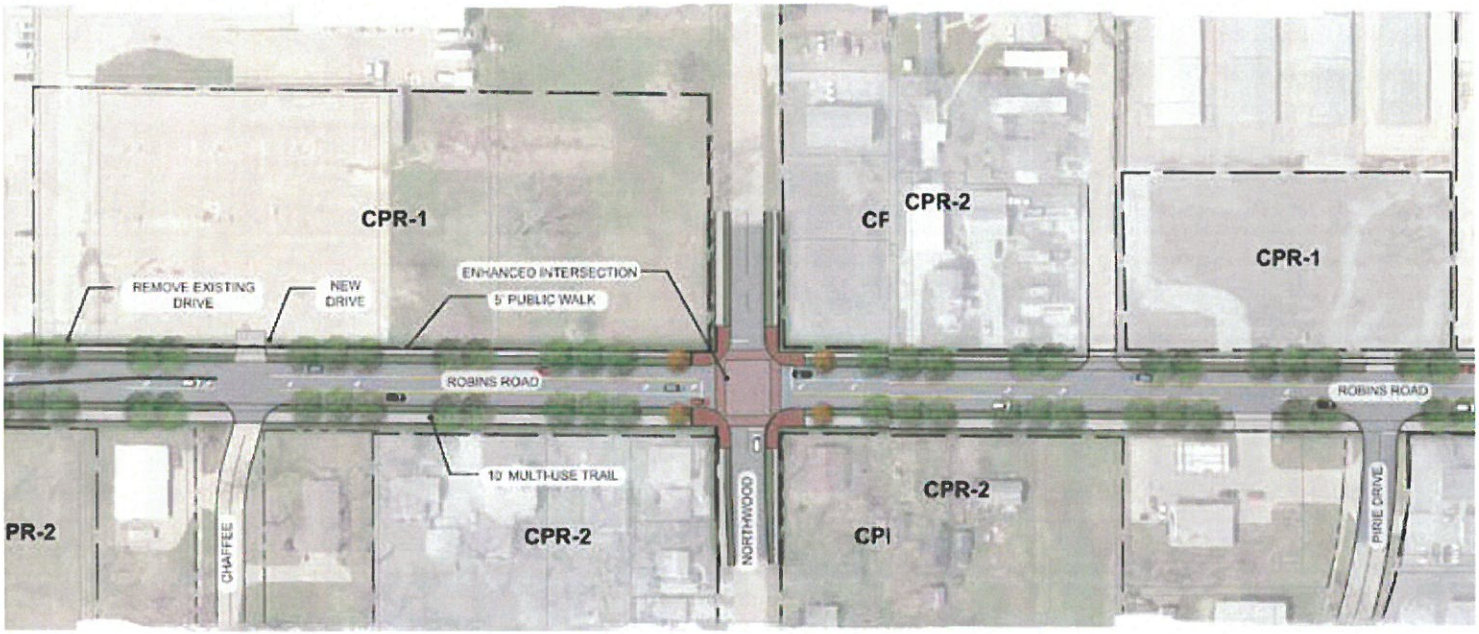
A boulevard at the south end with plantings and wide walks on each side will draw users into and through the corridor. Turn lanes are proposed in strategic locations to support access to future redevelopment and existing businesses.

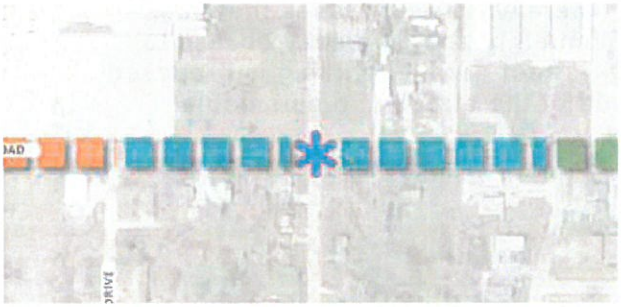
ROBINS ROAD CORRIDOR REDESIGN - NORTH



An enhanced crosswalk at the entry/exit of Robins Road will encourage the entry of a pedestrian friendly zone. There will be turn lanes that keep traffic moving smoothly and give easy access to businesses. On-street parallel parking is proposed on the west side of the street with permeable pavers.

ROBINS ROAD CORRIDOR - MIDDLE





The middle section serves as the link between the two ends of the corridor and it includes an enhanced intersection at Northwood Drive that will complement future neighborhood commercial land uses in this area. This section transitions away from a two-lane street section with medians to a 3-lane configuration with a two-way left turn lane. The widened trail will continue from the south section.

CROSSWALKS

BENCHES

WALKS

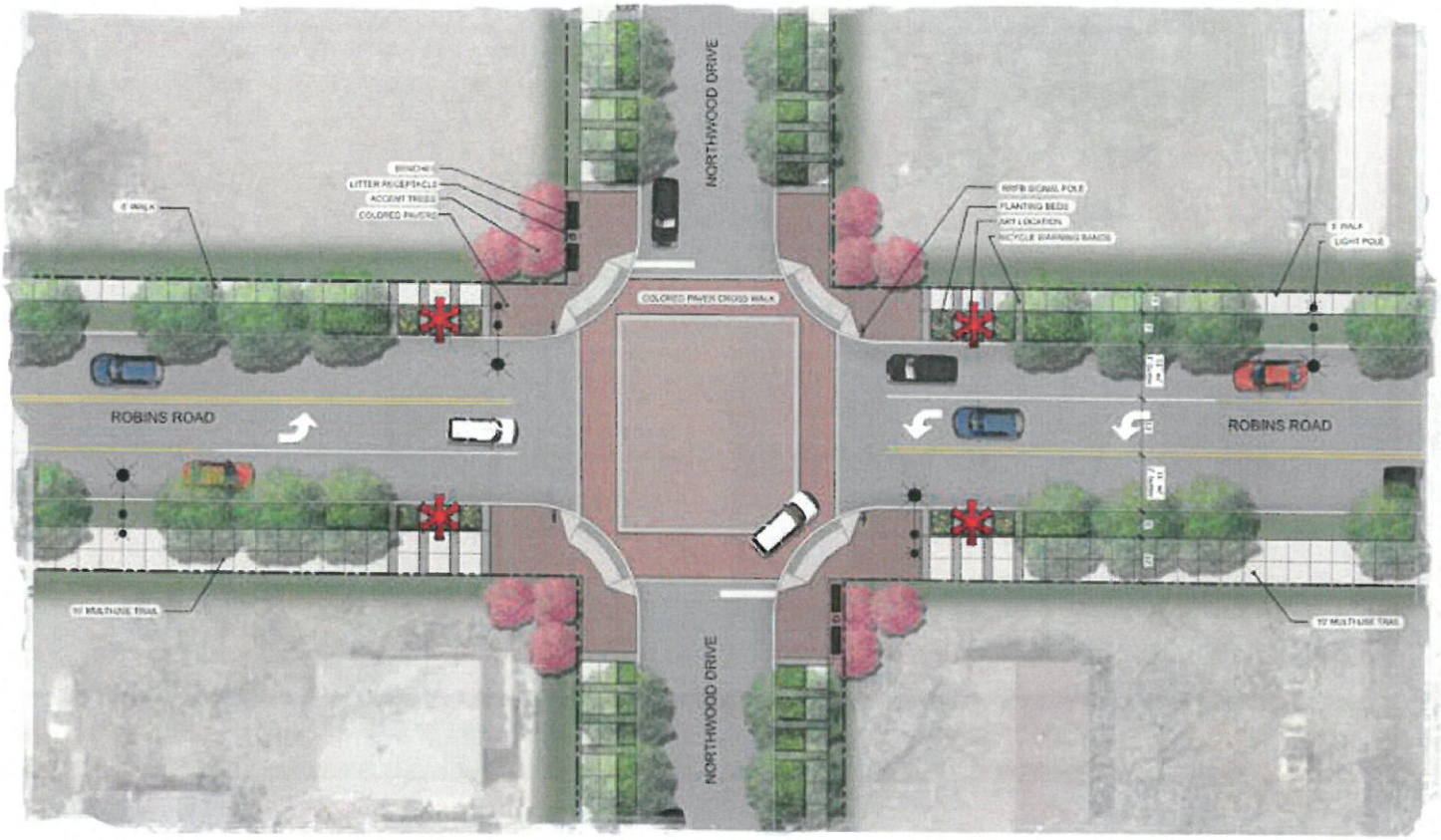
LIGHTING

PAVEMENT

PLANTINGS

TRAILS

INTERSECTION ENLARGEMENT



The enlargement above displays the enhanced intersection at Northwood Drive. This is the primary node of the Robins Road Corridor connecting all users of the district. The widened trails are complimented with plantings and street trees producing a boulevard environment. Each side will have the space for future art located on the corner with benches, and paving patterns. Enhancing the corners creates safe pedestrian circulation. Bringing the colored walks into the crosswalk alerts drivers this is a heavy pedestrian zone slowing traffic down.