



# October 2021 Virtual Public Meeting

TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY

# Meeting Agenda

- Welcome and Introductions
- Transit-Oriented Development  
Plan Purpose and Objectives
- Round 1 Public Engagement  
Summary
- TOD Aspirations
- Housing Strategies
- Corridor Design Preferences
- Market Analysis
- Multi-Modal Analysis
- Station Area Types
- Breakout Rooms
- Q&A



# Transit-Oriented Development Plan Purpose

- The City of Fort Worth initiated a study in 2019 called “Transit Moves Fort Worth” to increase transit’s role in the overall transportation system.
- East Lancaster Avenue was identified as one of the priority corridors for development and is the highest ridership corridor in the Trinity Metro bus network.
- Advancing East Lancaster is a Transit-Oriented Development (TOD) Plan evaluating potential development scenarios along the corridor that would be supportive of high-capacity transit.
- The TOD Plan is a visioning exercise that will help align the City’s infrastructure investments with future private investments along the corridor.



# Transit-Oriented Development Plan Objectives

- Benefit existing residents and businesses along the corridor with **new housing, retail, and service options**
- Enable residents, commuters, businesses and students to benefit from **improved accessibility** to downtown and the Lancaster corridor
- Guide **growth and economic development** in the corridor
- Align the City's **infrastructure investments** with future **private investments** along the corridor
- Accommodate a **growing population**
- Maximize the potential for **mixed-use development**, blending live and work uses at priority places in the East Lancaster corridor
- Create opportunities to **repurpose and redevelop** underutilized land



# East Lancaster Corridor: Places

Provides access to four Urban Villages and Downtown Fort Worth

Trinity Trails and Tandy Hills Nature Area

Two Libraries

Texas A&M University School of Law

Human Services Organizations

More than Ten Schools



# East Lancaster Corridor: Connectivity

North-South  
and  
East-West  
Connections

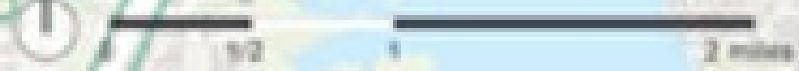
Downtown

Trinity Trails  
and  
Tandy Hills  
Nature Area

High-Priority  
Bike  
Corridor

Bus Routes  
21, 22, 25, 54, and 55

- MAJOR STREETS
- BUS ROUTES
- FUTURE BIKE ROUTES



# East Lancaster Corridor: Neighborhoods and Customer Base



# What is Transit-Oriented Development (TOD)?

- Places where **development and transit** support each other
- Growing **cities, downtowns, neighborhoods, suburbs**
- Compact, **walkable**, mixed-use communities
- **Focused hubs** for stores, community services, and jobs
- **New housing**
- **Heights, activity, density linked to transportation and transit**
- High quality **streets, sidewalks and bike routes**
- **Reduced parking demand**





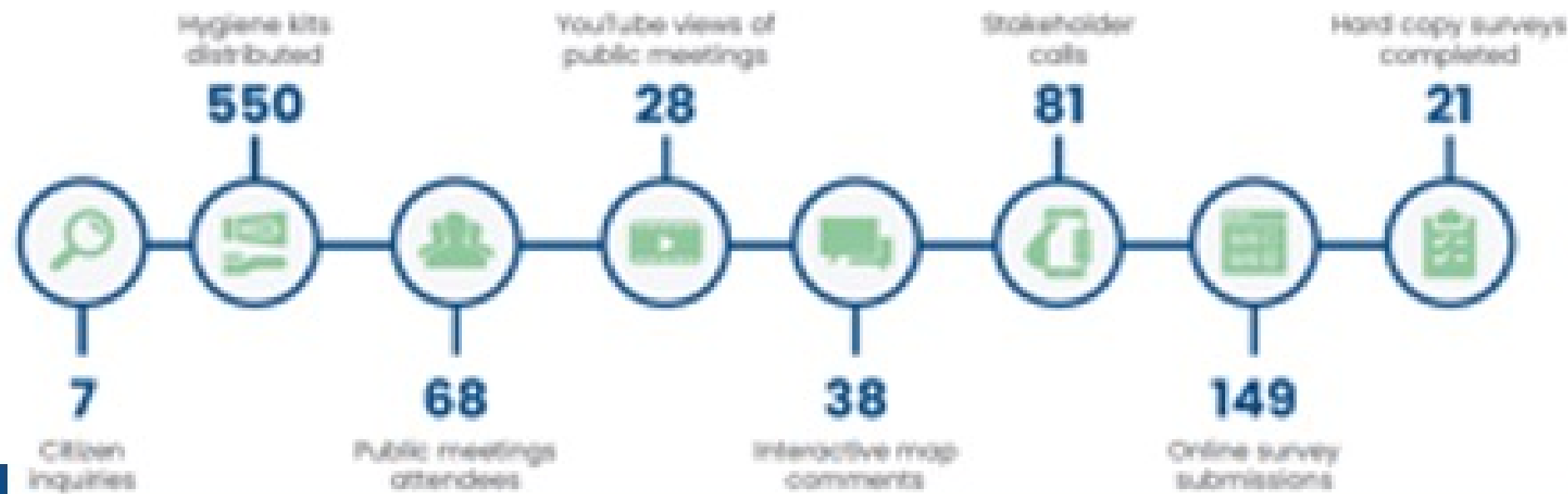


**Round 1  
Public Engagement**

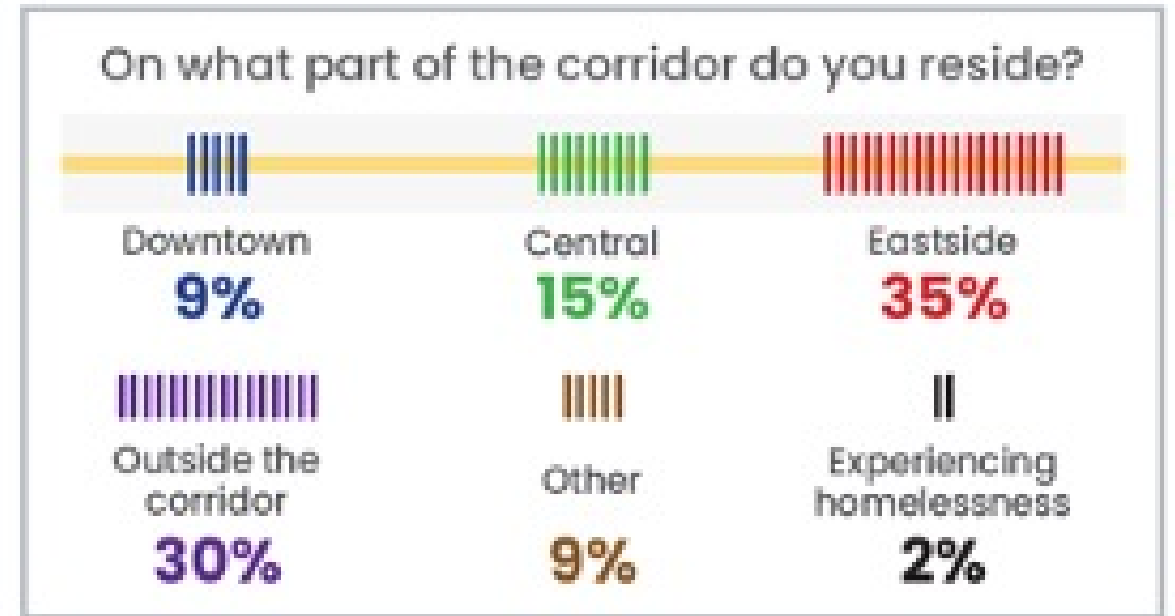
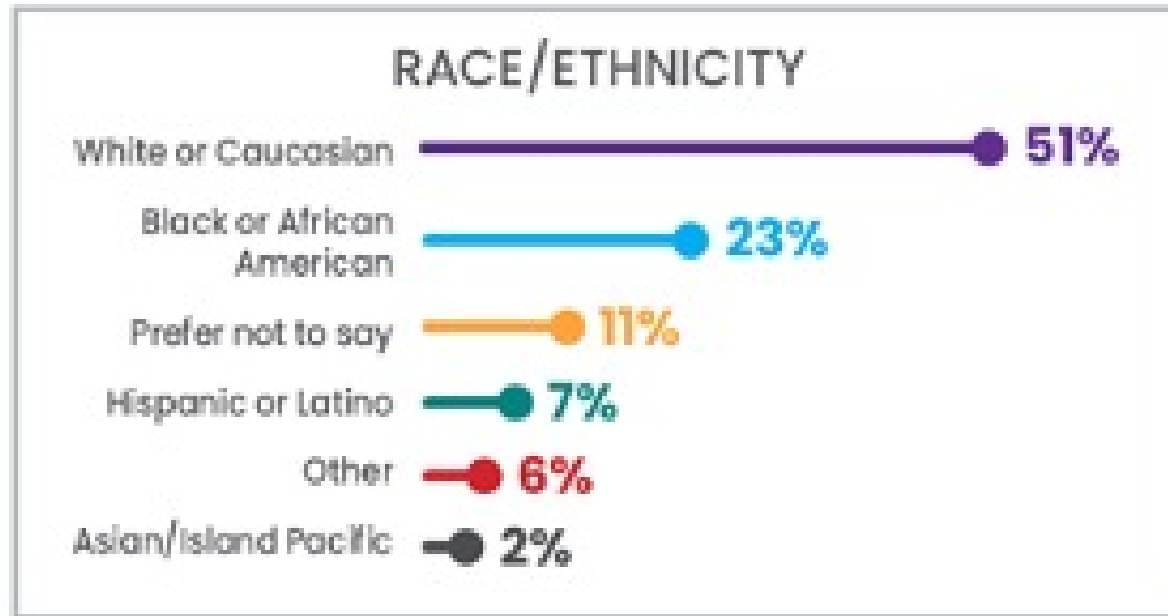
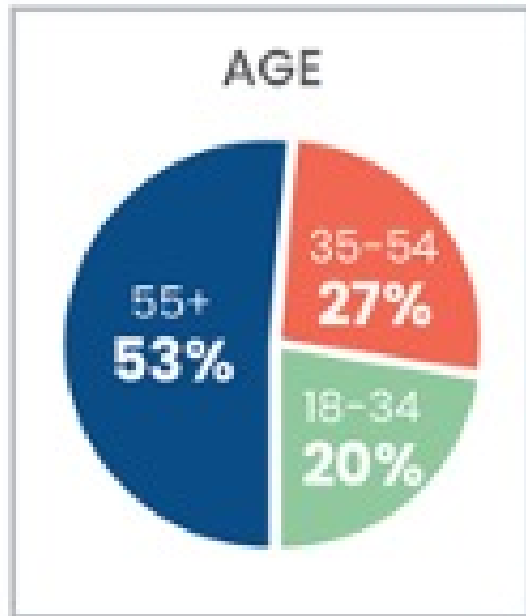


# Round 1 Public Engagement Summary

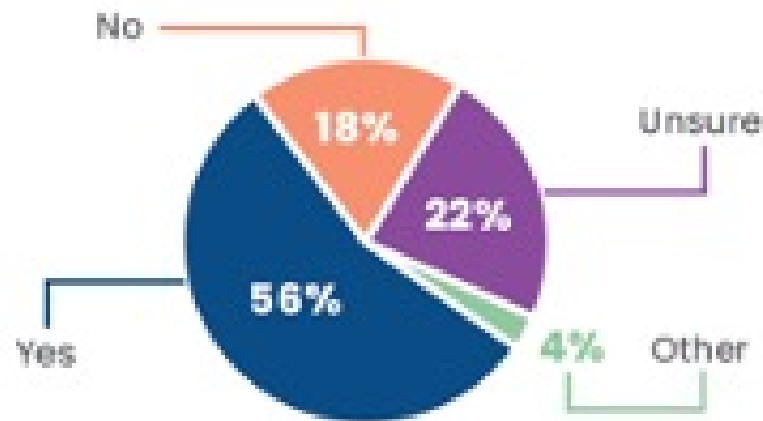
- The first round of public engagement included **three virtual community meetings** on June 15th through 17th. The project team shared information on:
  - Opportunities for increased **pedestrian and bike traffic, commercial, residential, and mixed-use development**
  - Information on how **resident feedback** could influence the design
  - Possible **station locations**
  - What **development** could look like around each station



# Round 1 Survey Summary



Would you use local high-capacity transit, if available, on the Lancaster Avenue corridor to travel between downtown and Handley Drive, or anywhere between?



What would encourage your participation in using local high-capacity transit?

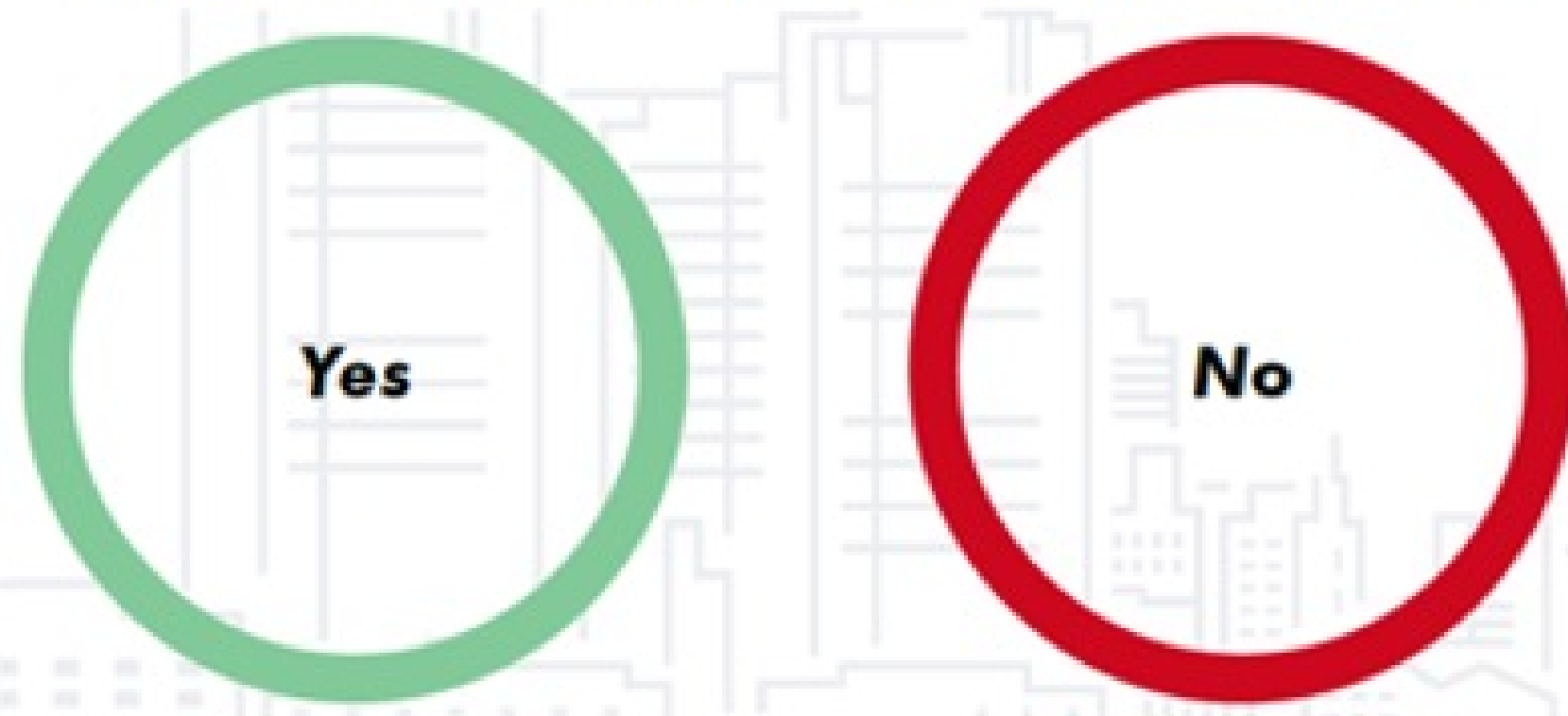


What improvements or other feedback do you have that could help make this project a success?



# POLL QUESTION: PUBLIC MEETING

DID YOU ATTEND THE ROUND 1 MEETINGS?





## TOD Aspirations



# active community hubs





**new homes**

# adaptive reuse community business



Locust Cider, Fort Worth, TX





**small business opportunities**



# food & culture

Blue Zones Project  
Ramey Market, Fort Worth, TX

# health

Blue Zones Project  
Fort Worth, TX



# community

Blue Zones Project  
Rufino Mendoza Elementary, Fort Worth, TX



A group of diverse children are participating in a parade, holding up large, colorful pinwheel-like flowers. The children are smiling and looking upwards. The background is a blurred outdoor setting with trees and a clear sky. The text 'an energized place' is overlaid in white, bold, sans-serif font across the center of the image.

an  
energized  
place

Tarrant County Juneteenth Parade, Fort Worth, TX



# public spaces for people

# great streets



Magnolia Avenue, Fort Worth, TX



**equity**

Mueller Affordable Homes Program, Austin, TX





## Housing Strategies



# Diverse Housing Options



# Supporting Existing Residents & Preserving Affordability



# POLL QUESTION: HOUSING

Please indicate your corridor design preferences:



*A wide range of housing options should be allowed in the neighborhoods close to the corridor and transit stops, such as townhomes, live-work units, duplexes, and garage apartments.*

**SUPPORT**

**NEUTRAL**

**DON'T  
SUPPORT**



## Corridor Design Preferences



# POLL QUESTION: BUILDING HEIGHT

Please indicate your corridor design preferences:



***Taller buildings and higher intensity uses should be clustered around the station, transitioning to shorter buildings and lower intensity near single-family neighborhoods.***

**SUPPORT**

**NEUTRAL**

**DON'T  
SUPPORT**

# Station Area Types and Locations

- DOWNTOWN CORE
- URBAN VILLAGE
- CORRIDOR HUB
- LOCAL HUB
- NEIGHBORHOOD LIVING
- REGIONAL AMENITY





## Central Station





# Central Station Area



**CENTRAL STATION**

# Station Area Type: The Downtown Core



# Central Station Today

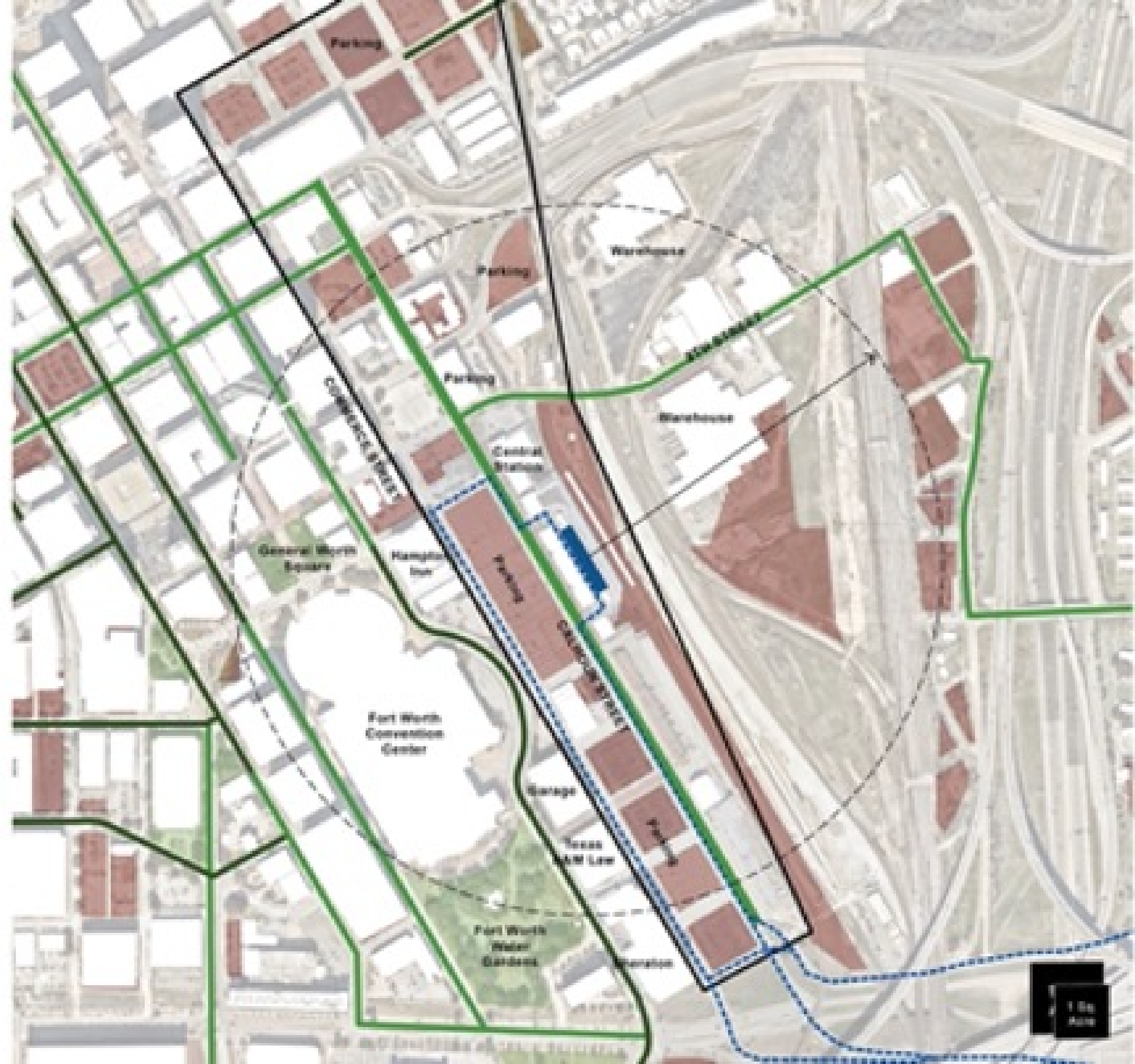
## Context

Major regional destination for business, conventions, education and living and a transit interchange.

Multiple rail and bus connections.

Multi-modal - with corridor, regional and future high speed transit.

- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND- AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Aspirations for Central Station

## Station Area Role

Corridor retail and services  
Residential

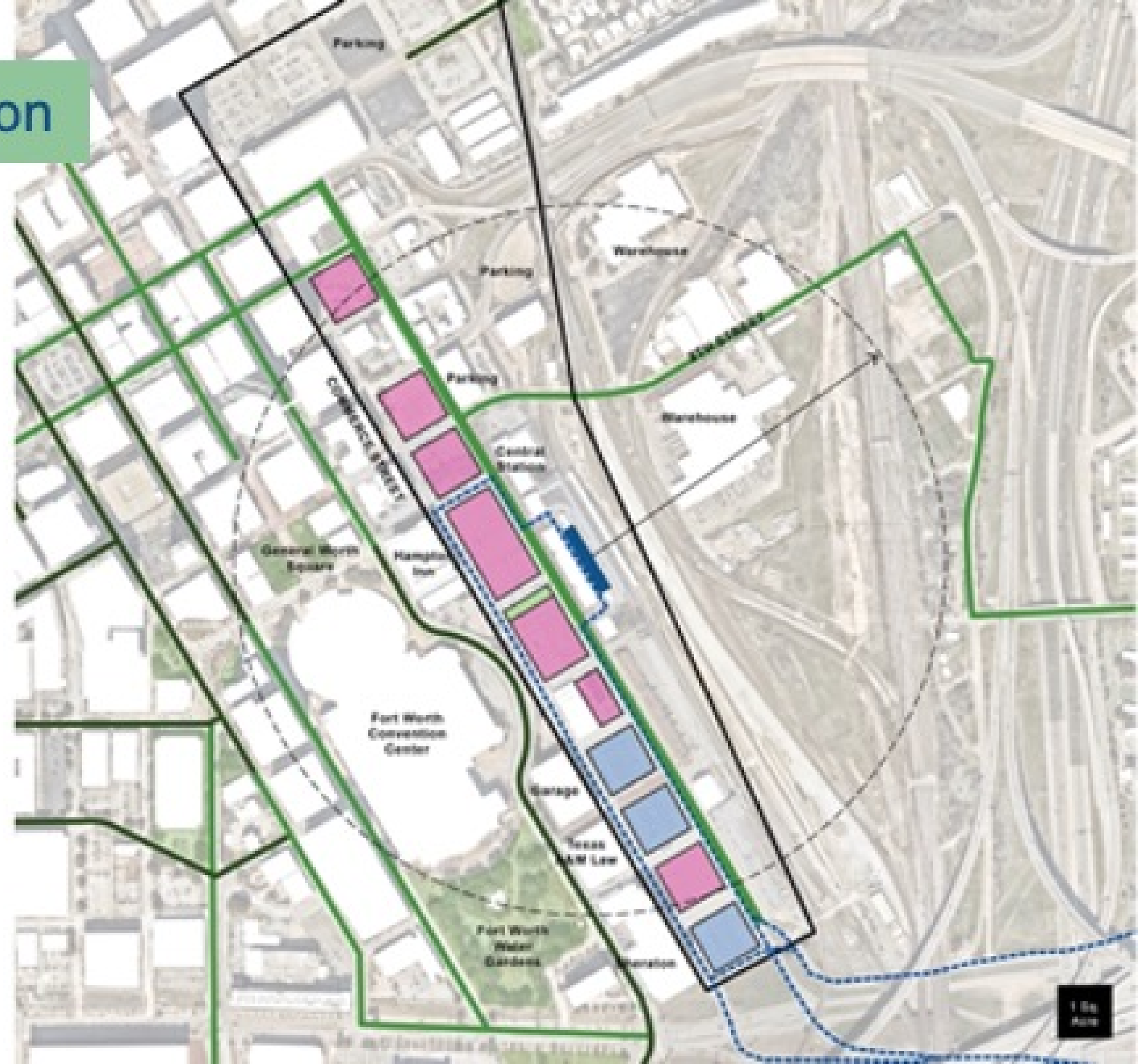
## People Using the Station Area

Visitors from East Fort Worth  
East Lancaster residents  
Passing traffic, transit riders

## Station Area Connections

Major streets  
Intersecting bus routes  
Bike routes

- RESIDENTIAL
- MXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Central Station Area Scenario

## Downtown Core

A major mixed-use center, with high density urban living completing multiple blocks.












## Public Realm

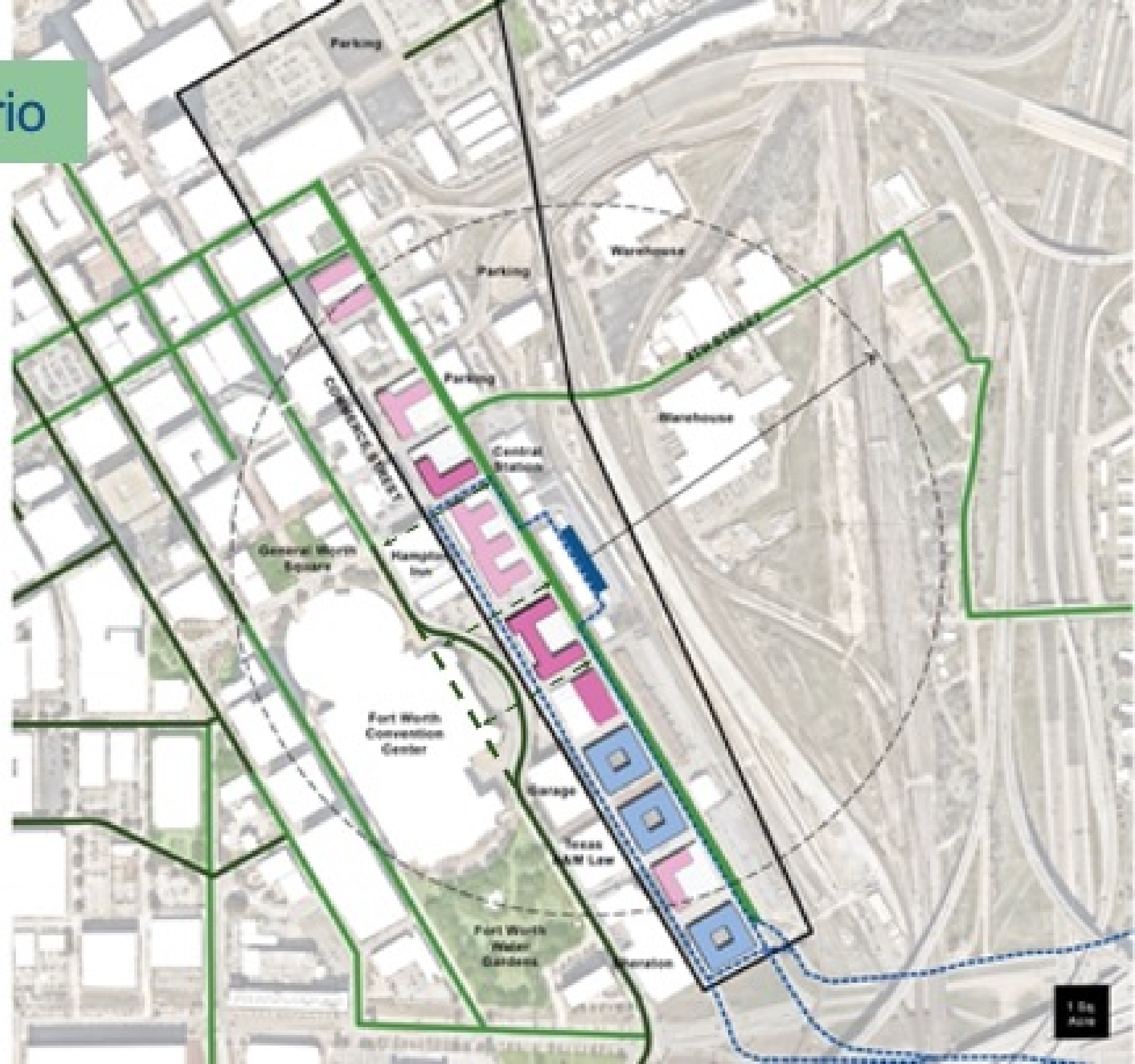
Shading street trees around the transit station and connecting routes to other transit. Setbacks providing public space tree a clear view from Station.

## Development Range

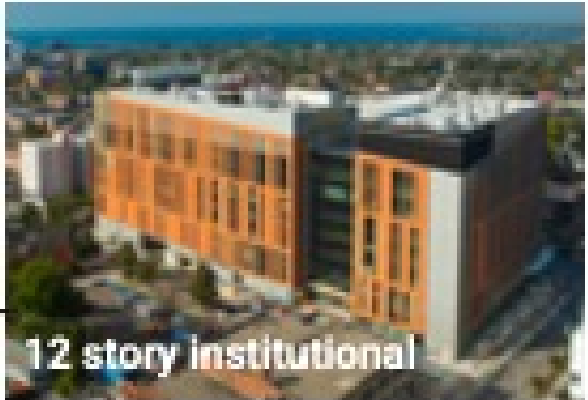
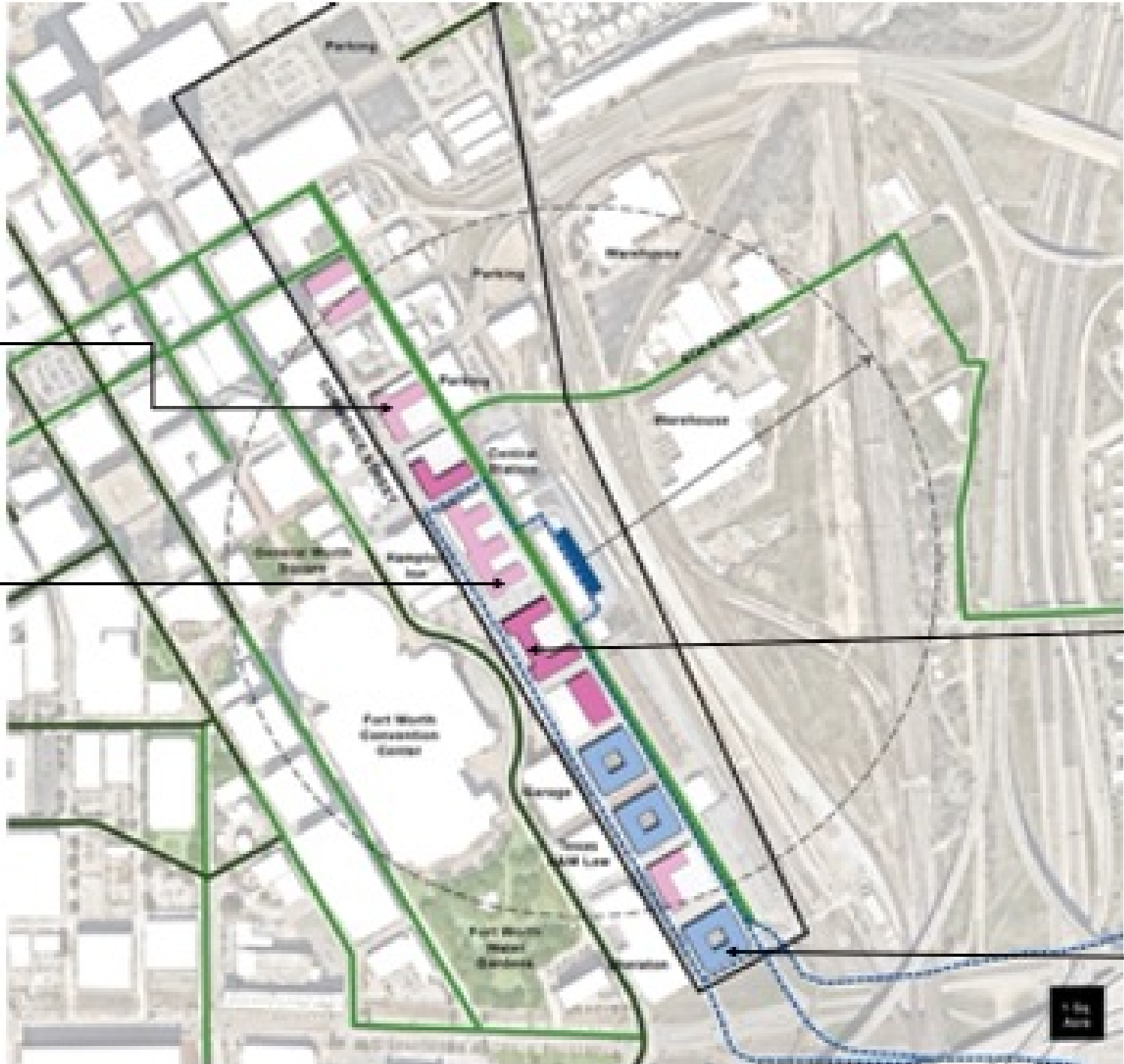
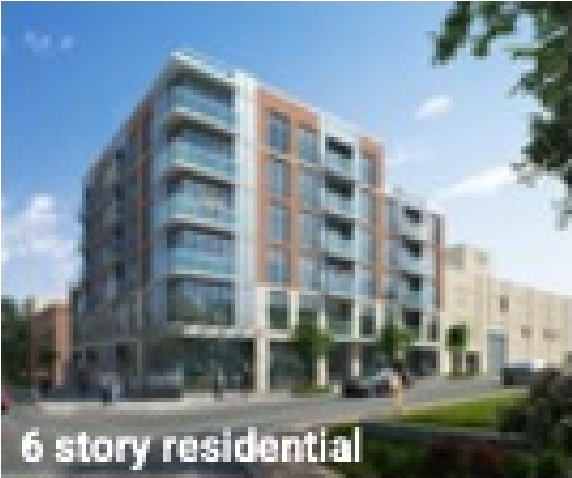
1,000 Residential Homes

30,000 Square Feet, Ground-Floor, Mixed-Use

- |  |   |                             |
|--|---|-----------------------------|
|  |  | RESIDENTIAL BUILDING        |
|  |  | MIXED-USE BUILDING          |
|  |  | LIGHT INDUSTRIAL BUILDING   |
|  |   | EXISTING BIKE FACILITIES    |
|  |   | PLANNED BIKE FACILITIES     |
|  |   | PARKS & COMMUNITY SPACE     |
|  |   | TOD PLAN INVESTIGATION AREA |
|  |   | HIGH CAPACITY TRANSIT       |



# Central Station: Development Types





## Pine



# Pine Station Area



PINE

An aerial photograph of the Pine Station Area. A white line starts from the top left, passes through a green box containing the text 'Pine Station Area', and ends at a white dot. A small white box with the word 'PINE' is positioned above this dot. The area below shows a complex network of roads, including a large interchange and several smaller streets. There are various buildings, including a large industrial or commercial structure with a red roof. To the right, there is a large green area that appears to be a park or a sports field with a winding path. The overall scene is a mix of urban infrastructure and green space.



# Station Area Type: Urban Village

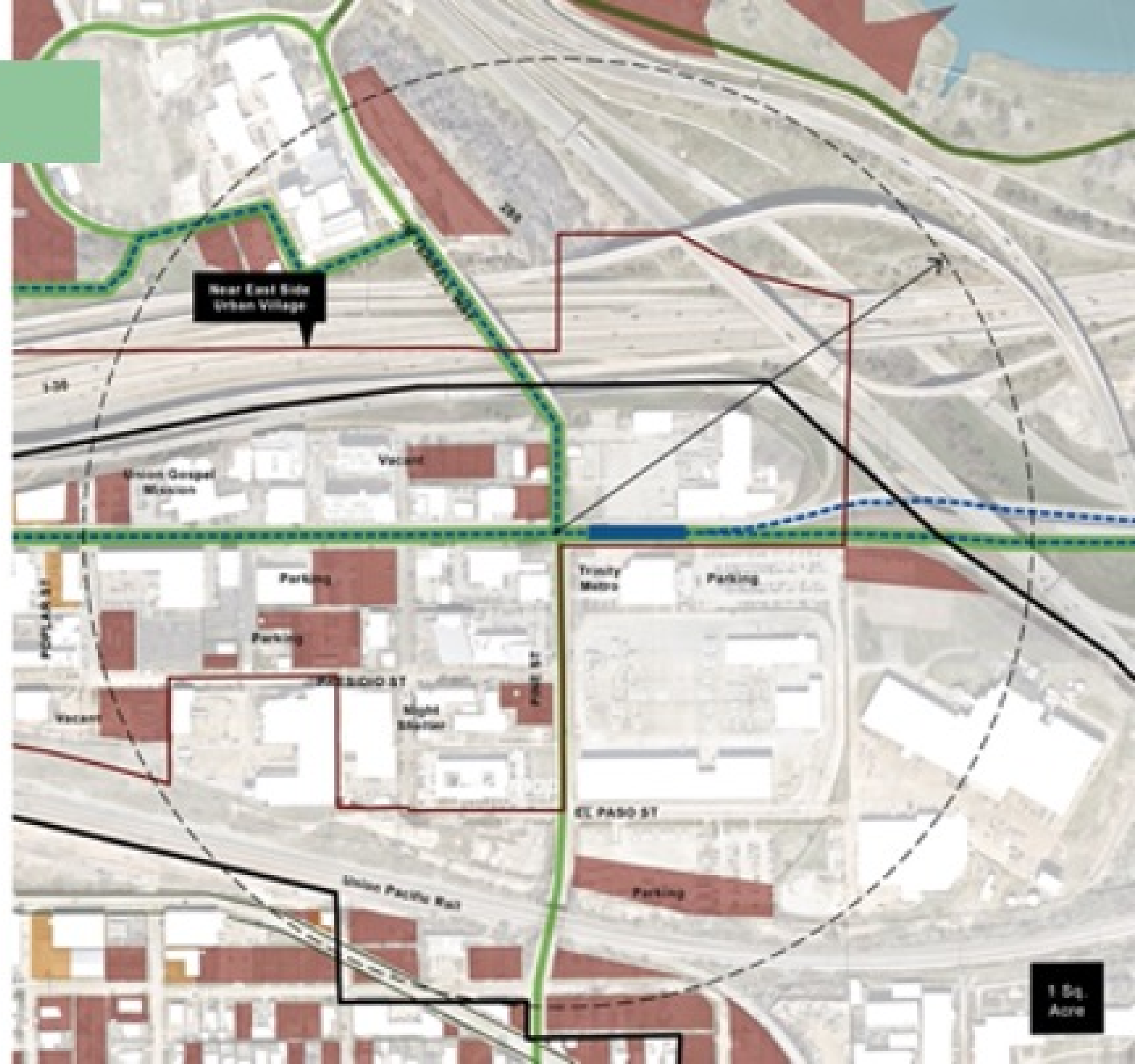


# Pine and Lancaster Today

## Context

Transit sector facilities and a concentration of human service operations.

- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Aspirations for Pine

## Station Area Role

Corridor retail and services  
Residential

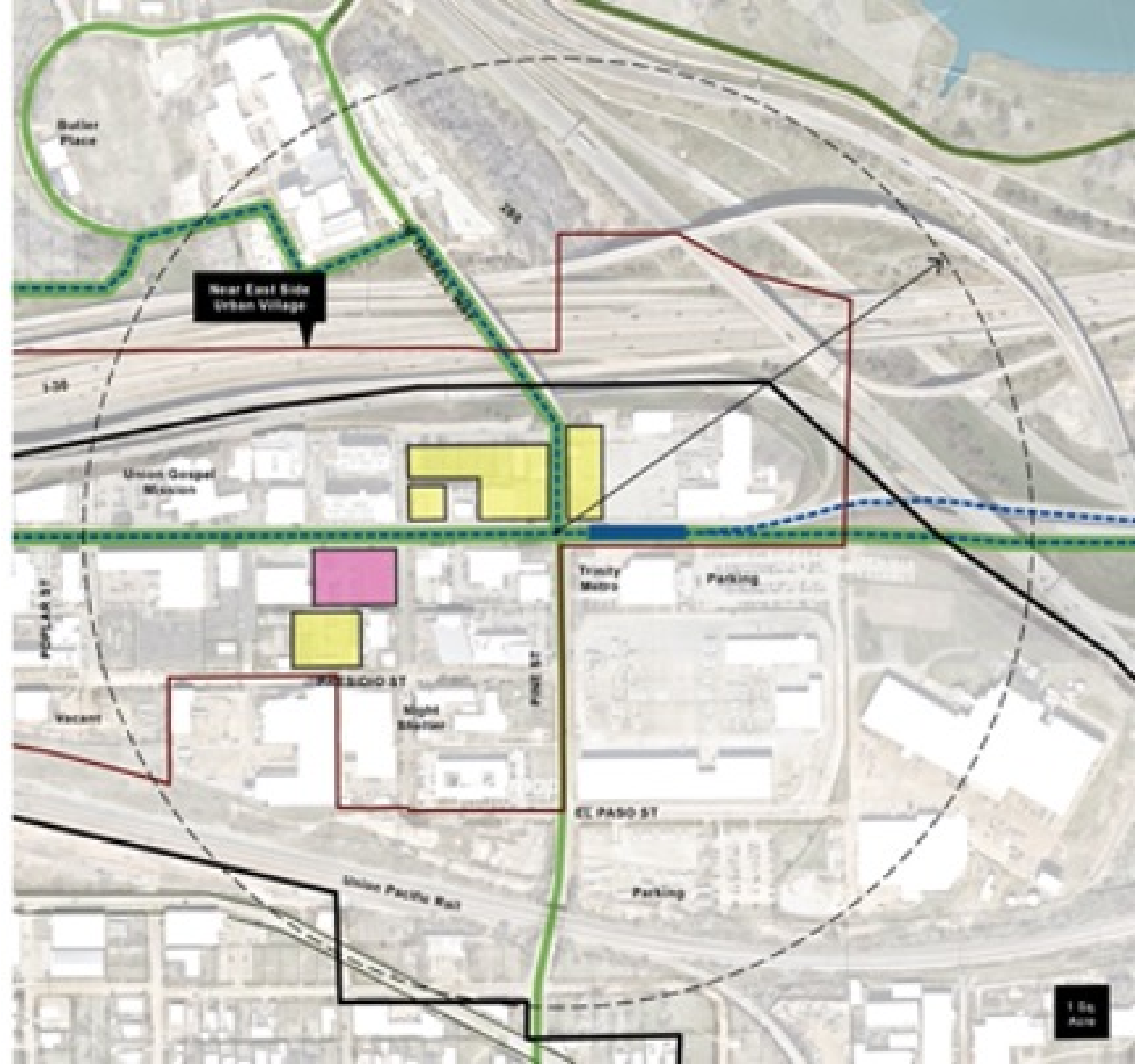
## People Using the Station Area

Visitors from East Fort Worth  
East Lancaster residents  
Passing traffic, transit riders

## Station Area Connections

Major streets  
Intersecting bus routes  
Bike routes

- RESIDENTIAL
- MXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Pine: Scenario

## Urban Village

Unique mixed-use destination, with visitors from across Fort Worth. A human services focus on the needs of community members transitioning into housing and jobs. New housing, community services, entertainment and retail activities.












## Public Realm

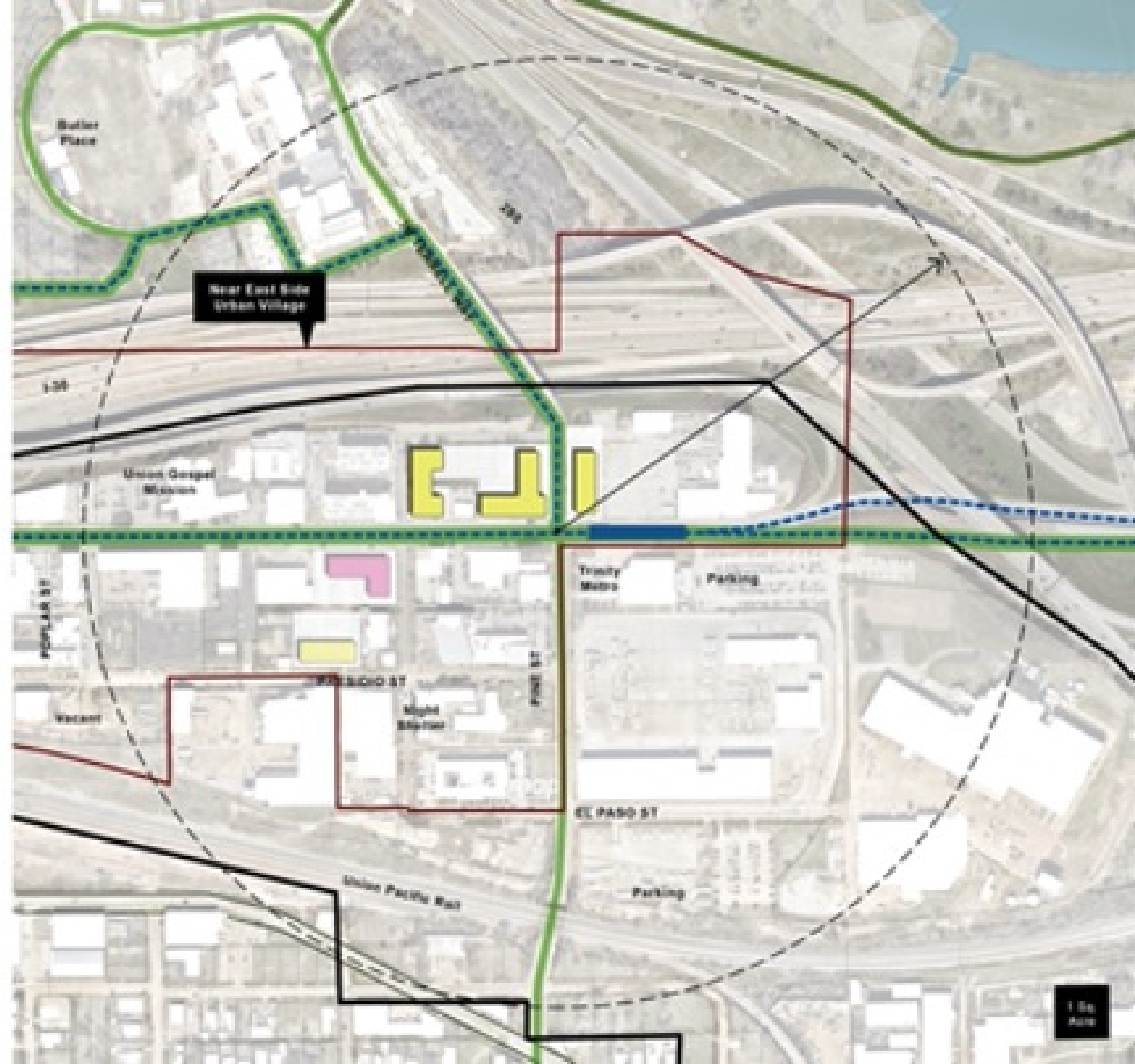
Additional street trees to shade the public realm.

## Development Range

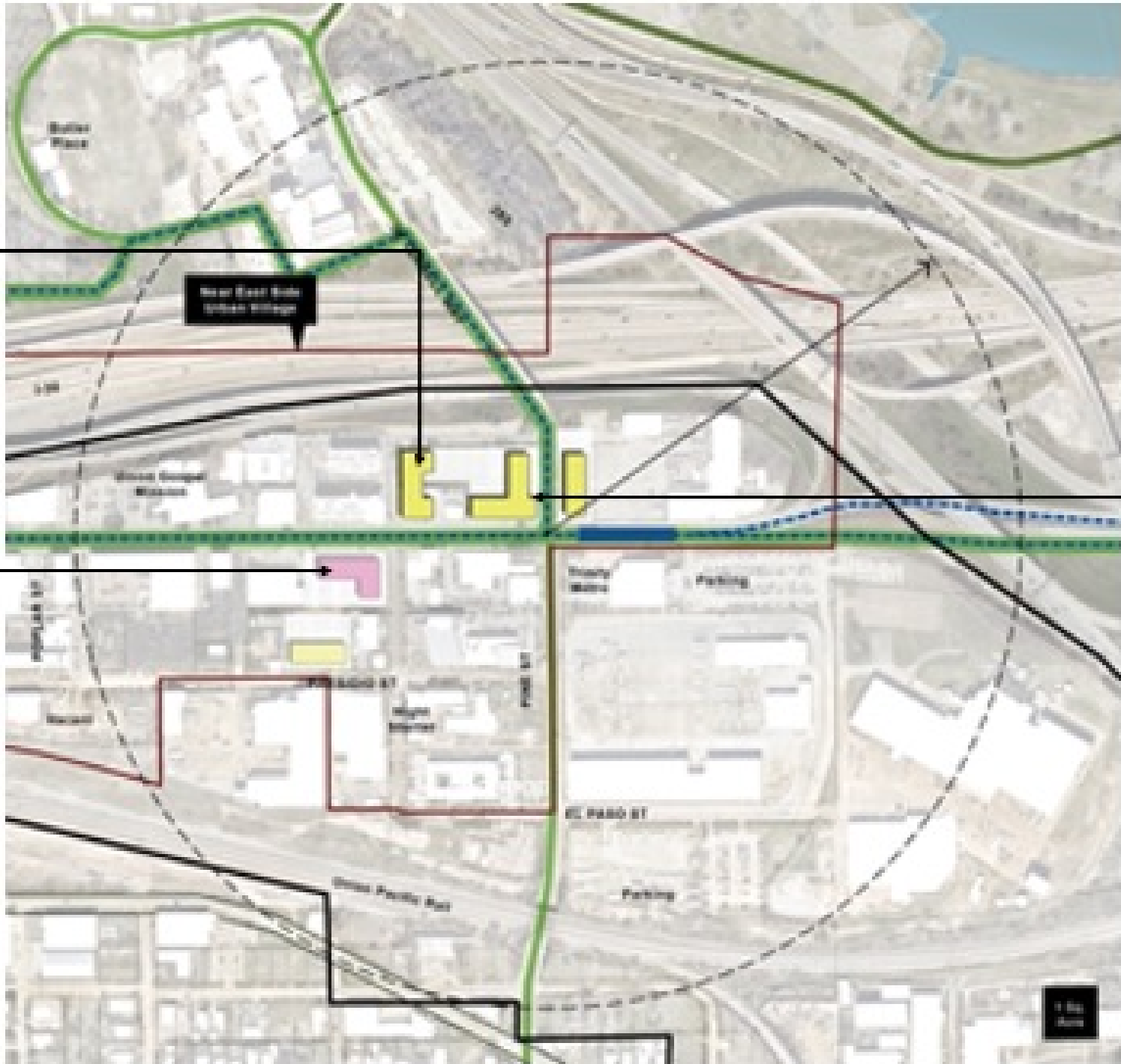
225-250 Residential Homes

5,000 Square Feet, Mixed-Use

PHASE ONE	FUTURE PHASE	
		RESIDENTIAL BUILDING
		MIXED-USE BUILDING
		LIGHT INDUSTRIAL BUILDING
		EXISTING BIKE FACILITIES
		PLANNED BIKE FACILITIES
		PARKS & COMMUNITY SPACE
		TOD PLAN INVESTIGATION AREA
		HIGH CAPACITY TRANSIT



# Pine: Development Types





## Riverside



# Riverside Station Area

RIVERSIDE

An aerial photograph of the Riverside Station Area. A white line, representing a transit route, starts from the top left, curves through a residential area with many houses, and then continues straight through a commercial area with larger buildings. The word "RIVERSIDE" is written in a white box above the line in the commercial area. The surrounding landscape includes green fields, some trees, and a road network.

# Station Area Type: Corridor Hub










# Riverside and Lancaster Today

## Context

Limited development potential. Multiple highway structures and rail lines, with business spaces in between. A clear place if transition between East Lancaster and Downtown

-  TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
-  POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
-  POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
-  EXISTING BIKE FACILITIES
-  PLANNED BIKE FACILITIES
-  PARKS & COMMUNITY SPACE
-  TOD PLAN INVESTIGATION AREA
-  HIGH CAPACITY TRANSIT



# Aspirations for Riverside

## Station Area Role

*Corridor retail and services*  
*Residential*

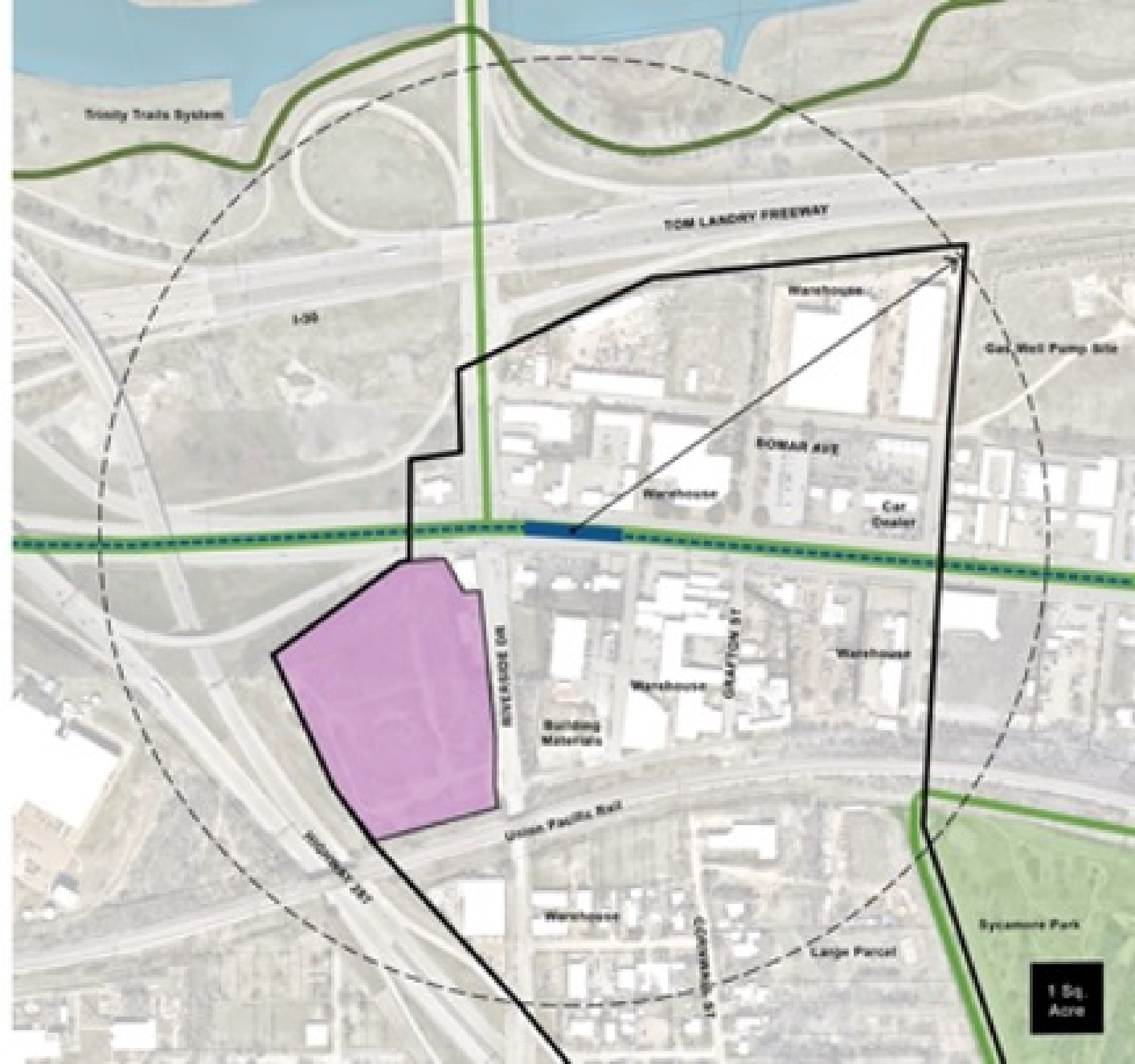
## People Using the Station Area

*Visitors from East Fort Worth*  
*East Lancaster residents*  
*Passing traffic, transit riders*

## Station Area Connections

*Major streets*  
*Intersecting bus routes*  
*Bike routes*

- RESIDENTIAL
- MIXED-USE
- LIGHT INDUSTRIAL
  
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
  
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Riverside: Scenario

## Corridor Hub





Serving residents, transit riders and passing traffic

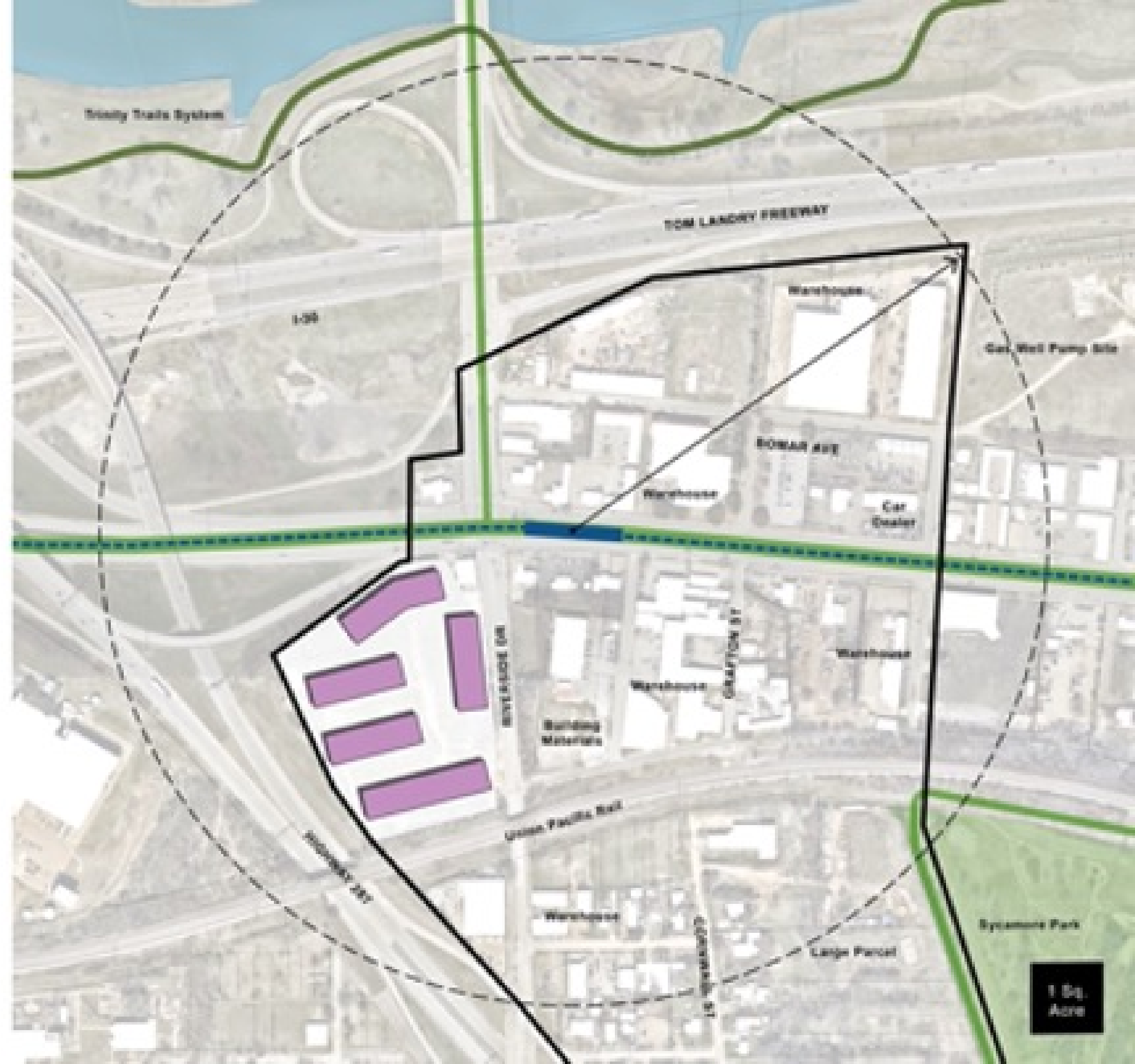
## Economic Development

Infill vacant and underused sites. Light industrial, distribution, job hub. Reactivate vacant buildings.

## Development Range

60-100,000 Square Feet

- |  |   |                           |
|--|---|---------------------------|
|  |  | RESIDENTIAL BUILDING      |
|  |  | MIXED-USE BUILDING        |
|  |  | LIGHT INDUSTRIAL BUILDING |
|  | EXISTING BIKE FACILITIES  |                           |
|  | PLANNED BIKE FACILITIES   |                           |
|  | PARKS & COMMUNITY SPACE   |                           |
|  | TOO PLAN INVESTIGATION AREA   |                           |
|  | HIGH CAPACITY TRANSIT   |                           |



# Riverside: Development



Light industrial





## Sycamore Creek



# Ayers: Development Types





## Oakland Corners



# Oakland Corners

OAKLAND





# Station Area Type: Urban Village

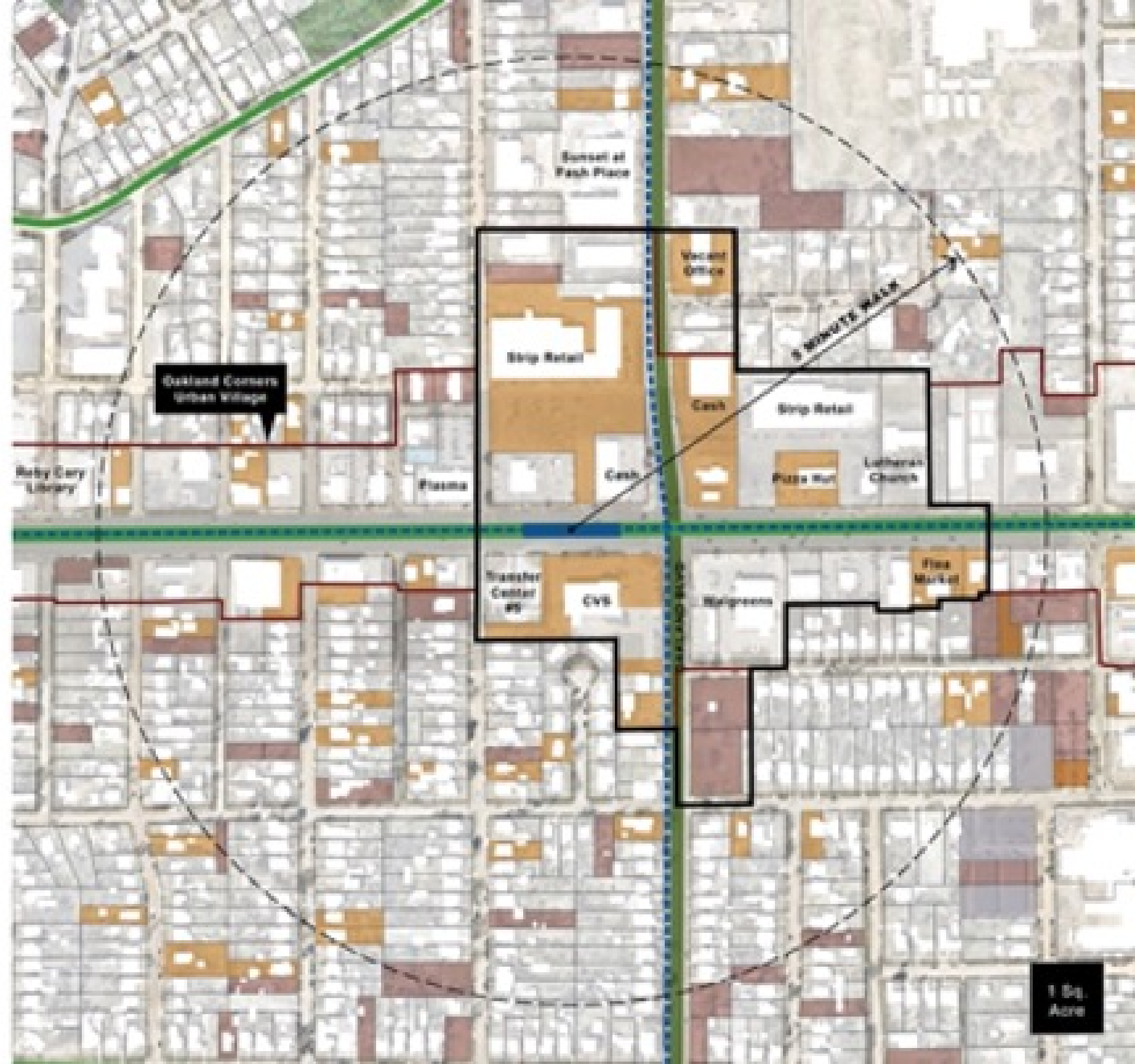


# Oakland Corners Today

## Future Land Use Mixed-Use



- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOO PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT AND BUS



# Aspirations for Oakland Corners

## Station Area Roles

City-wide Destination

Serving Community Needs

## Users

Visitors from downtown, East Fort Worth

Residents from neighboring communities

Transit riders

Passing traffic

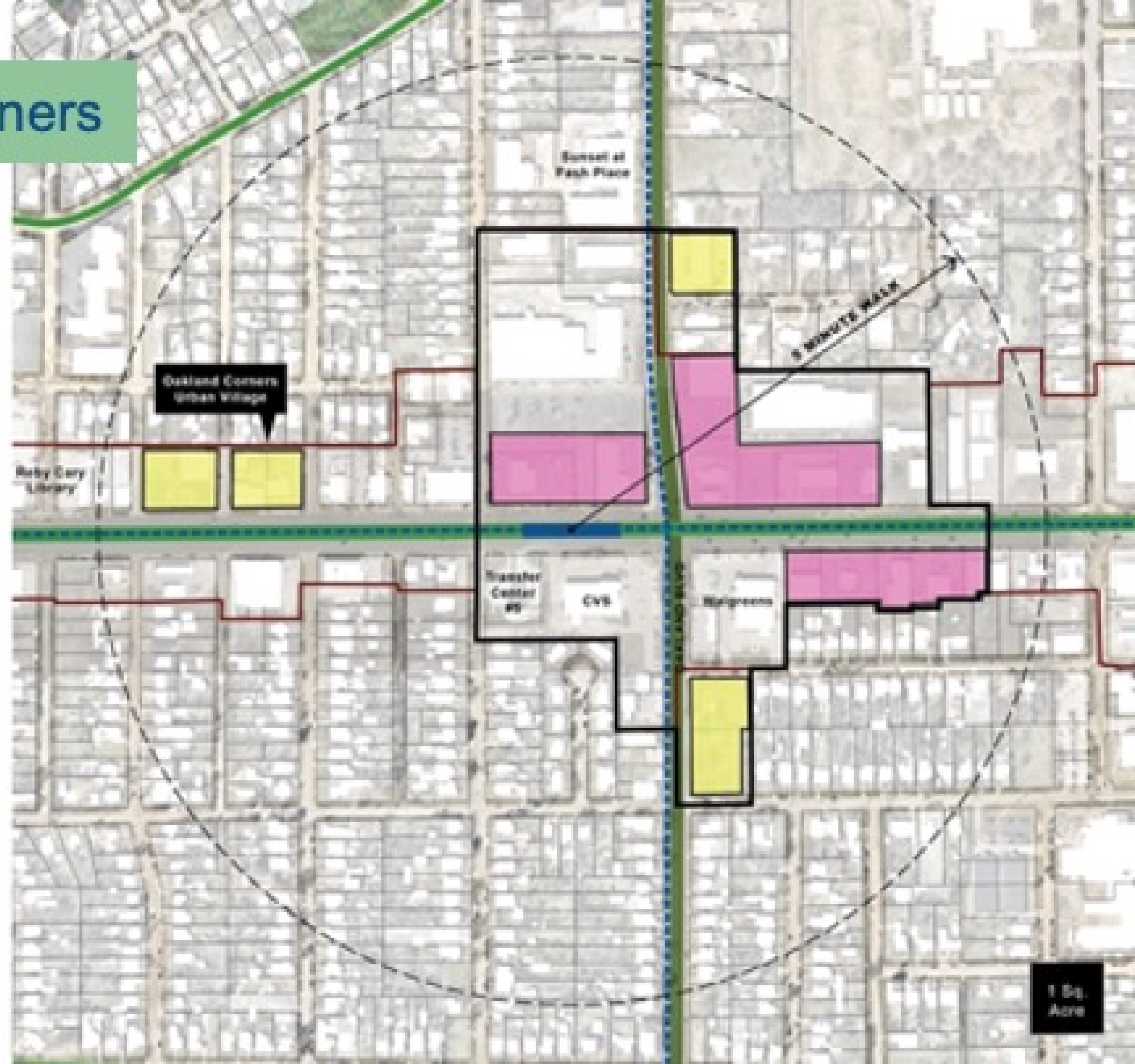
## Connections

Bus and bike

Highways

Major streets

- RESIDENTIAL
- MIXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOO PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT AND BUS



# Oakland Corners: Station Area Scenario

## Station Area Type

Urban Village, key corridor intersection, retail, community services and job hub.












## Public Realm

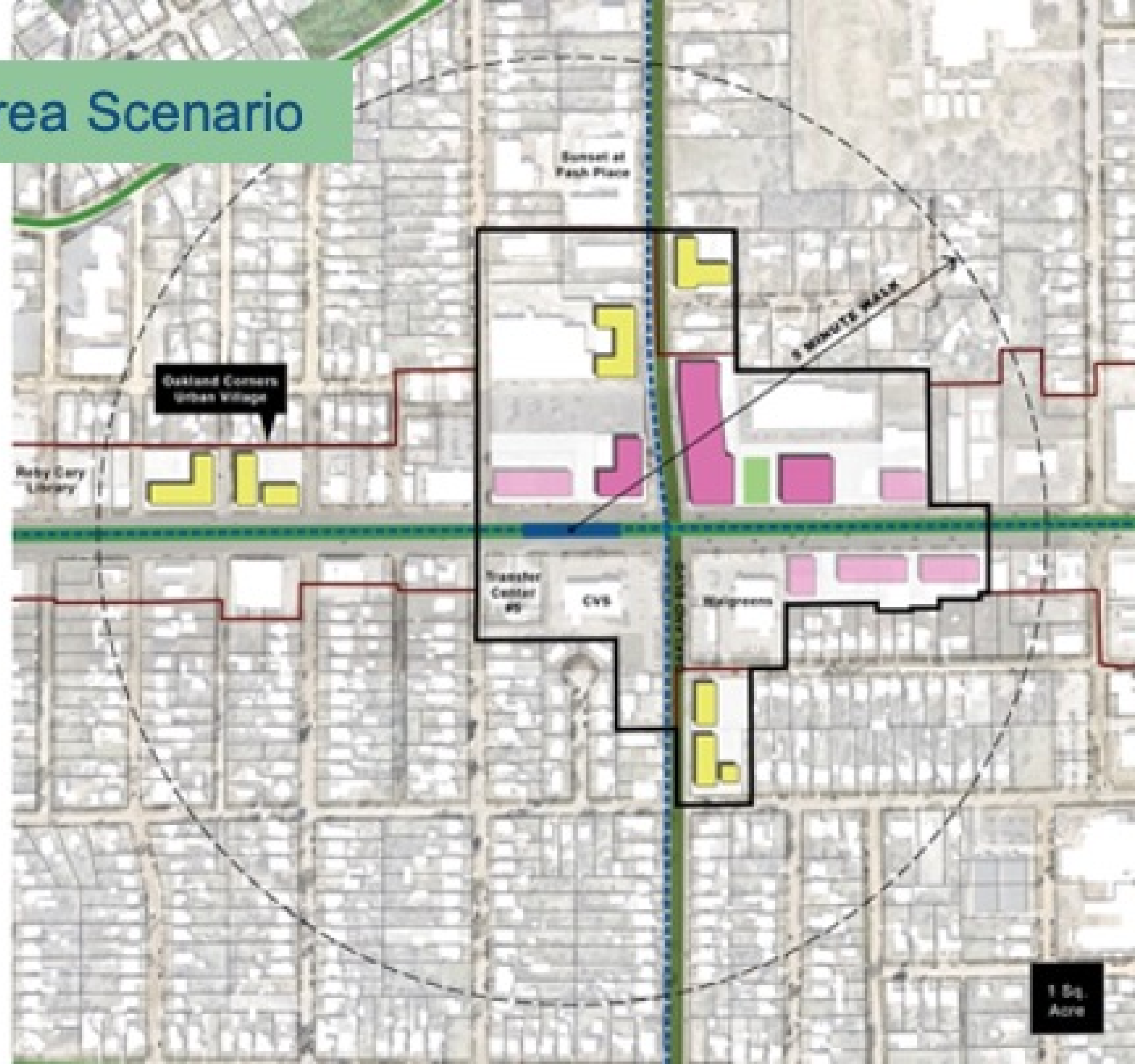
Enhancing streetscape, adding street trees for shade a more pedestrian friendly intersection. Addition of stormwater best management practices to the central median, and sustainable landscaped parkway areas and tree zones close to sidewalks.

## Development Range

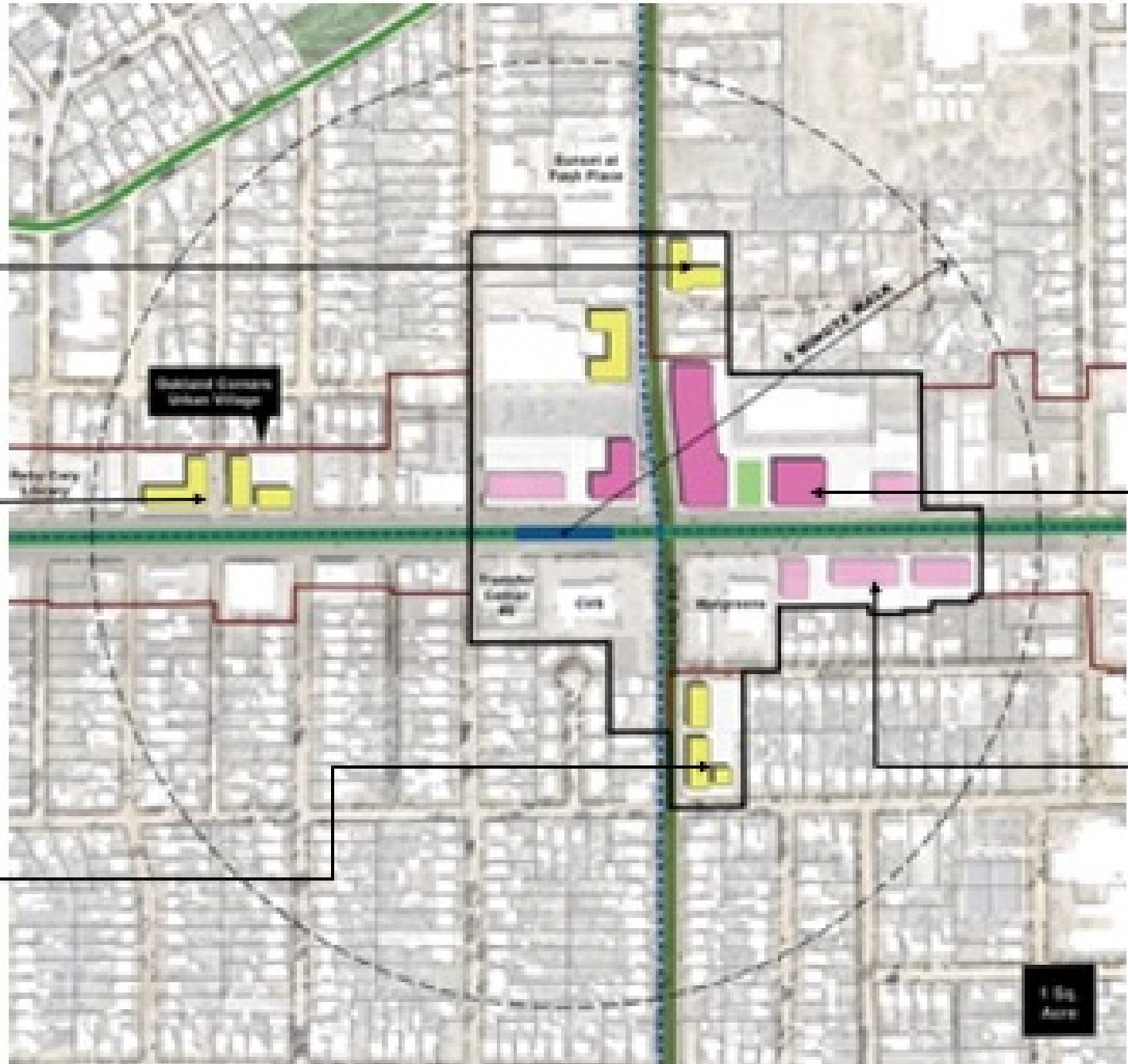
400 Residential Units

50,000 Square Feet, Mixed Use

- | PHASE ONE  | FUTURE PHASE  |                               |
|--|---|-------------------------------|
|  |  | RESIDENTIAL BUILDING          |
|  |  | MIXED-USE BUILDING            |
|  |  | LIGHT INDUSTRIAL BUILDING     |
|  |   | EXISTING BIKE FACILITIES      |
|  |   | PLANNED BIKE FACILITIES       |
|  |   | PARKS & COMMUNITY SPACE       |
|  |   | TOO PLAN INVESTIGATION AREA   |
|  |   | HIGH CAPACITY TRANSIT AND BUS |



# Oakland Corners: Development Types



# Oakland Corners: Station Area Concept

Focus the highest densities close to stations

Create "streets" within larger sites

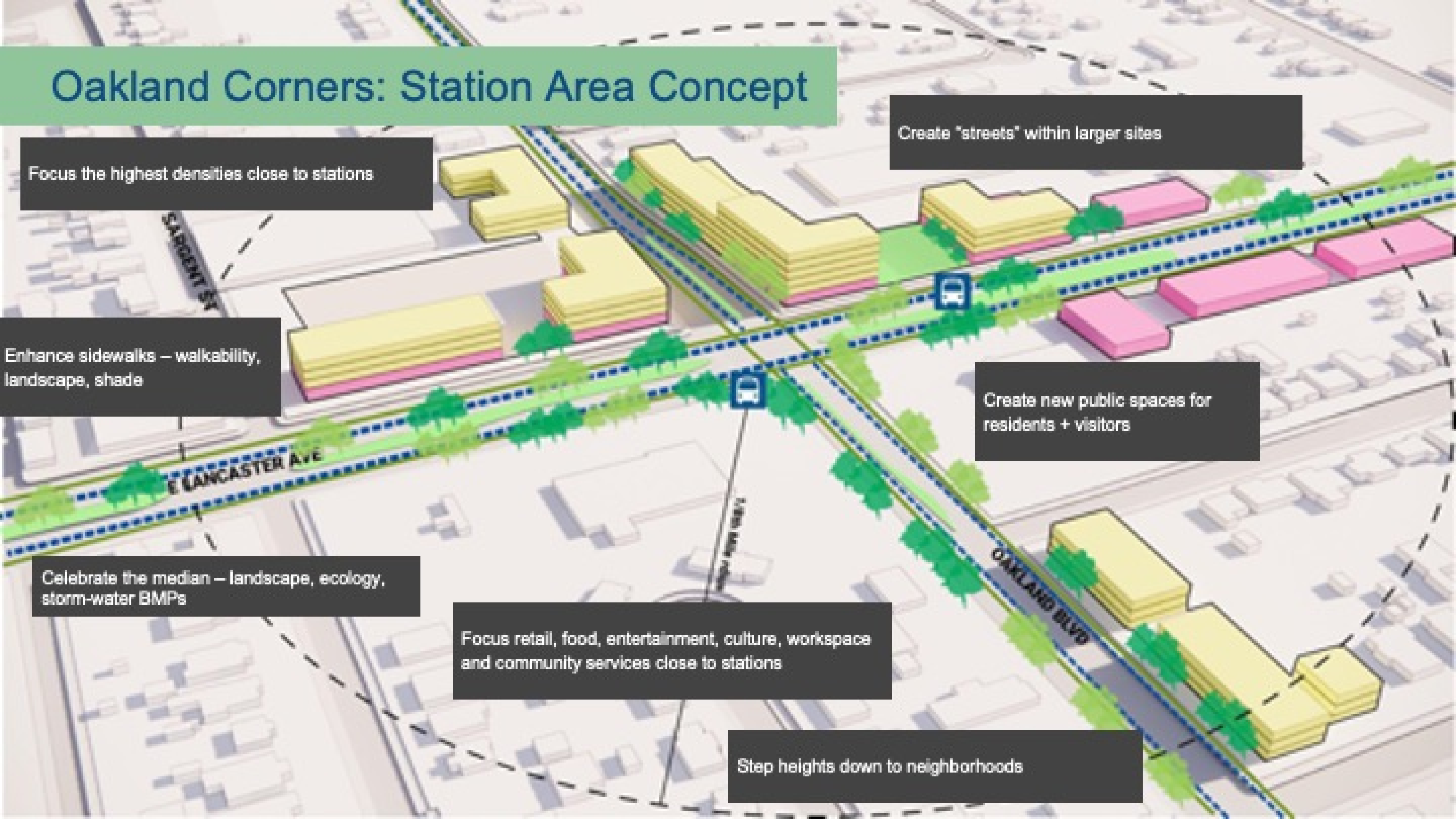
Enhance sidewalks – walkability, landscape, shade

Create new public spaces for residents + visitors

Celebrate the median – landscape, ecology, storm-water BMPs

Focus retail, food, entertainment, culture, workspace and community services close to stations

Step heights down to neighborhoods





## Rand / Edgewood



# Rand/Edgewood Station Area

An aerial photograph of a residential neighborhood with a grid street pattern. A white line runs diagonally across the image from the top left towards the bottom right. A small white circle is placed on this line, with a white callout box containing the text 'EDGEWOOD/RAND' pointing to it. The surrounding area is densely packed with houses and buildings.

EDGEWOOD/RAND



# Station Area Type: Neighborhood Living

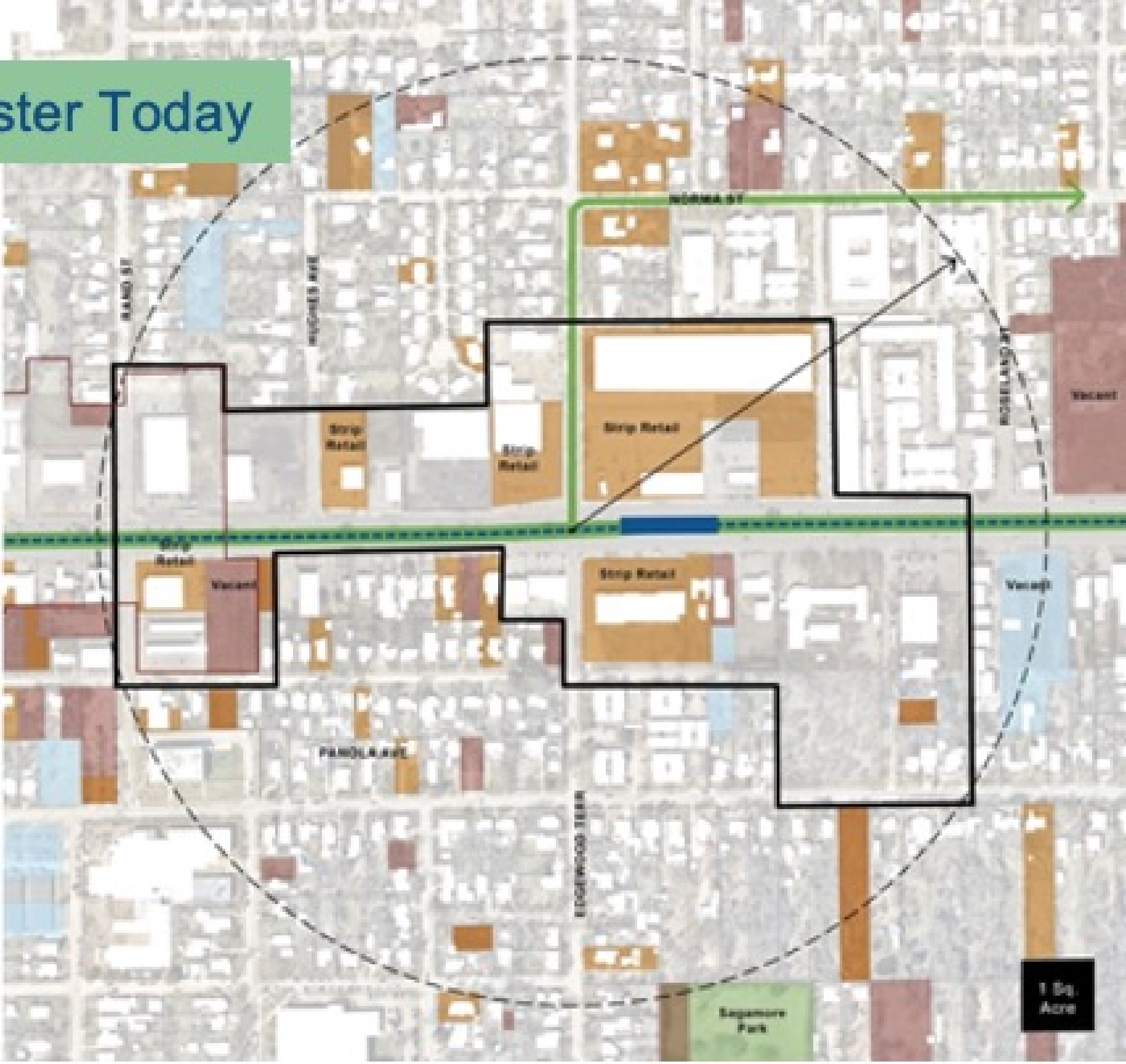


# Rand/Edgewood and Lancaster Today

## Context

Multiple rental housing developments. Larger surface parking lots and vacant retail spaces.

- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND- AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Aspirations for Rand/Edgewood

## Station Area Role

Corridor retail and services  
Residential

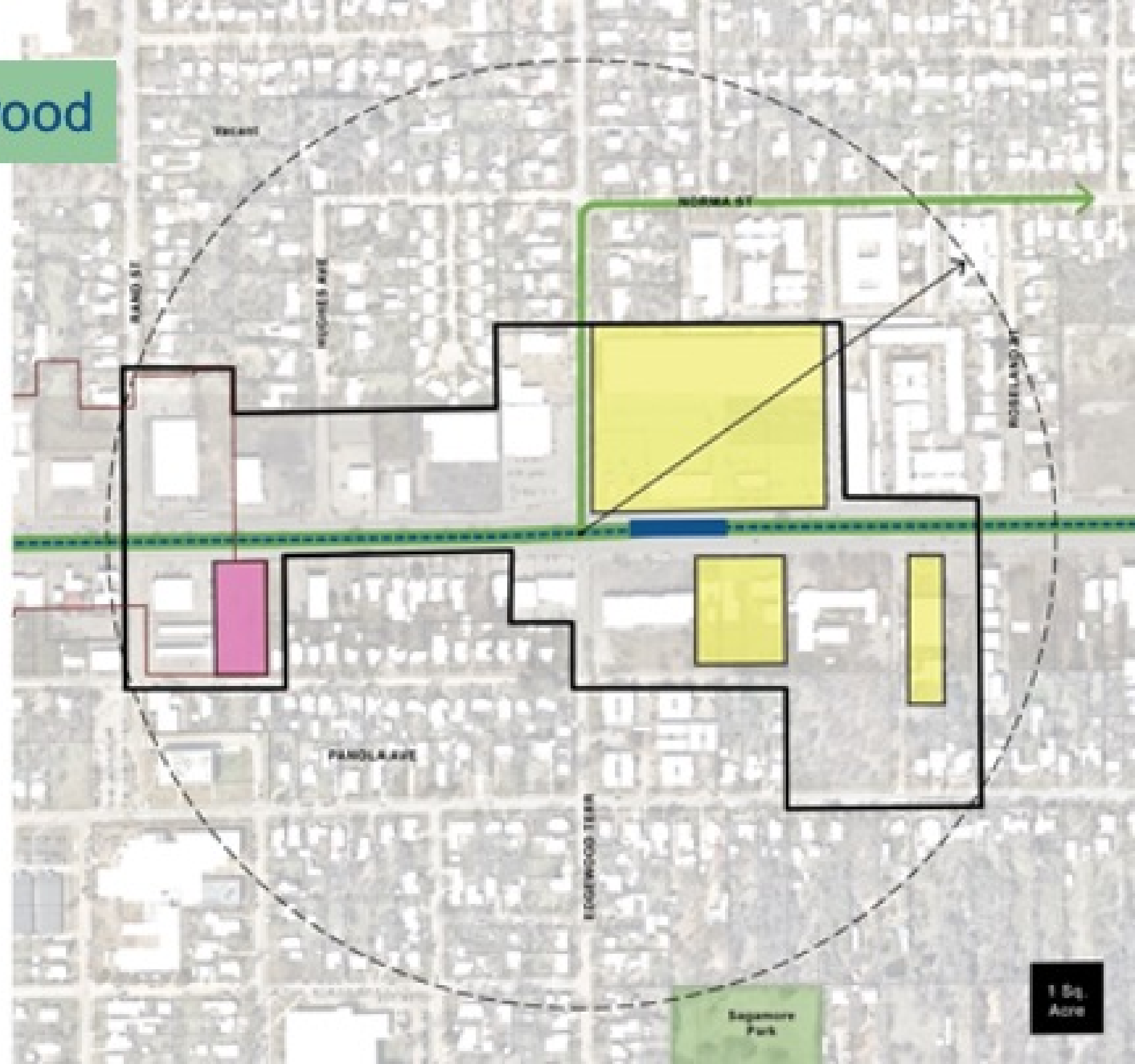
## People Using the Station Area

Visitors from East Fort Worth  
East Lancaster residents  
Passing traffic, transit riders

## Station Area Connections

Major streets  
Intersecting bus routes  
Bike routes

- RESIDENTIAL
- MXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOO PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



1 Sq. Acre

# Rand/Edgewood Scenario

## Neighborhood Living

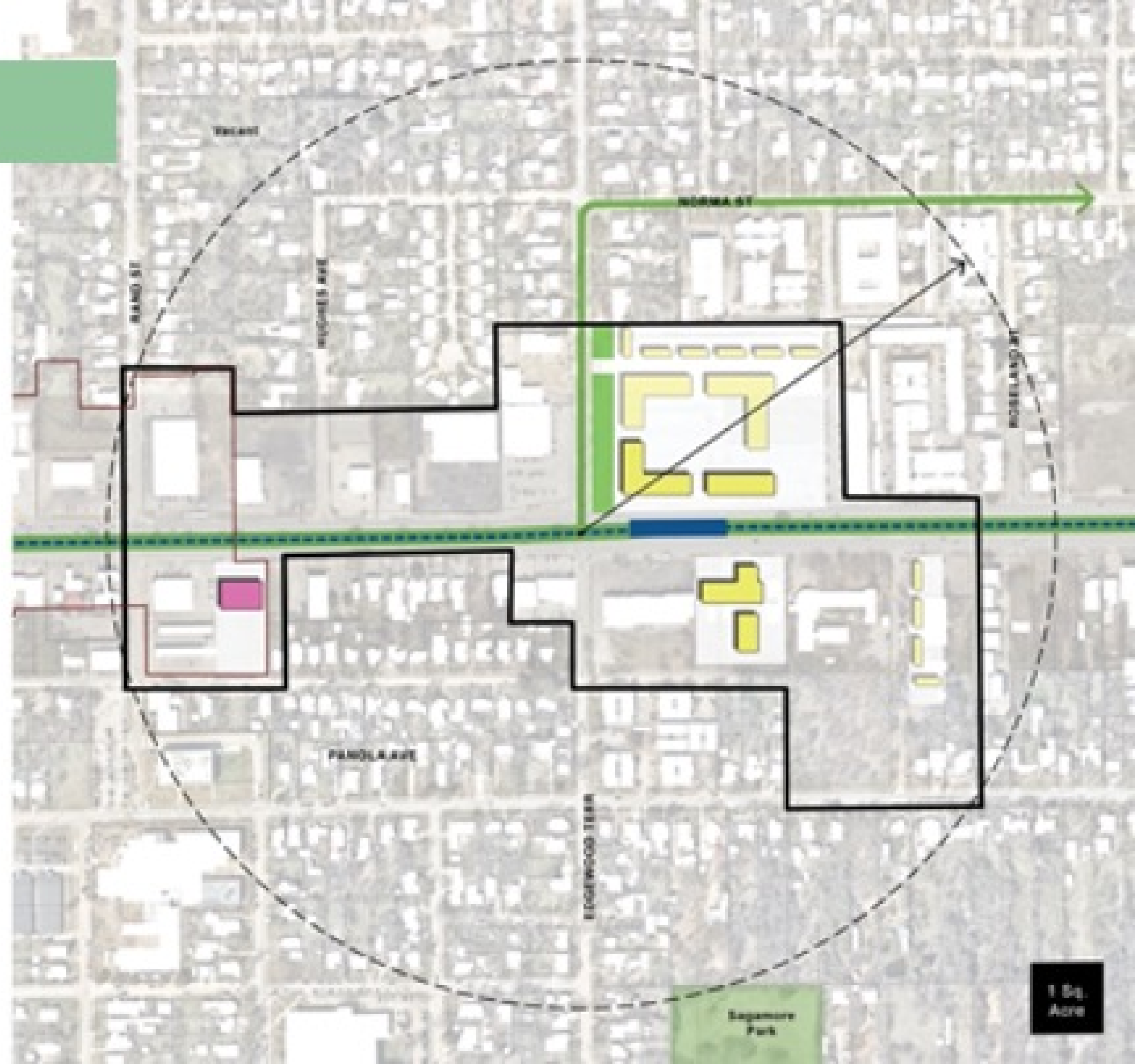
New housing to meet local needs, residential development emphasis. Larger sites to be reconfigured on the north side.

## Public Realm

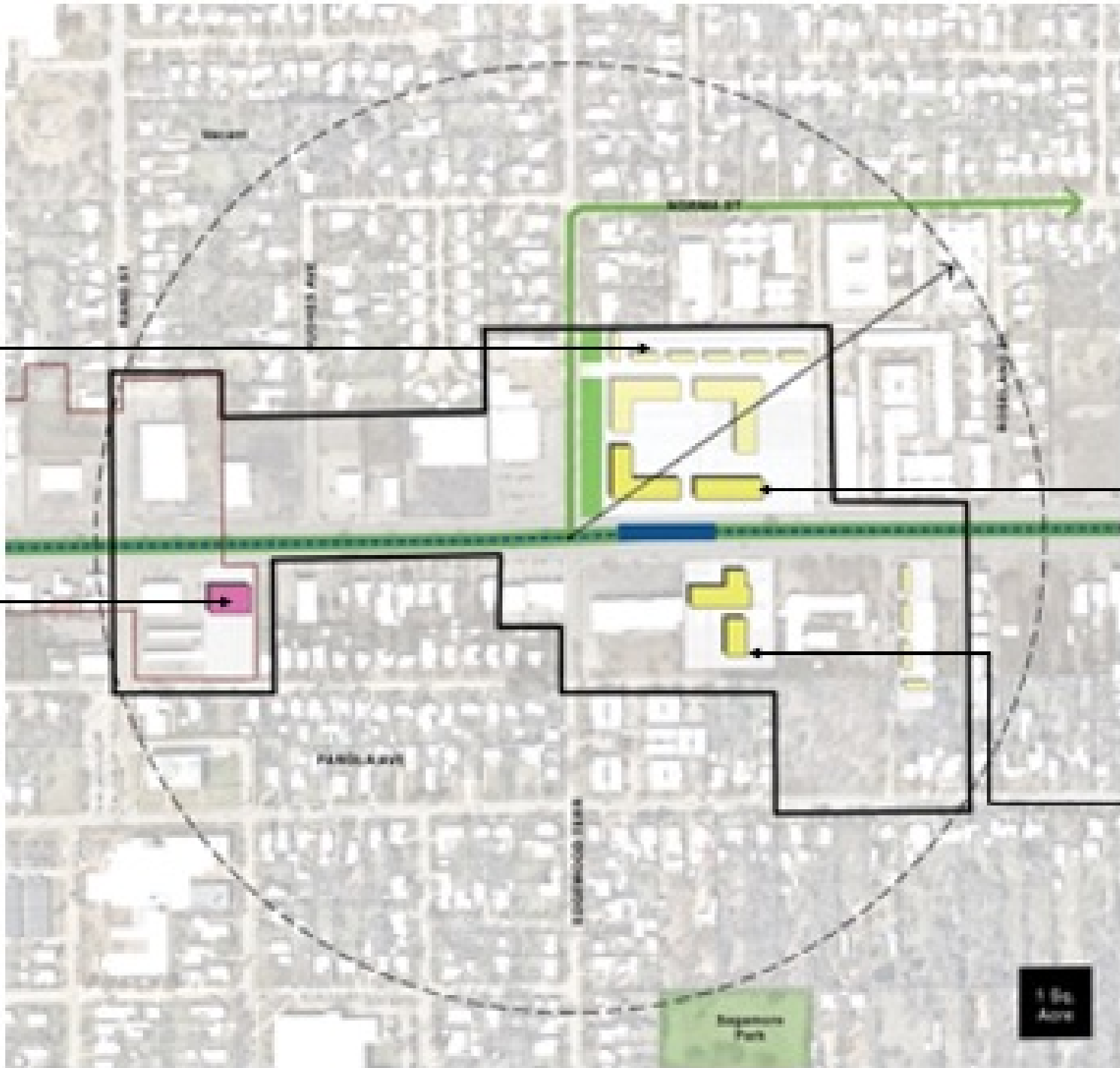
Additional street trees to provide shading of the public realm. Addition of stormwater best management practices to the central median, and sustainable landscaped parkway areas.

## Development Range

225-250 Residential Homes  
3,000 Square Feet, Mixed-Use



# Rand/Edgewood: Development Types





## East Segment Stations



# Station Area Types and Locations

- DOWNTOWN CORE
- URBAN VILLAGE
- CORRIDOR HUB
- LOCAL HUB
- NEIGHBORHOOD LIVING
- REGIONAL AMENITY





## Tierney



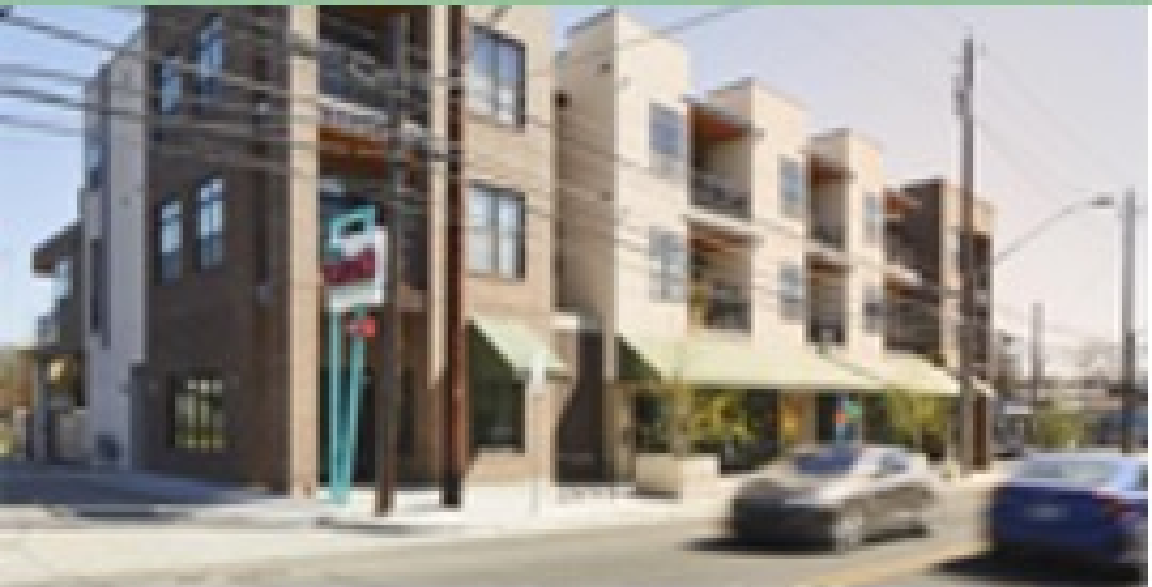


# Tierney Station Area

TIERNEY

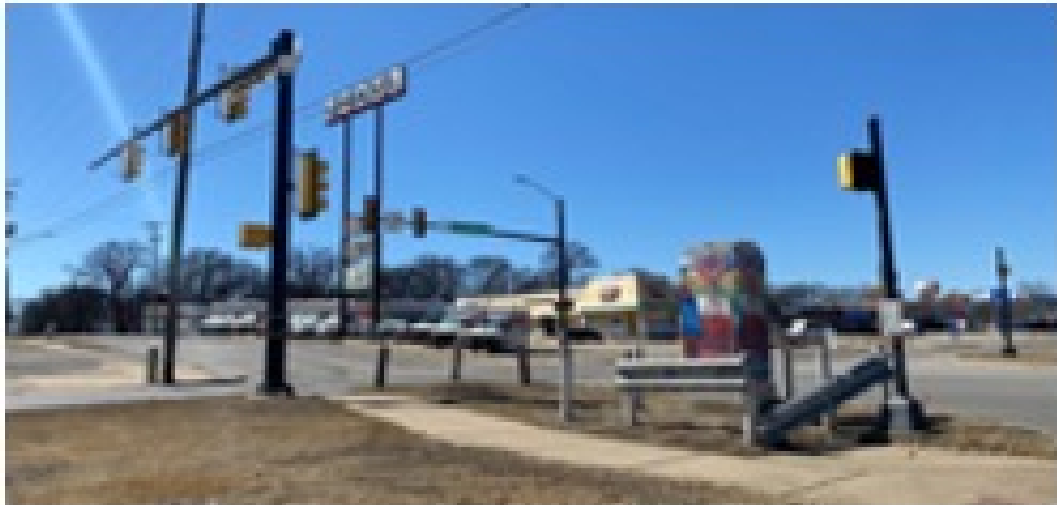


# Station Area Type: Local Hub

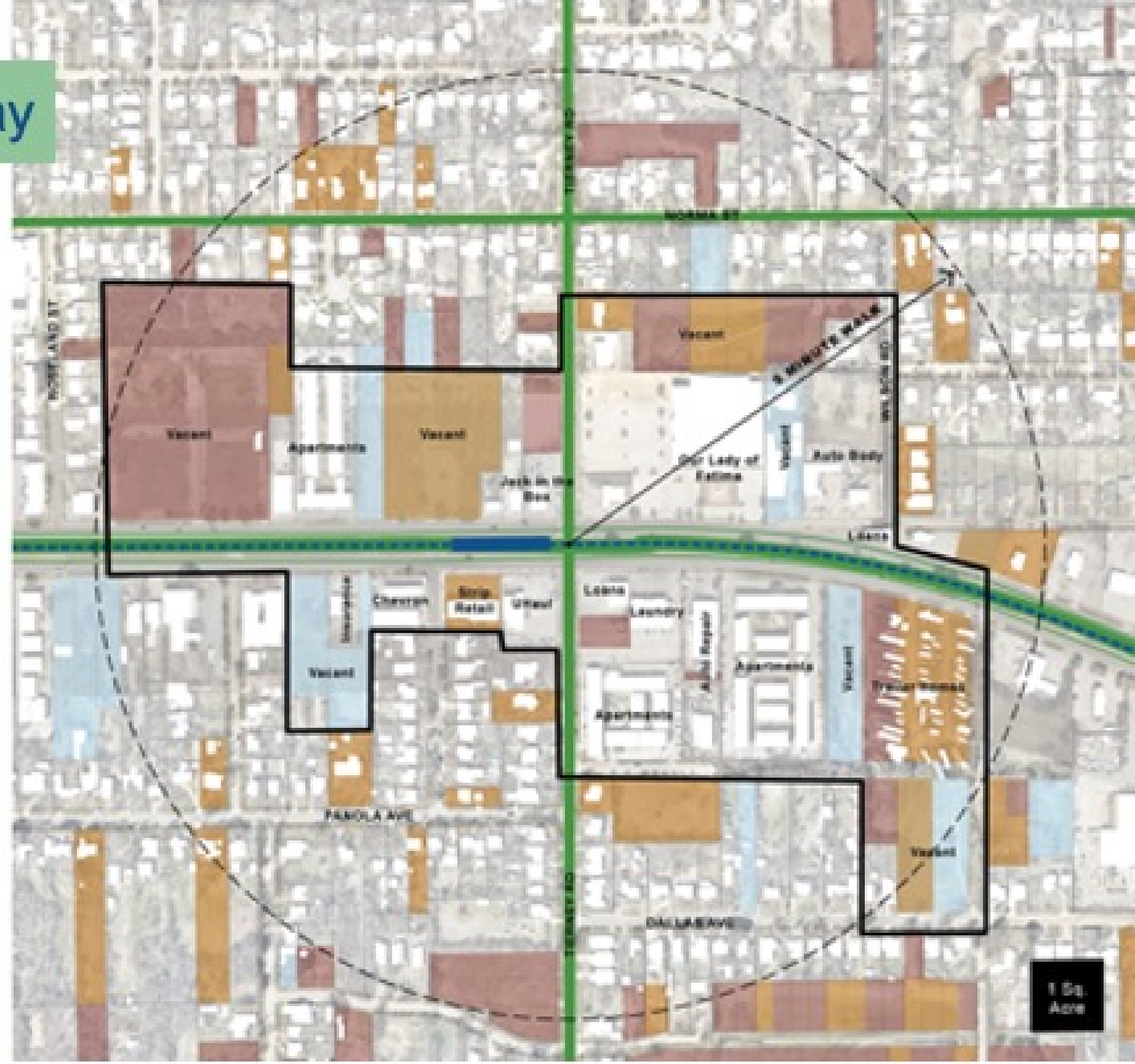


# Tierney and Lancaster Today

## Future Land Use Commercial



- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CPW)
- POTENTIAL REDEVELOPABLE LAND- AGING OR LAND VALUE (CPW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Aspirations for Tierney

## Station Area Roles

Local Services  
Residential

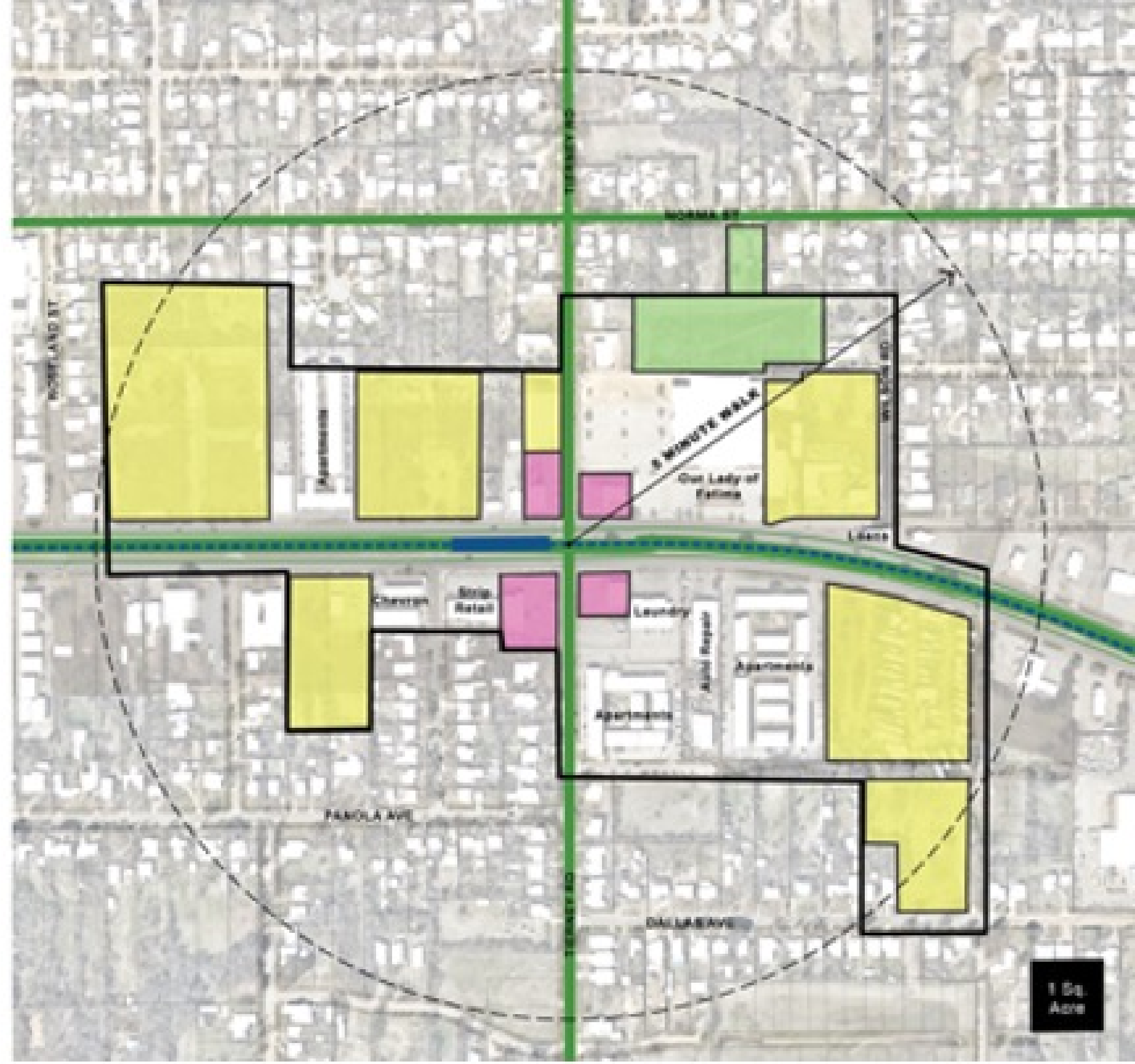
## People who will use the Station Area

Local residents  
Passing traffic,  
Transit riders

## Connections

North-south connector  
Local streets  
Bike routes

- RESIDENTIAL
- MIXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Tierney: Station Area Scenario

## Local Hub





A new homes emphasis with a range of home types, with apartments and townhomes. Retail and mixed use at corner of Tierney

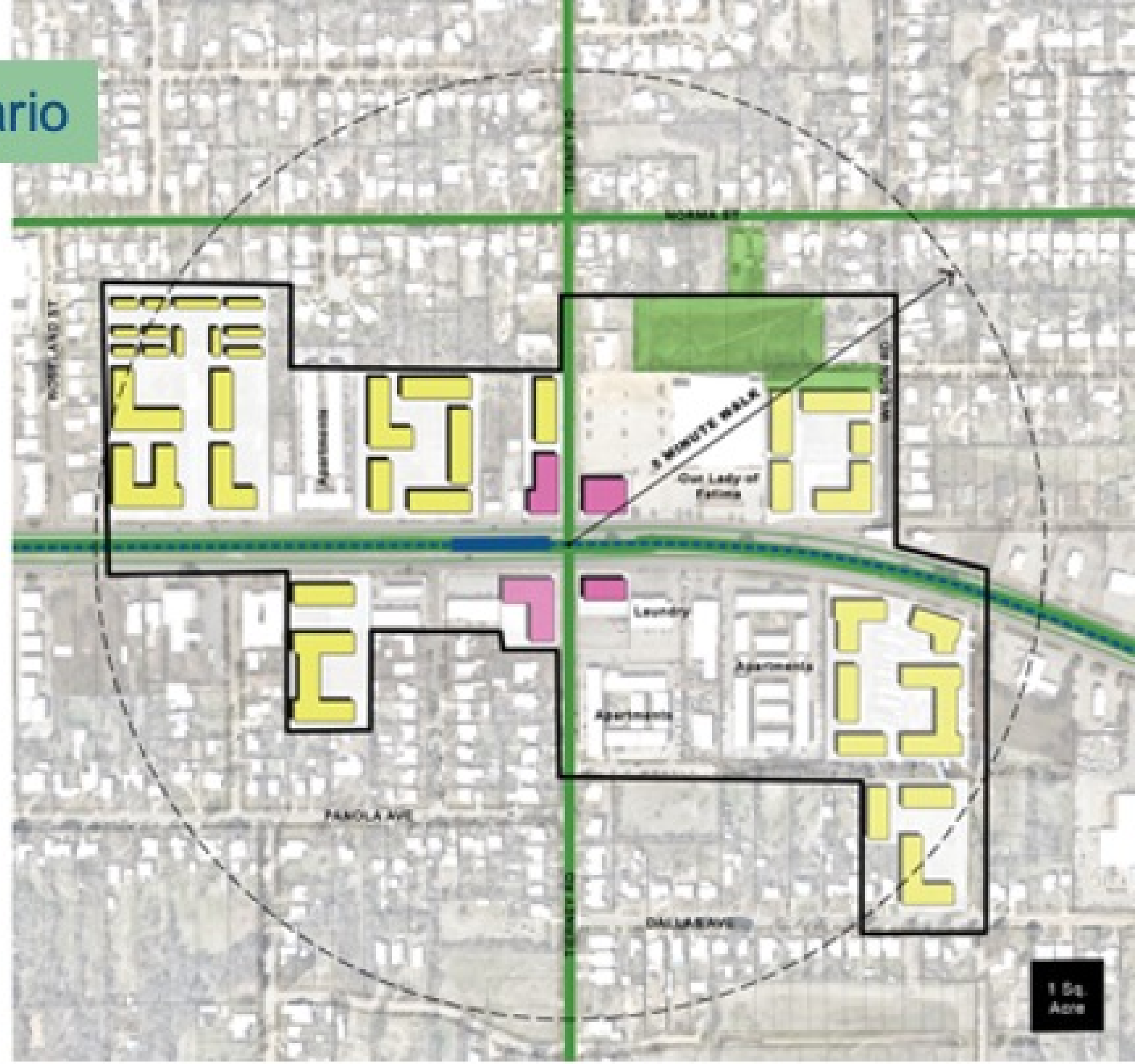
## Public Realm

Enhanced sidewalks and street trees for shade. Enhancing the median - sustainability, stormwater solutions. Enhanced bike routes and facilities.

## Development Range

700-750 residential homes  
10,000 Square Feet, Mixed-use

- |  |   |                             |
|--|---|-----------------------------|
|  |  | RESIDENTIAL BUILDING        |
|  |  | MIXED-USE BUILDING          |
|  |  | LIGHT INDUSTRIAL BUILDING   |
|  |   | EXISTING BIKE FACILITIES    |
|  |   | PLANNED BIKE FACILITIES     |
|  |   | PARKS & COMMUNITY SPACE     |
|  |   | TOO PLAN INVESTIGATION AREA |
|  |   | HIGH CAPACITY TRANSIT       |



1 Sq. Acre

# Weiler: Station Area Scenario

## Station Area Type

Neighborhood Living, a focus on housing for the community.

## Public Realm












Streetscape enhancement. Walkable intersections

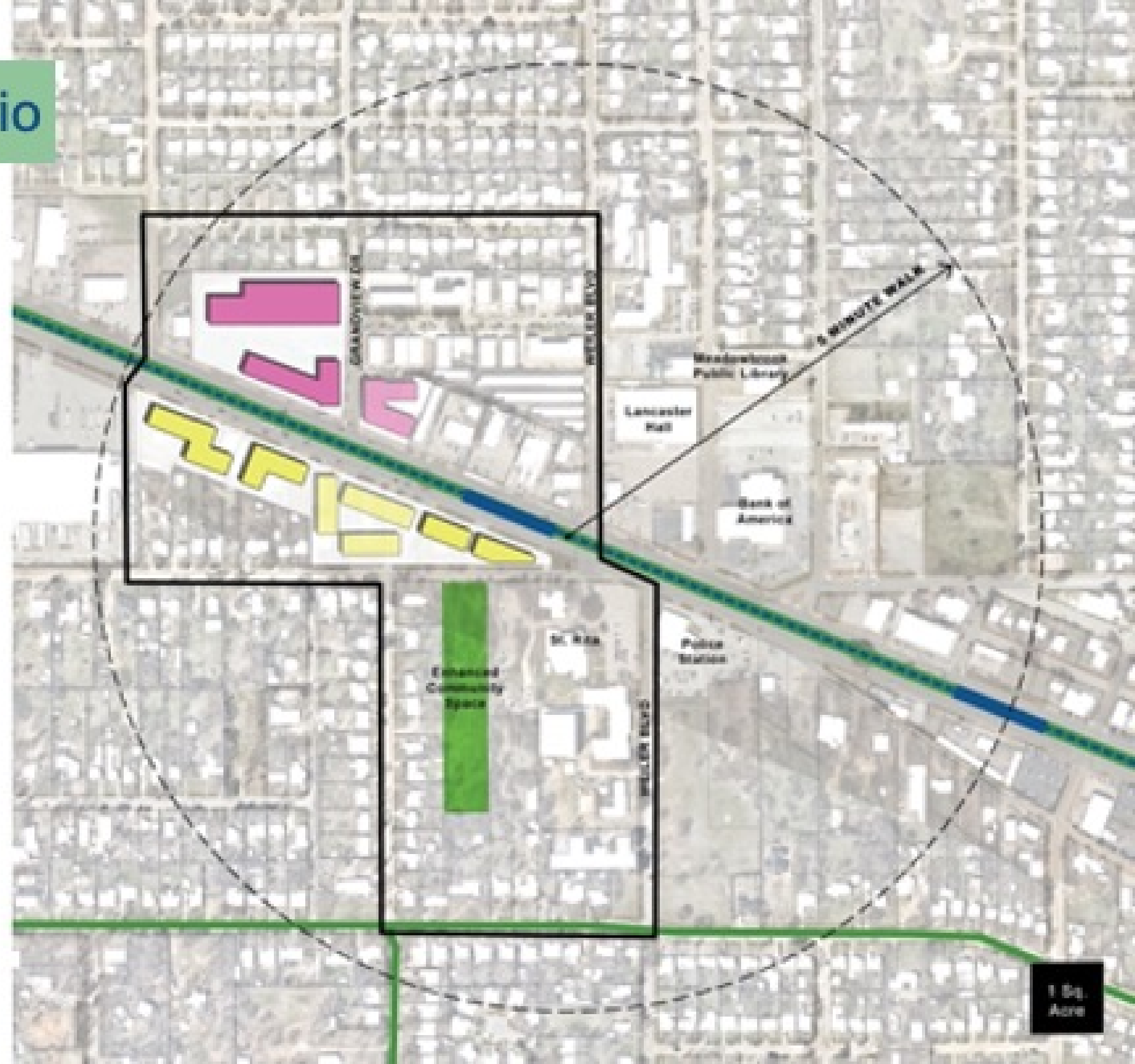
## Development Range

240 Residential Homes

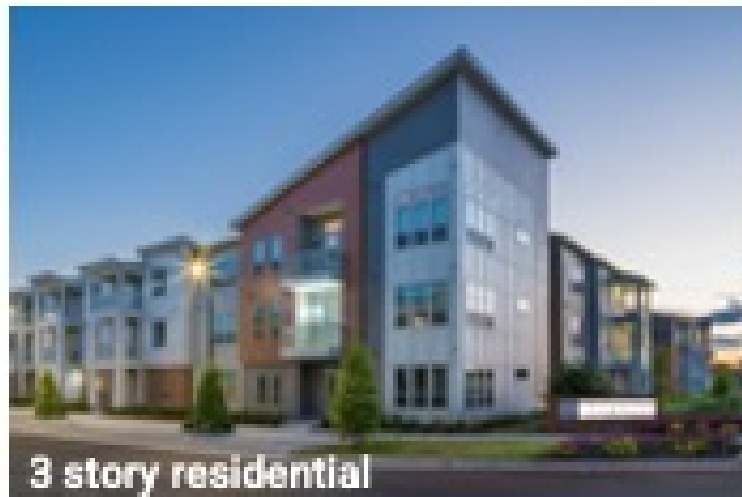
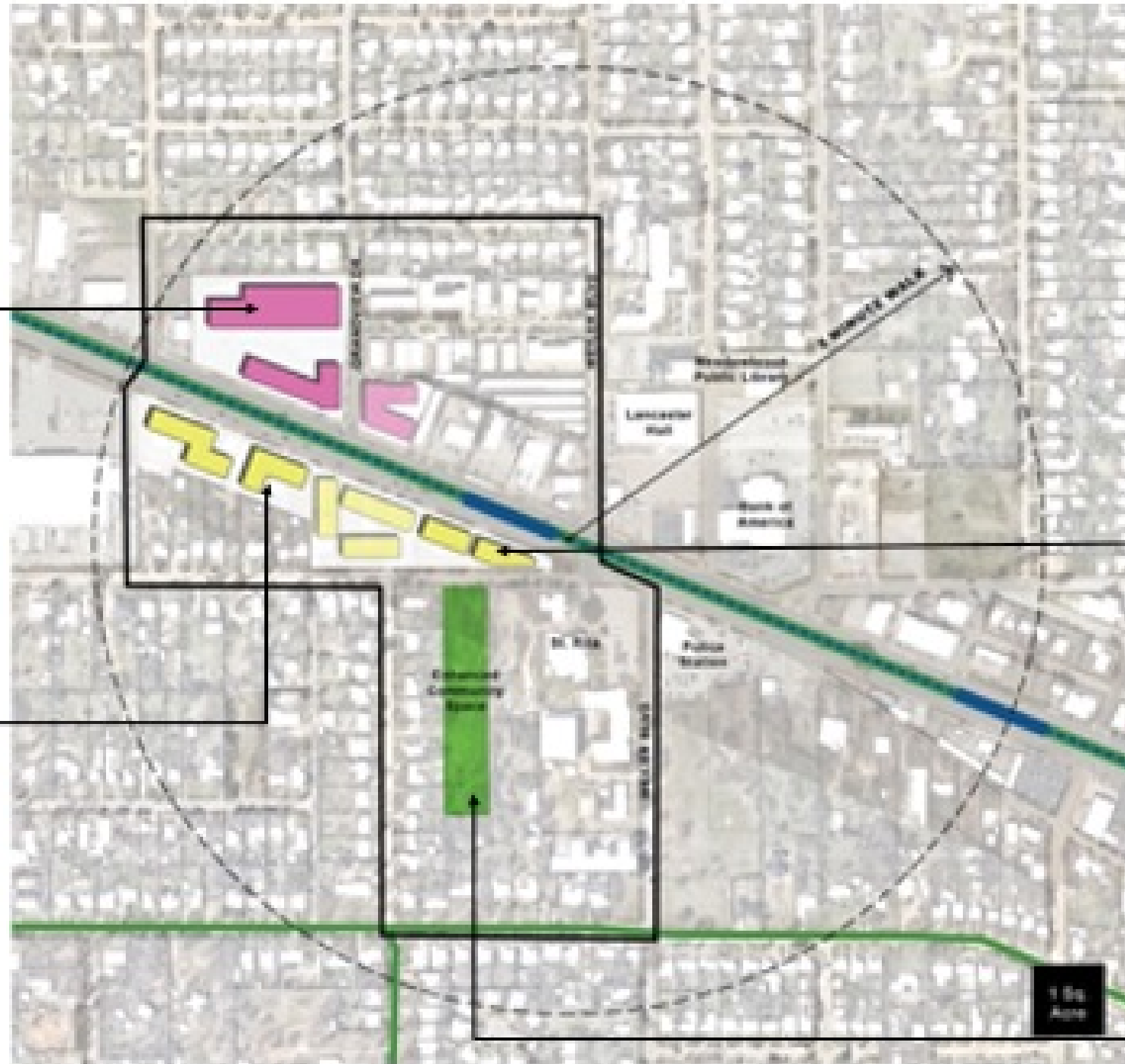
25-30,000 Square Feet, Mixed-Use

Re-use of existing big-box retail

- | PHASE ONE  | FUTURE PHASE  |                             |
|--|---|-----------------------------|
|  |  | RESIDENTIAL BUILDING        |
|  |  | MIXED-USE BUILDING          |
|  |  | LIGHT INDUSTRIAL BUILDING   |
|  |   | EXISTING BIKE FACILITIES    |
|  |   | PLANNED BIKE FACILITIES     |
|  |   | PARKS & COMMUNITY SPACE     |
|  |   | TOO PLAN INVESTIGATION AREA |
|  |   | HIGH CAPACITY TRANSIT       |



# Weiler: Development Types



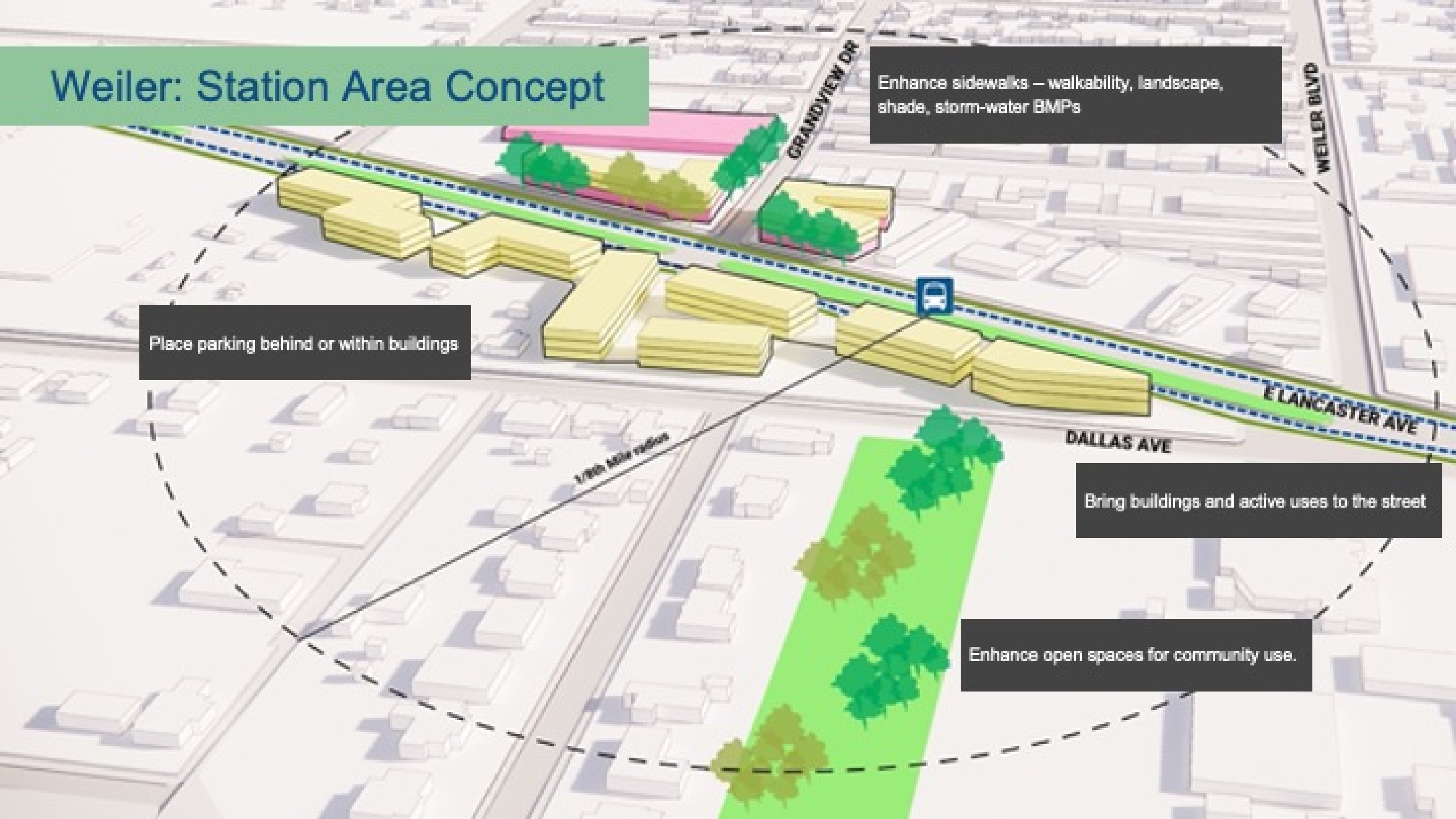
# Weiler: Station Area Concept

Enhance sidewalks – walkability, landscape, shade, storm-water BMPs

Place parking behind or within buildings

Bring buildings and active uses to the street

Enhance open spaces for community use.







## Canton



# Canton Station Area

WEILER

CANTON

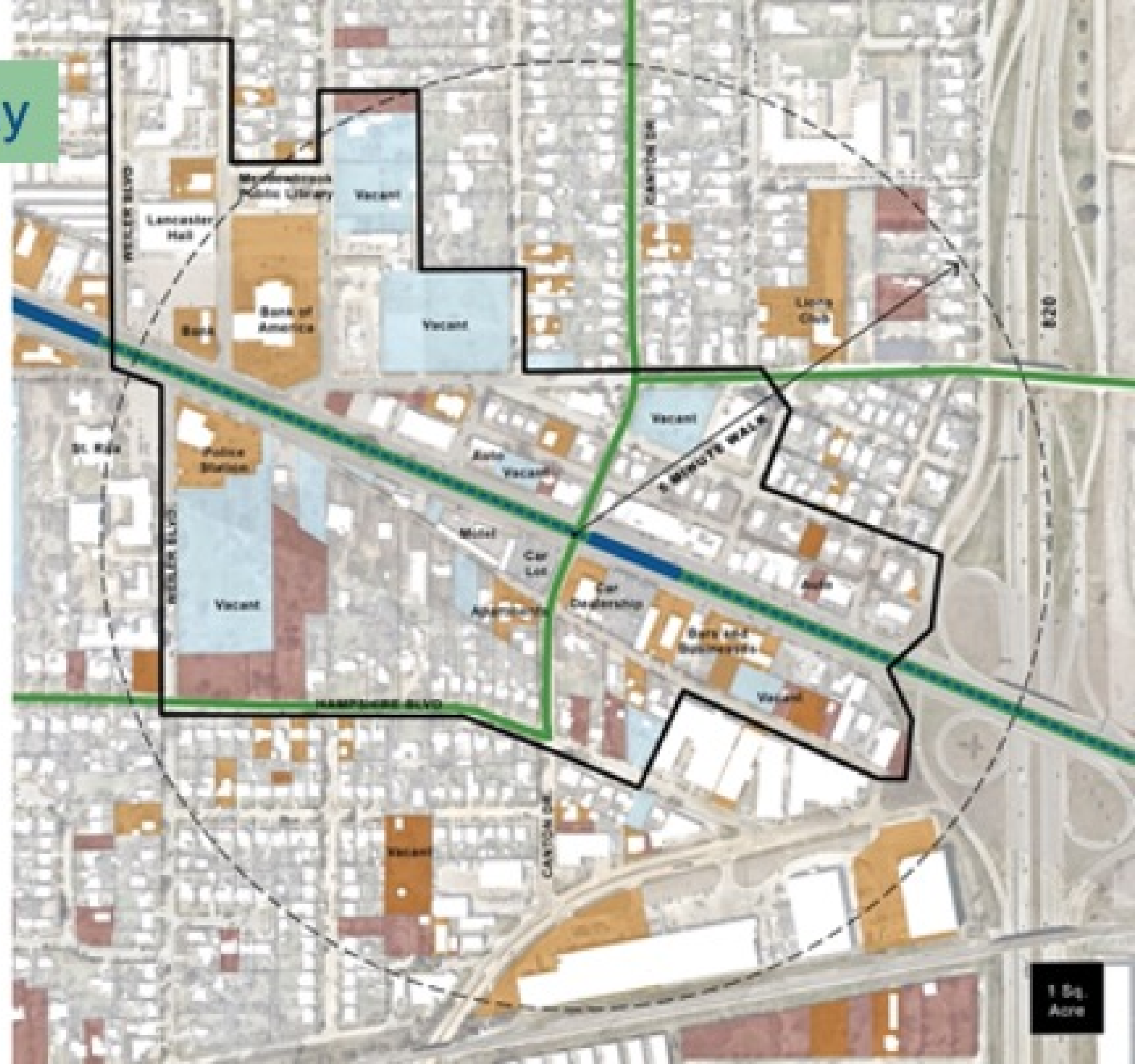
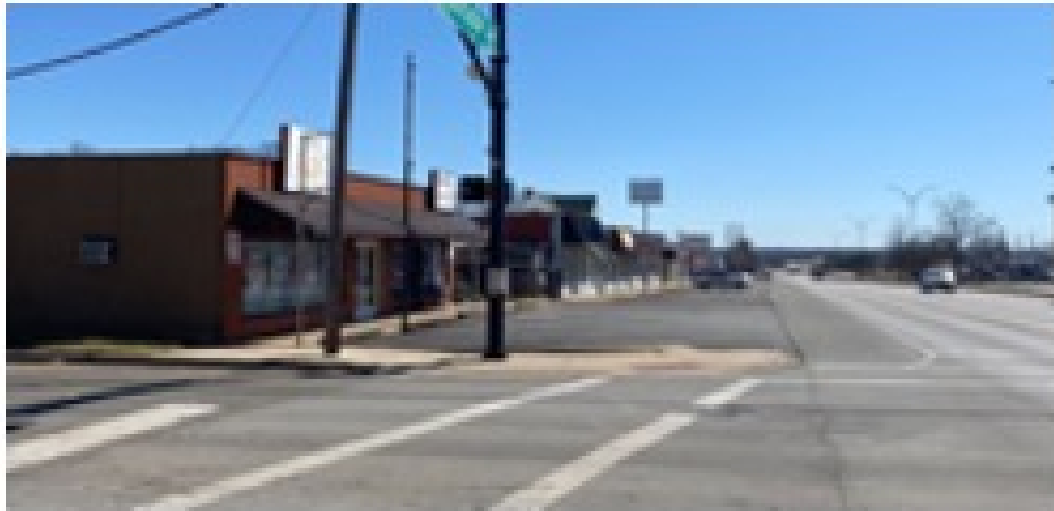


# Station Area Type: Corridor Hub



# Canton and Lancaster Today

## Future Land Use Commercial and Residential



- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



1 Sq. Acre

# Aspirations for Canton

## Station Area Role

Corridor retail and services  
Residential

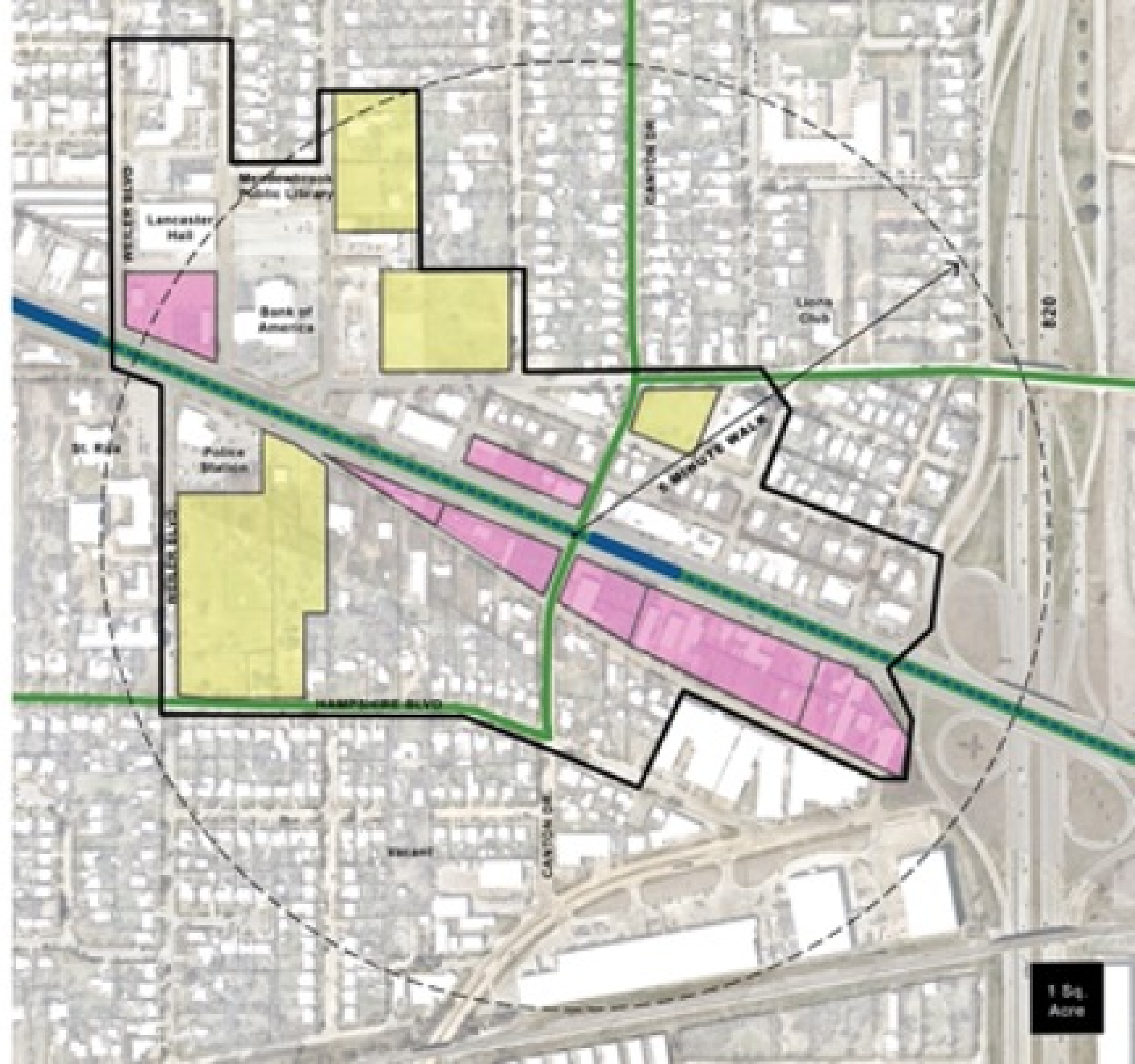
## People Using the Station Area

Visitors from East Fort Worth  
East Lancaster residents  
Passing traffic, transit riders

## Station Area Connections

Major streets  
Intersecting bus routes  
Bike routes

- RESIDENTIAL
- MIXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOO PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Canton: Station Area Scenario

## Station Area Type

Corridor hub, serving residents, transit riders and passing traffic.

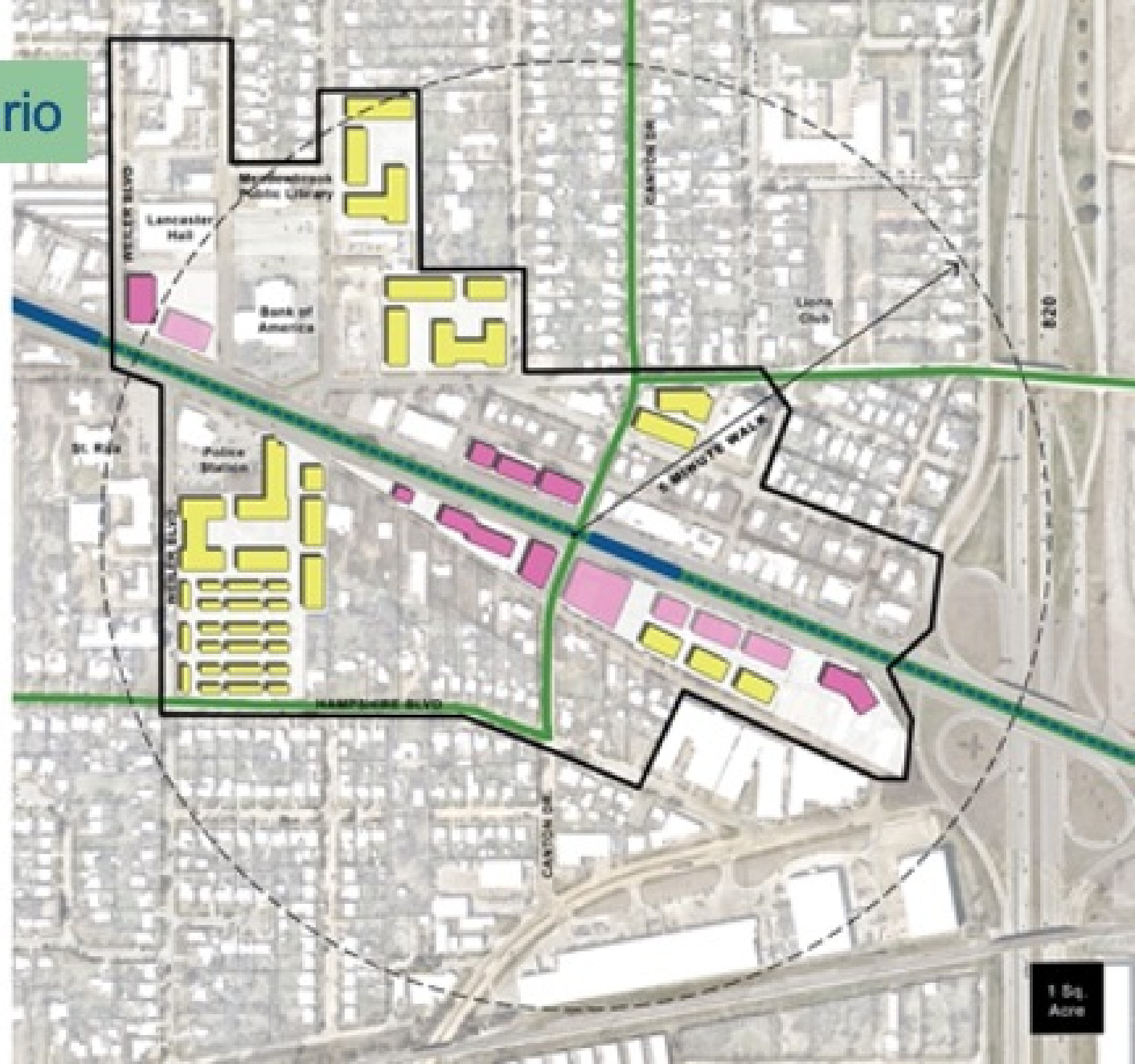
## Public Realm

Walkable streets, enhanced intersections, bike connections.

## Development Range

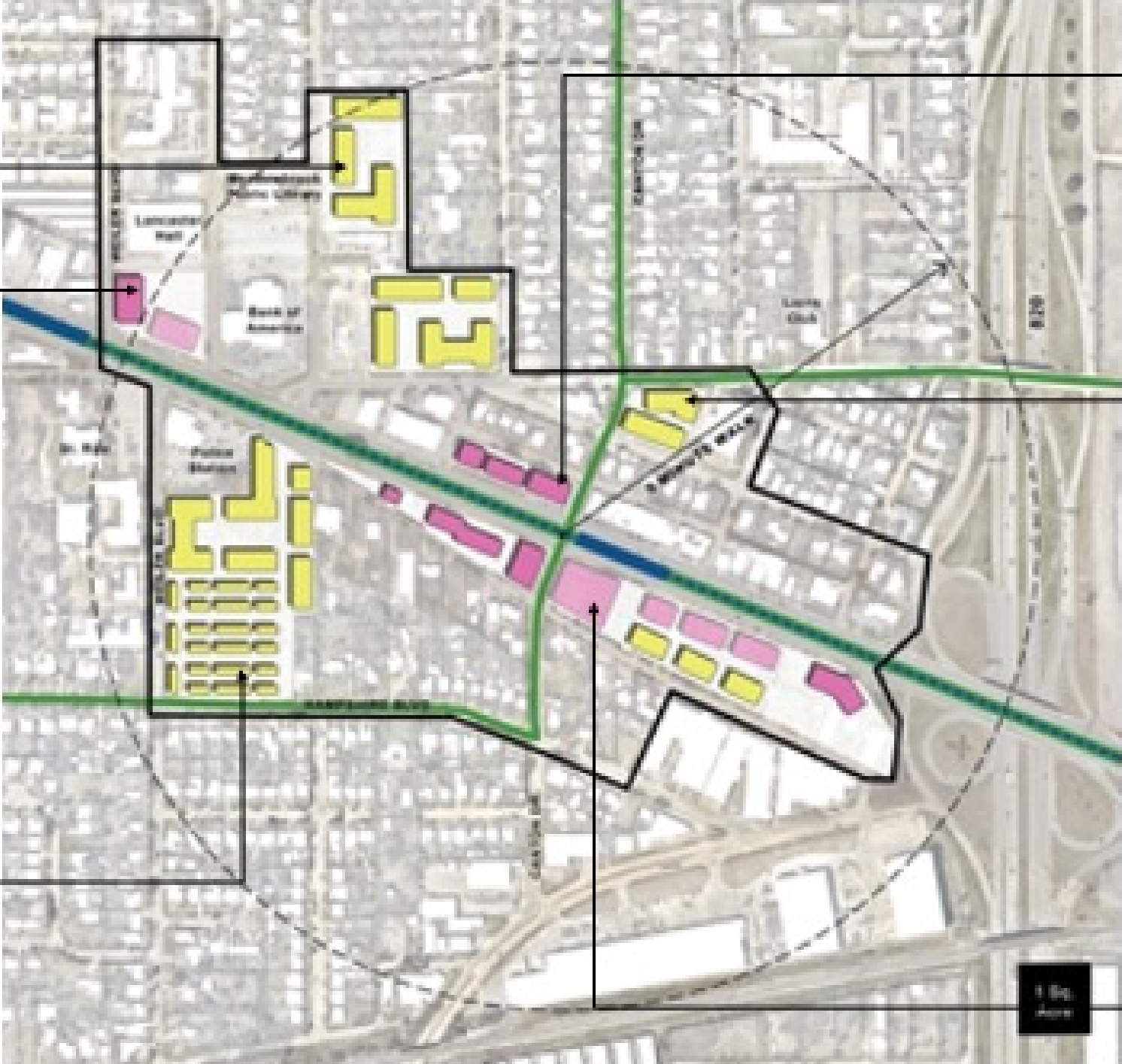
625-650 Residential Homes

25,000-27,500 Square Feet, Mixed Use



1 Sq. Acre

# Canton: Development Types





## Handley



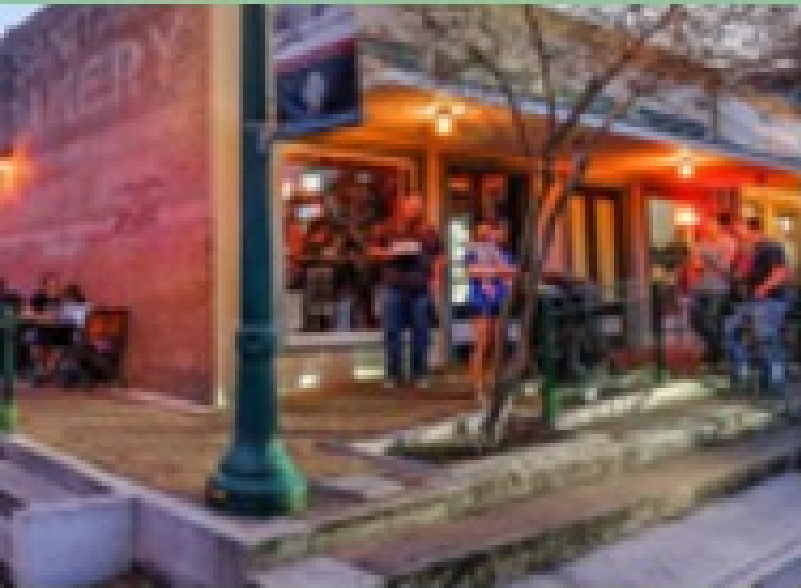


# Handley Station Area



HANDLEY

# Station Area Type: Urban Village

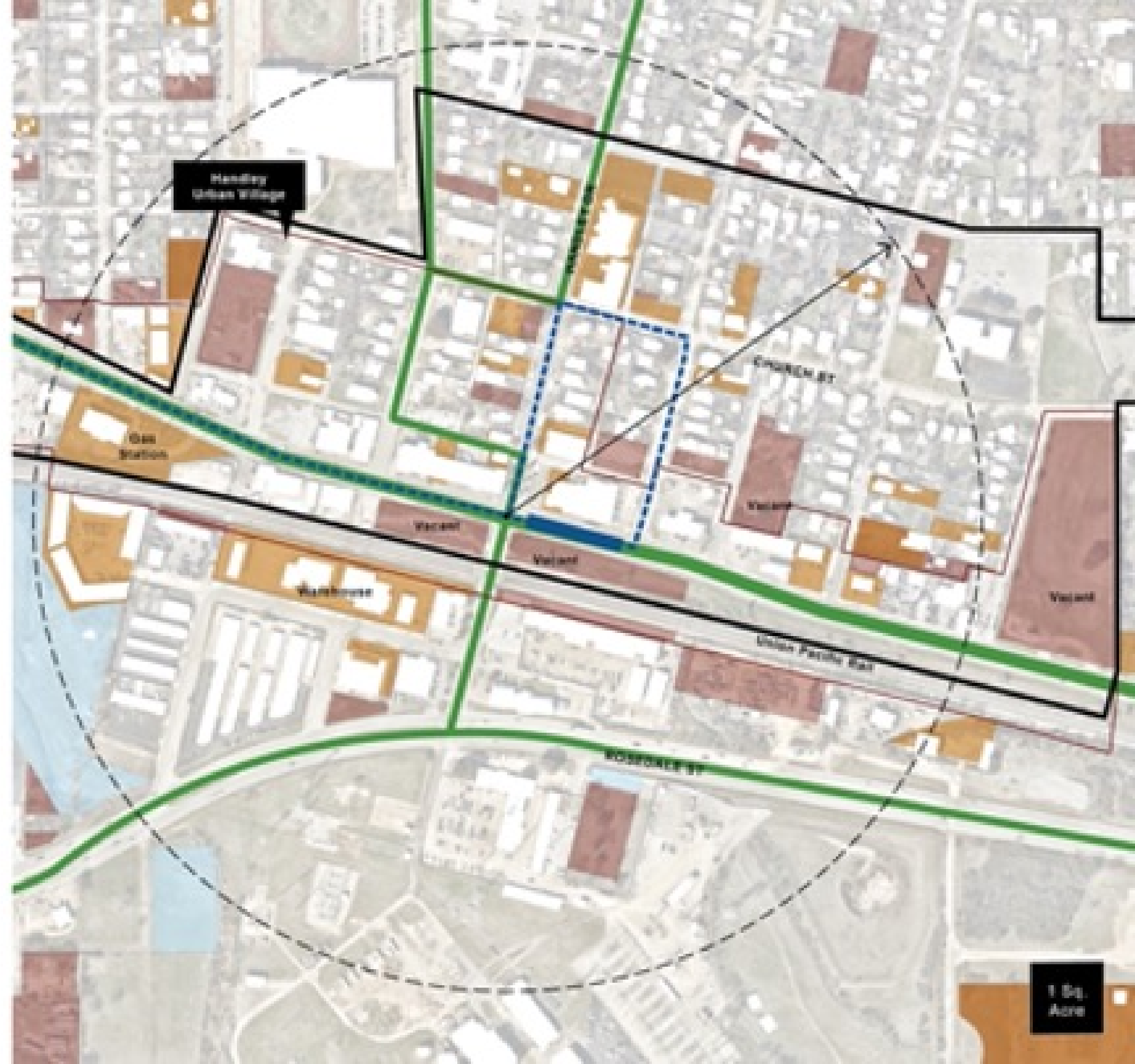


# Handley Today

## Context

*Distinctive local retail architecture and scale, active small business hub and immediate proximity to the I-820 loop. Bus turnaround.*

- TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
- POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
- POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Aspirations for Handley

## Station Area Role

Corridor retail and services  
Residential

## People Using the Station Area

Visitors from East Fort Worth  
East Lancaster residents  
Passing traffic, transit riders

## Station Area Connections

Major streets  
Intersecting bus routes  
Bike routes

- RESIDENTIAL
- MIXED-USE
- LIGHT INDUSTRIAL
- EXISTING BIKE FACILITIES
- PLANNED BIKE FACILITIES
- PARKS & COMMUNITY SPACE
- TOD PLAN INVESTIGATION AREA
- HIGH CAPACITY TRANSIT



# Handley: Station Area Scenario

## Urban Village

Residential emphasis, smaller infill sites












## Public Realm

Additional street trees to provide shading of the public realm. A landscaped setback on either side of South Handley Drive, south of E.Lancaster, providing shaded spaces.

## Development Range

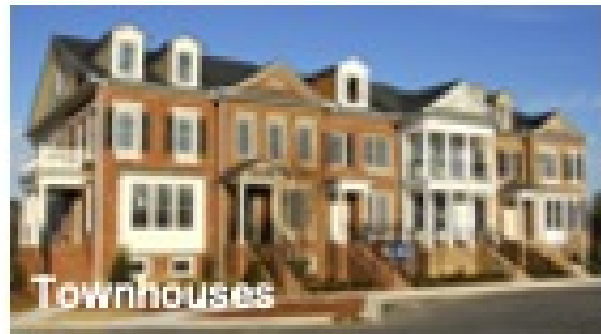
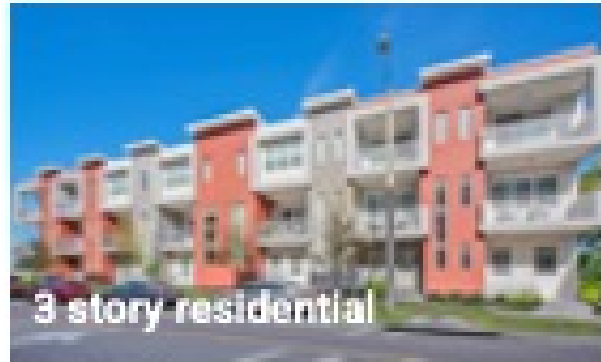
130 Residential Homes

3,000 Square Feet, Mixed Use

PHASE ONE	FUTURE PHASE	
		RESIDENTIAL BUILDING
		MIXED-USE BUILDING
		LIGHT INDUSTRIAL BUILDING
		EXISTING BIKE FACILITIES
		PLANNED BIKE FACILITIES
		PARKS & COMMUNITY SPACE
		TOO PLAN INVESTIGATION AREA
		HIGH CAPACITY TRANSIT



# Handley: Development Types



# Handley: Station Area Concept

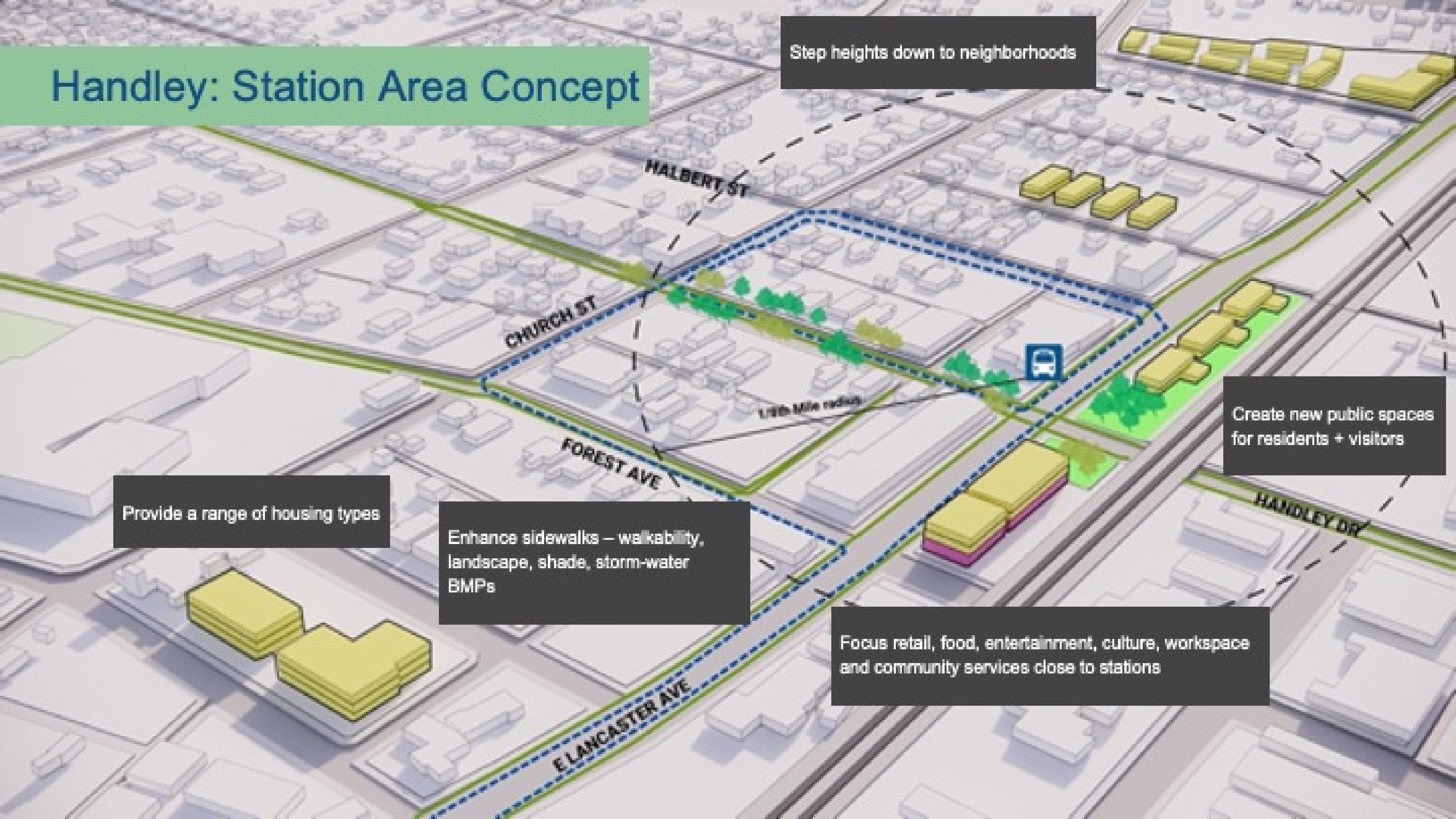
Step heights down to neighborhoods

Create new public spaces for residents + visitors

Provide a range of housing types

Enhance sidewalks – walkability, landscape, shade, storm-water BMPs

Focus retail, food, entertainment, culture, workspace and community services close to stations





**Thank You!**  
**Questions?**

