

**Southmoor Station  
Public Workshop  
RESOURCE PACKET**

**November 8, 2007**

# Commercial

Commercial land uses include restaurants, grocery stores, retail sales (clothes, books, furniture, etc.), coffee shops, theaters, services (barber, dry cleaner, etc.), banks, hotels/motels and more. Stand-alone buildings generally range from 1-2 stories, although commercial businesses often utilize ground floor space with residential units or offices located above. Commercial land uses are often described as either “automobile-oriented” or “Main Street” commercial. Automobile-oriented businesses depend on customers driving from throughout the region. Large parking lots separate these buildings from the street and create convenient access for cars. Auto-oriented commercial areas tend to be separated from other land uses such as residential and office space. “Main Street” commercial areas, on the other hand, have buildings situated *at the street* and are characterized by a mix of commercial, residential and office space – often within the same building. Main Street commercial areas are purposefully designed for pedestrian convenience and comfort to get people out of their cars and to generate the “hustle and bustle” of a friendly, safe and prosperous street.

(A)



*“Main Street” fast food restaurant*

(B)



*Auto-oriented large scale commercial*

(C)



*“Main Street” commercial situated at the street*

(D)



*Auto-oriented small scale commercial*

# **Parking**

Parking occurs in three main forms – surface lots, structures, and on-street parking. The way parking is designed can greatly alter the look and feel of a neighborhood. The safety and comfort of pedestrians is as important to the design of parking as convenient access for automobiles. After all, drivers have to walk from their cars to their intended destinations and back. Regardless of the type, parking is most efficient when it can be shared among different destinations within a given area. For example, if a person can park his/her car and then safely and comfortably walk to a variety of destinations (say, a bank, a retail store, the theatre and then an ice cream shop), then this “trip” requires only one parking space instead of potentially four. Shared parking works well when the peak parking hours required for different land uses occur at different times of day (e.g. transit station and a movie theater) and therefore support mixing land uses within a given area.

(A)



*On-street parking*

(B)



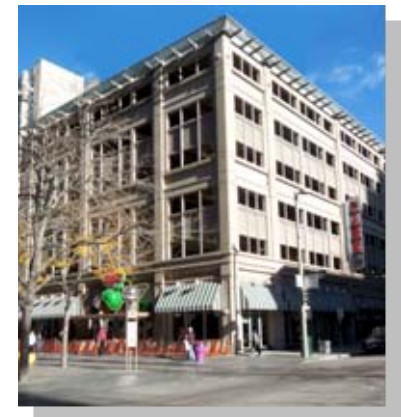
*Landscaped surface parking lot*

(C)



*Parking structure “hidden” by residential buildings*

(D)



*Parking structure designed to look like office building*

# **Residential**

Living within walking distance of a transit station reduces automobile dependency by allowing people to access work, school, shopping, sports events and other common destinations without the use of a vehicle. This circumstance is ideal for families who would prefer to get rid of that second car, baby boomers who would like to “age in place,” and young professionals who do not yet have families. Many types of multi-family residential developments are viable near the Southmoor Station. These include townhouses, low-rise condominiums and low-rise apartments. Mixing residential with commercial (such as retail shops and restaurants on the ground floor and condominiums on the upper floors) is a common way of creating a lively community that supports both the immediate residents and other transit riders accessing the Southmoor Station.

(A)



*Low rise condominiums/apartments*

(B)



*Two-story townhouses*

(C)



*Three-story townhouses*

(D)



*Condominiums above ground floor commercial*