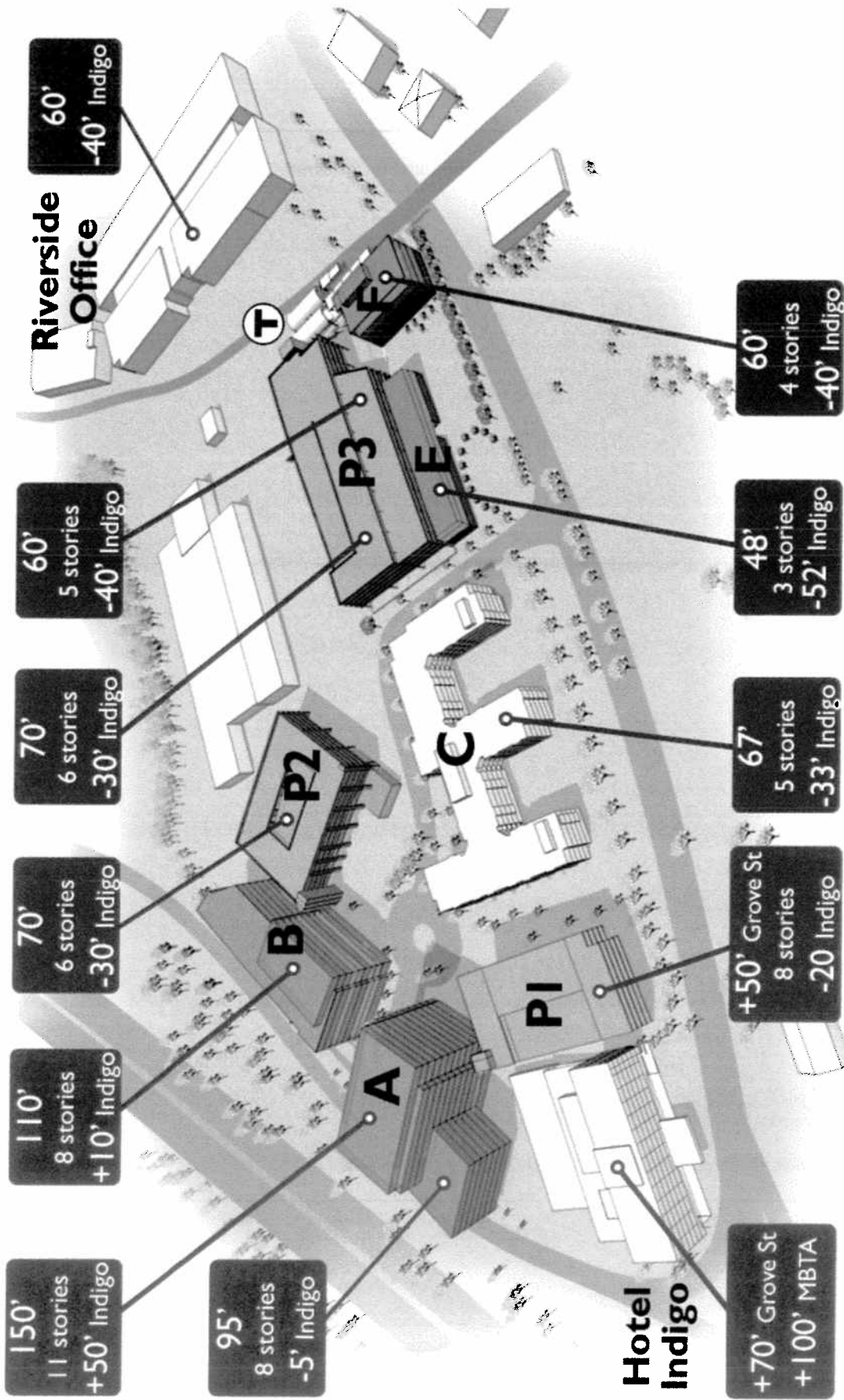


BUILDING	USE	SIZE SF	FLOORS	PARKING
A	Office	285,000	11	
B	Office	274,000	8	
C	Residential	260,000	5	240
E	Retail/Office	20,000	1	
F	Retail/Office	30,000	4	
P1	Garage		8	700
P2	Garage		5	700
P3	Garage		5	1080
TOTALS		869,000		2,720
SUMMARY				
595,000 SF - Office				
260,000 SF - Residential				
14,000 SF - Retail				
2,720 Parking Space				

MASTER PLAN
Riverside
STATION





BUILDING HEIGHT COMPARISONS

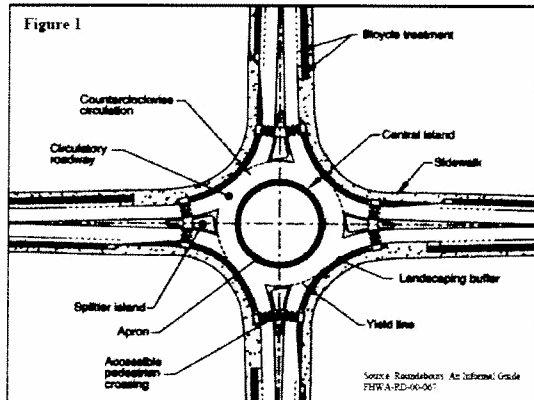
Riverside
STATION

Roundabout Fact Sheet

What is a Roundabout?

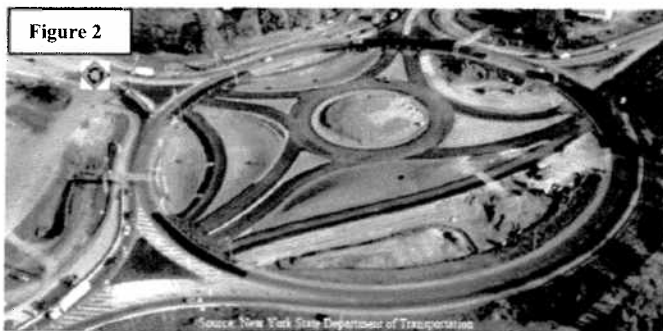
A Roundabout is generally a circular shaped intersection where traffic travels in a counterclockwise direction around a center island. Vehicles entering the circulating roadway must yield to vehicles already circulating. Roundabouts have specific design elements that require vehicles to approach and proceed through the intersection at slow speeds, increasing safety and efficiency.

Figure 1 below shows all the features that are included in a typical single lane Roundabout.



Roundabouts are not rotaries or larger traffic circles. Key differences include

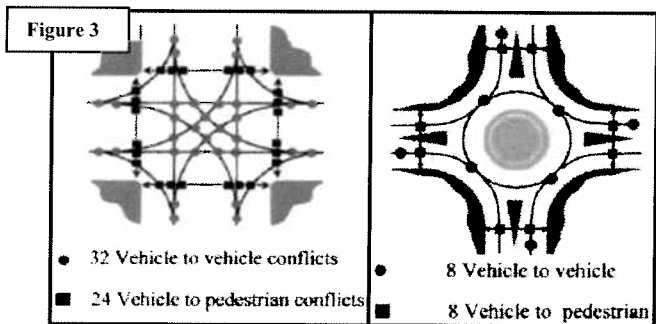
1. All roundabouts force the entering driver to alter the vehicle path around a central island. Rotaries/traffic circles were designed by providing a weaving length between entry and exit points.
2. Roundabouts are typically much smaller than rotaries/traffic circles, varying in size from 70 feet to 300 feet in diameter. Figure 2 below is a picture of an existing rotary being converted to a roundabout.



Benefits

Roundabouts can be alternatives to traffic signals and stop signs to control traffic at intersections. In many cases, they have several advantages over signals and stop signs, including:

- Fewer accidents and injury crashes
 - 37 percent reduction for all crashes and 51 percent reduction for injury crashes.
- Increased pedestrian safety.
 - 89 percent reduction for all pedestrian injury crashes.
- Fewer Vehicle to Vehicle and Vehicle to Pedestrian Conflict points. See Figure 3.



- Reduced vehicle speeds
 - A properly designed roundabout will reduce vehicles speeds 10 to 20 mph depending on approach speed.
- Eliminates "Lost Time" inherent to traffic signals
- Traffic capacity increases 30-50% over traffic signals
- Reduced vehicle delay and fuel consumption
- Improved air quality by reduced idling
- Reduced electricity usage (by removing existing traffic signal) therefore less cost to the city
- Reduced road noise
- Sustainable, lower maintenance cost than traffic signals
- Aesthetically pleasing improvement, see Figure 4.



When I first heard it was going in, I thought, "That's crazy, that will never work"... Now, traffic keeps moving all of the time. I've ... changed my mind. ISC, Argonne ... Bellevue, WA