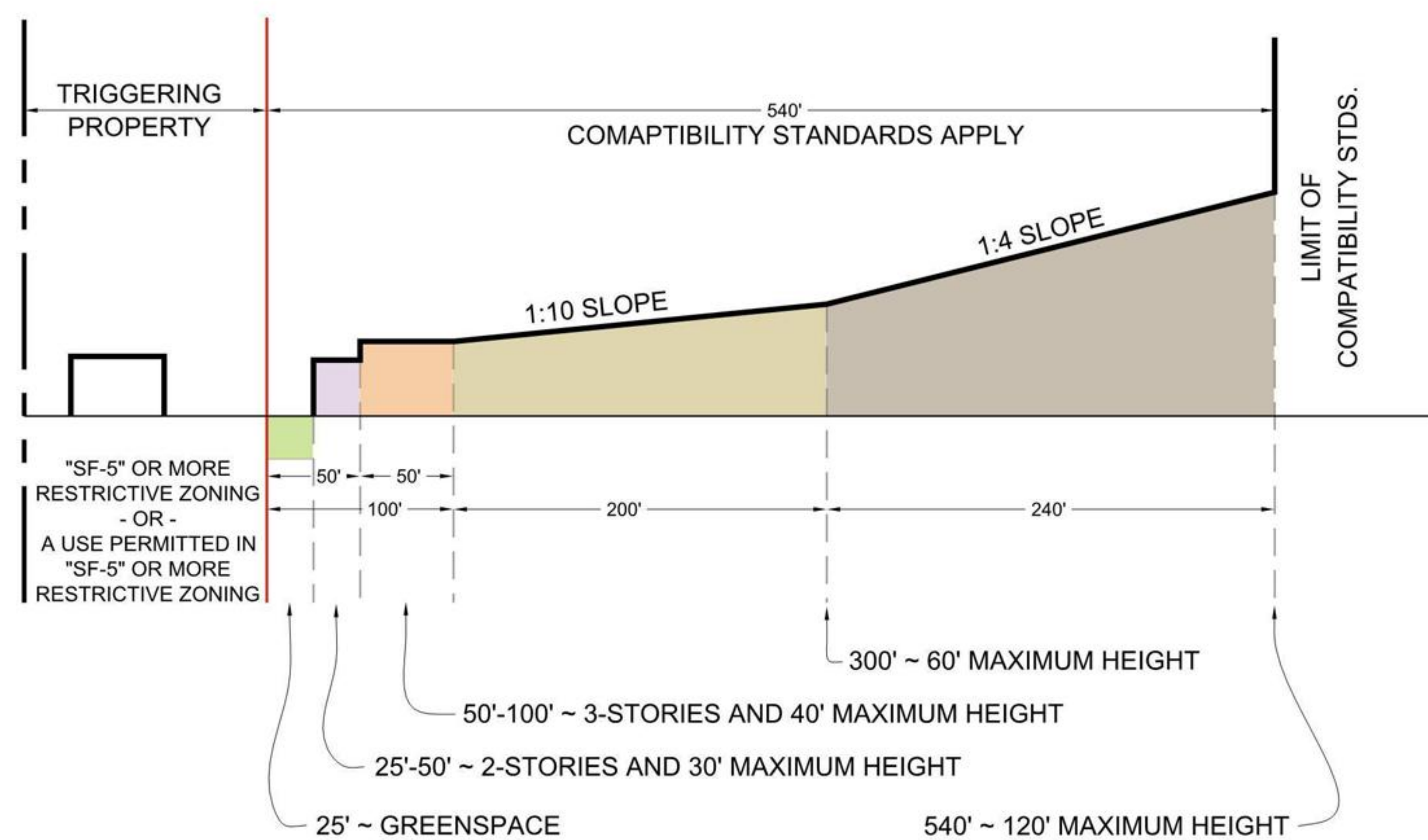


HANCOCK - SECTION 1

NORTH LOOP - SECTION 2

ALLANDALE / WEST KOENIG - SECTION 3



COMPATIBILITY SECTION
SCALE: 1" = 50'

ASSUMPTIONS:

- BURNET ROAD CROSS-SECTION TO CAMPO STANDARDS - 2 @ 36'. (120' RIGHT-OF-WAY). MEDIAN OPENINGS ARE PICTORAL ONLY.
- LAND ASSEMBLAGE TO LARGER TRACTS FOR REDEVELOPMENT IS POSSIBLE.
- COMPATIBILITY SETBACKS DO NOT ACCOUNT FOR ANY EXISTING NON-COMPLIANCE ISSUES. (IMPERVIOUS COVER OR BUILDINGS IN 25' BUFFER, HEIGHT ABOVE THE COMPATIBILITY PLANE).
- EXISTING TREES ARE IGNORED.
- EVERY SITE WILL HAVE A POND FOR WATER QUALITY AND DETENTION IF THE SITE IS GREATER THAN 1-ACRE OR FOR DETENTION ONLY IF SITE IS LESS THAN 1-ACRE.
- NO WAIVERS TO COMPATIBILITY STANDARDS.
- HISTORIC STRUCTURES MAY EXIST BUT ARE REMOVED FOR THIS STUDY.
- ALL UTILITIES ALONG THE ROADWAY ARE PRESUMED TO TO RELOCATED AT THE REAR OF THE DEVELOPMENT.
- SERVICE AREAS ARE NOT INCLUDED. (DUMPSTERS AND LOADING).

COMPARISON OF EXISTING vs. FUTURE DEVELOPMENT ALONG ONE MILE OF A CORE TRANSIT CORRIDOR							
PROPERTY IDENTIFICATION	AREA OF PROPERTY - AC.	EXISTING		FUTURE		RESIDENTIAL UNITS	
		DEVELOPMENT YIELD - S.F.	FLOOR AREA RATIO	DEVELOPMENT YIELD - S.F.	FLOOR AREA RATIO		
A	3.765	48,420	0.29 :1	3,338	124,729	1.03 :1	121
B	5.536	57,487	0.24 :1	5,249	224,212	0.98 :1	138
C	0.336	1,931	0.13 :1	0.129	0	0 :1	
D	1.537	11,880	0.18 :1	1,205	12,620	0.24 :1	11
E	1,423	18,151	0.29 :1	1,131	4,631	0.09 :1	11
F	1,200	8,748	0.17 :1	0,989	4,249	0.10 :1	11
G	1,292	10,943	0.19 :1	1,021	5,000	0.11 :1	11
H	5,632	63,551	0.26 :1	5,298	275,696	1.19 :1	177
I	0.295	2,650	0.21 :1	0.253	2,650	0.24 :1	11
J	5,484	75,047	0.31 :1	5,102	173,351	0.78 :1	117
K	0.608	12,749	0.48 :1	0.493	7,500	0.35 :1	11
L	0.597	8,597	0.33 :1	0.498	7,500	0.35 :1	11
M	0.648	7,170	0.25 :1	0.528	5,000	0.22 :1	11
N	1.191	11,009	0.21 :1	1,037	7,454	0.17 :1	11
O	0.609	8,182	0.31 :1	0.497	4,854	0.22 :1	11
P	0.755	6,982	0.21 :1	0.597	6,500	0.25 :1	11
Q	2.182	1,150	0.01 :1	1,854	59,833	0.74 :1	35
R	1.375	12,482	0.21 :1	1,173	10,458	0.20 :1	11
S	0.723	6,703	0.20 :1	0.640	6,551	0.24 :1	11
T	0.689	3,109	0.11 :1	0.528	3,801	0.17 :1	11
U	1.048	12,289	0.27 :1	0.908	8,040	0.20 :1	11

COMPARISON OF EXISTING vs. FUTURE DEVELOPMENT ALONG ONE MILE OF A CORE TRANSIT CORRIDOR							
PROPERTY IDENTIFICATION	AREA OF PROPERTY - AC.	EXISTING		FUTURE		RESIDENTIAL UNITS	
		DEVELOPMENT YIELD - S.F.	FLOOR AREA RATIO	DEVELOPMENT YIELD - S.F.	FLOOR AREA RATIO		
V	2.603	13,059	0.17 :1	2,324	68,350	0.68 :1	41
W	1,582	12,634	0.18 :1	1,582	18,271	0.27 :1	11
X	2,372	5,049	0.05 :1	2,117	-	- :1	11
Y	1,511	9,078	0.14 :1	1,511	9,524	0.14 :1	11
Z	1,399	15,210	0.25 :1	1,289	29,189	0.52 :1	9
AA	1,140	6,510	0.10 :1	1,030	10,708	0.24 :1	11
AB	1,272	16,605	0.30 :1	1,247	29,118	0.54 :1	13
AC	0.313	828	0.08 :1	0.182	828	0.10 :1	11
AD	1,722	16,486	0.22 :1	1,525	49,887	0.75 :1	29
AE	1,276	16,460	0.20 :1	1,276	21,628	0.39 :1	10
AF	1,263	18,678	0.34 :1	1,215	23,498	0.44 :1	11
AG	1,894	17,838	0.21 :1	1,894	38,078	0.46 :1	17
AH	1,708	28,049	0.38 :1	1,388	30,523	0.50 :1	11
AI	2,329	11,974	0.12 :1	2,059	64,070	0.71 :1	34
AJ	1,002	13,163	0.30 :1	0.942	8,397	0.20 :1	11
AK	1,170	7,435	0.15 :1	1,093	9,100	0.19 :1	11
37 TOTAL SITES	61,545	604,096	0.23 :1	55,338	1,395,778	0.58 :1	743

NOTES:
 1) Only 12 sites with buildings within future right-of-way.
 2) 13 future redeveloped sites have less FAR - 11 of these sites are less than 1.20 acres.
 3) 18 future redeveloped sites remain at 1-story.
 4) No development bonuses could be used for increased development.

A VERTICAL MIXED-USE MILE ~ BURNET ROAD CASE STUDY
 WEST 49th STREET TO ALLANDALE BLVD. / WEST KOENIG LANE

CORE TRANSIT CORRIDOR

