

The network of bikable paths is strengthened to provide safe and desirable bike routes for people of all ages, especially children. Royal Oaks Drive is reconfigured with a central median and dedicated bike lanes in either direction. Roads with relatively constrained right-of-way, such as Southgate Road, Dixianne Avenue, and Evergreen Street are dedicated class III bike routes.

Royal Oaks Station continues to serve as an important transit center for both light rail and buses. While Arden Way continues to serve as the primary bus route, Evergreen Street, south of Arden Way will assume its new role as a bus route serving the planned new transfer station at Swanston Station.

FIGURE 4.22 TYPICAL 60' NORTH-SOUTH STREET

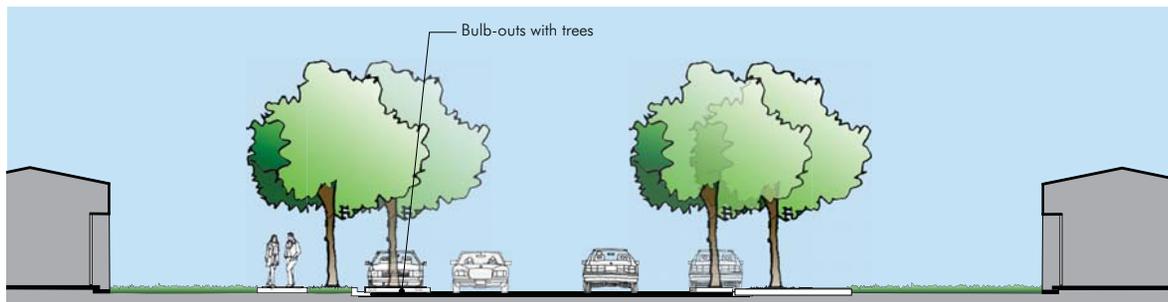
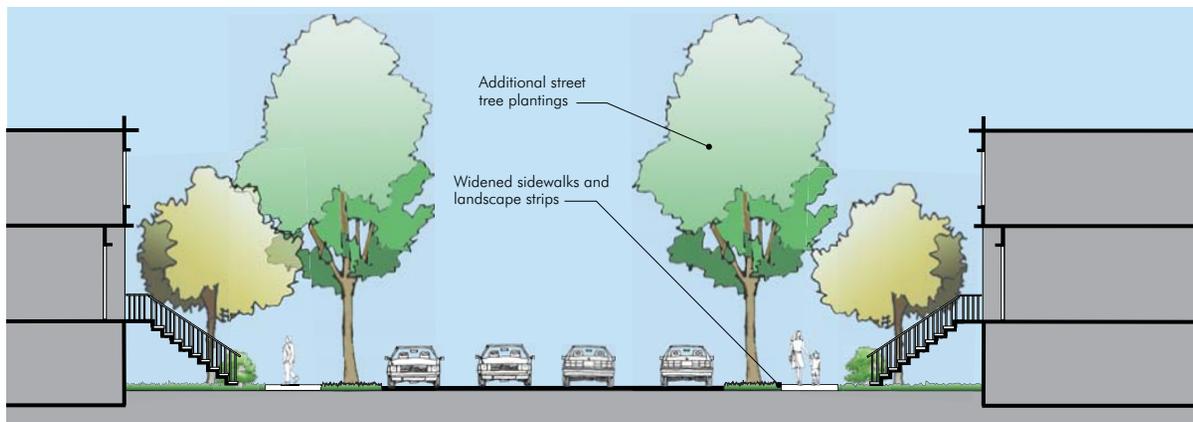


FIGURE 4.23 BEAUMONT STREET





Residential development north of Arden Way

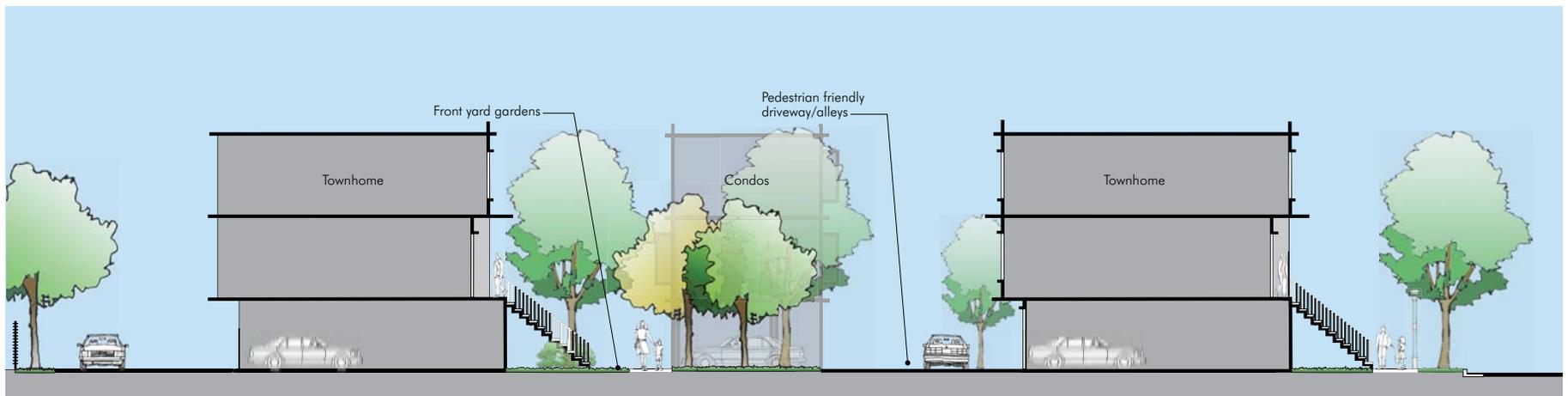


Residential development south-east of station

PRIVATE REALM

While industrial, warehouse and storage buildings, and open space characterize the existing land uses around the station, the new mix of uses is envisioned as a variety of residential uses, which supports office and retail. Live/work lofts that provide the flexibility to accommodate the changing needs of the occupant can reflect the industrial character of this area. The southeast area of the station presents the opportunity for a mid-rise, high-density transit village, while still respecting the residential character of nearby Woodlake Neighborhood.

FIGURE 4.24 ROYAL OAKS RESIDENTIAL DEVELOPMENT



The overall character of the buildings should be at least three- to four-stories-high to define the wide right-of-way especially along Arden Way. Again, as in the other stations, the on-site parking should be positioned away from the pedestrian realm, preferably in the rear of lots. Any planned parking garage should have pedestrian-friendly ground-floor uses.



Live/Work lofts with industrial character

FIGURE 4.25 ROYAL OAKS LIVE/WORK LOFT

