

East 79th Street Corridor

RTA Board Presentation

10.02.2018

Freddy L. Collier Jr.

Director Cleveland Planning
Commission



CITY OF CLEVELAND
Mayor Frank G. Jackson

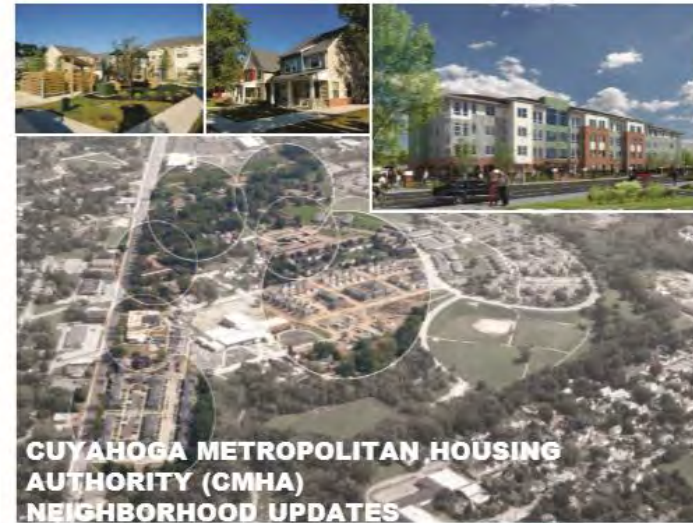


Cleveland City Planning Commission

Freddy L. Collier Jr., Director



Cleveland Opportunity Corridor Brownfields Area Wide Plan



Opportunity Corridor

Opportunity Corridor Master Plan – May 2018



cpc
cleveland
city planning
commission



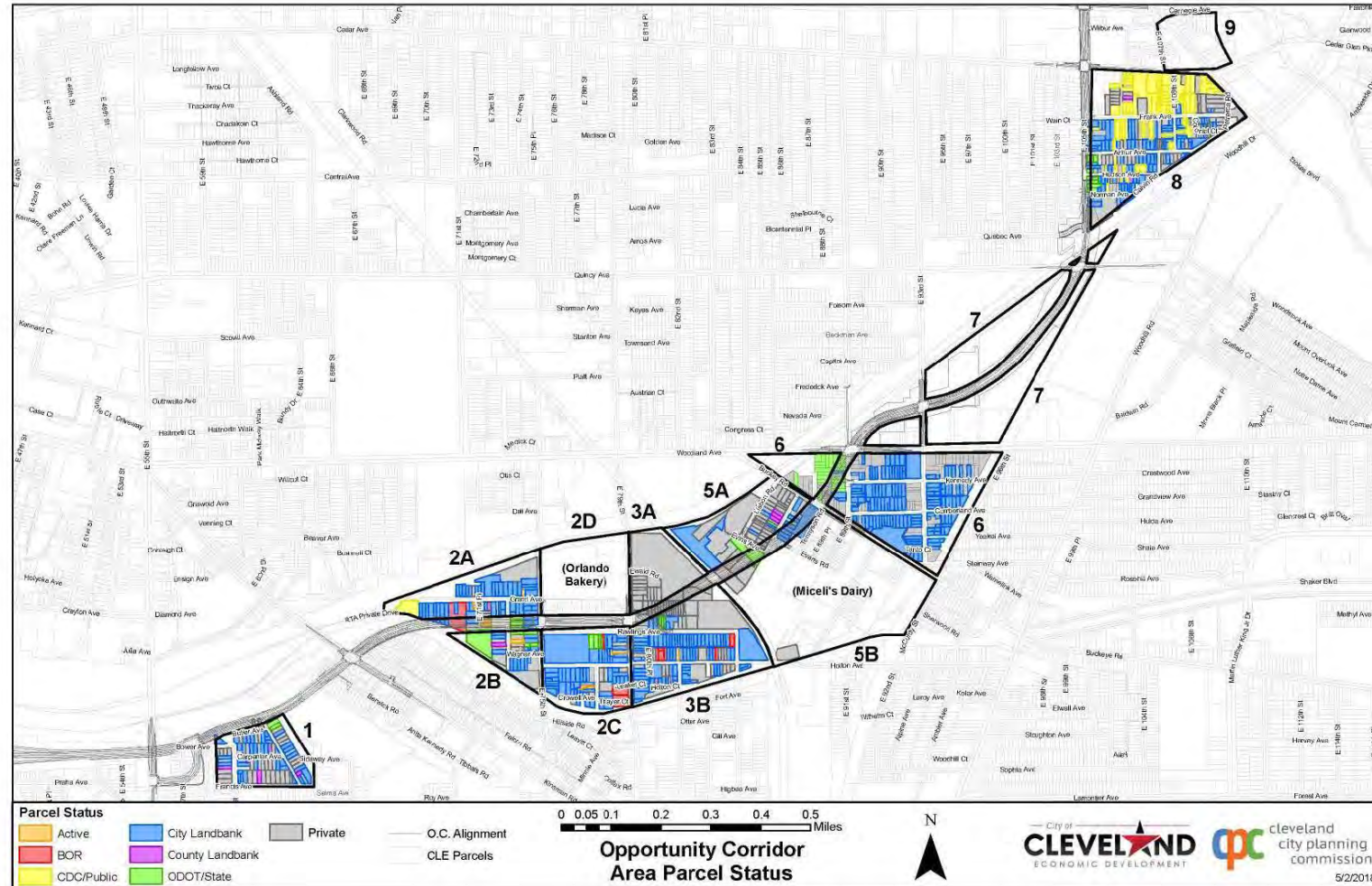
OVERALL
SITE PLAN



cpc
cleveland
city planning
commission

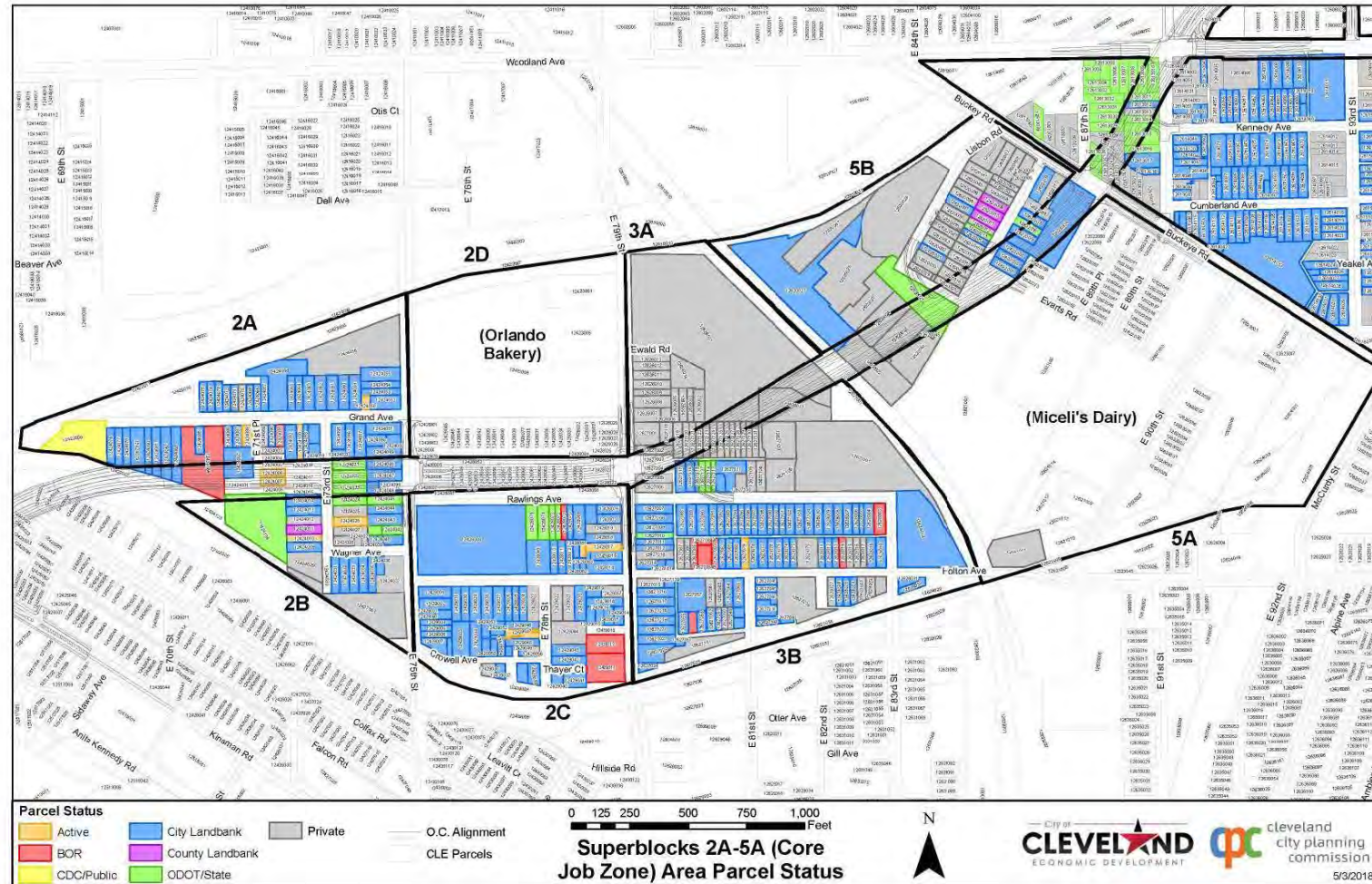
Opportunity Corridor

Corridor Parcel Acquisition



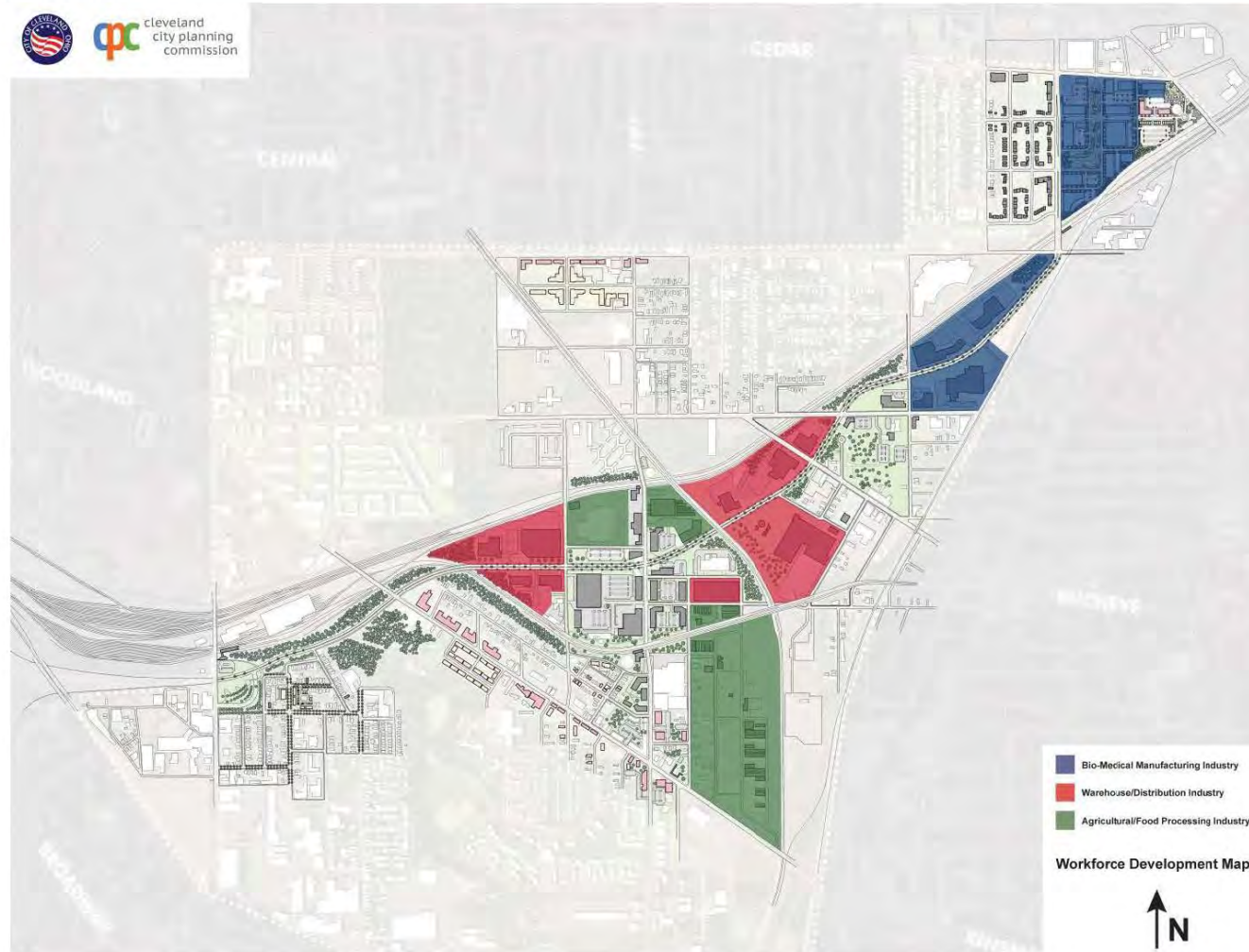
Opportunity Corridor

Corridor Parcel Acquisition



Opportunity Corridor

Job Zone Map - Overall



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Opportunity Corridor

Bio-Medical Manufacturing Industry



Bio-Medical Manufacturing Industry Job Zone



Johnson & Johnson Bio-tech Manuf.



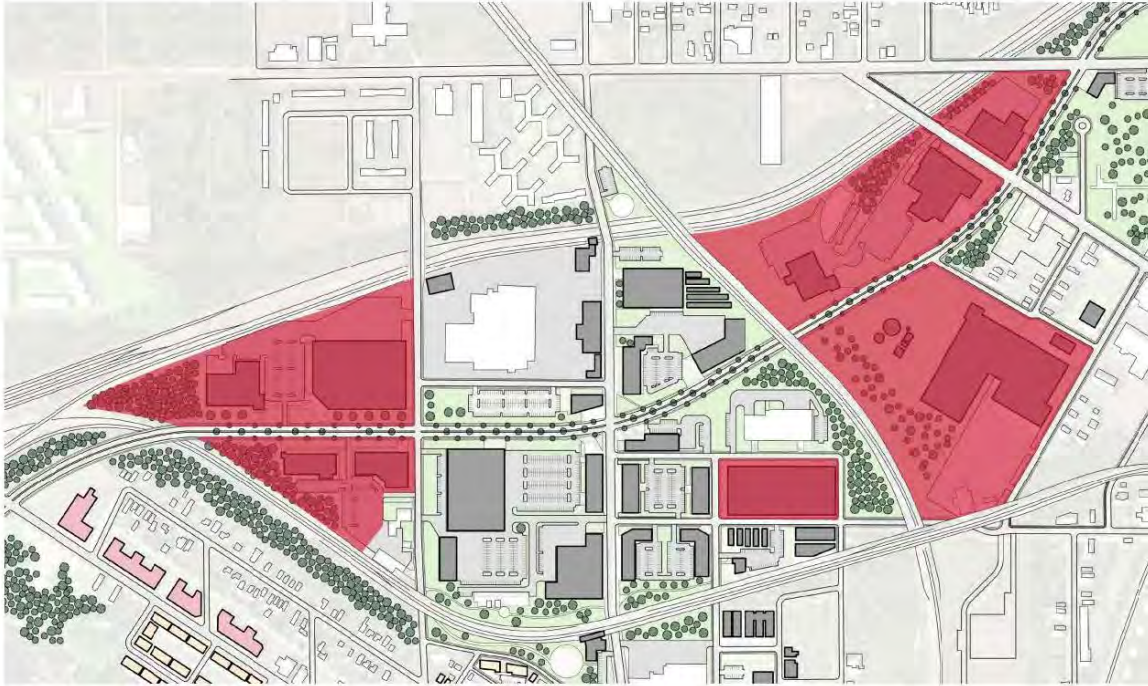
Manufacturing of the future.



Multiple Scale Possibilities.

Opportunity Corridor

Warehouse / Distribution Industry



Warehouse / Distribution Industry Job Zone



Grow Industry



Complex Development



Green Opportunity

Opportunity Corridor

Agricultural / Food Processing Industry



Agricultural / Food Processing Industry Job Zone



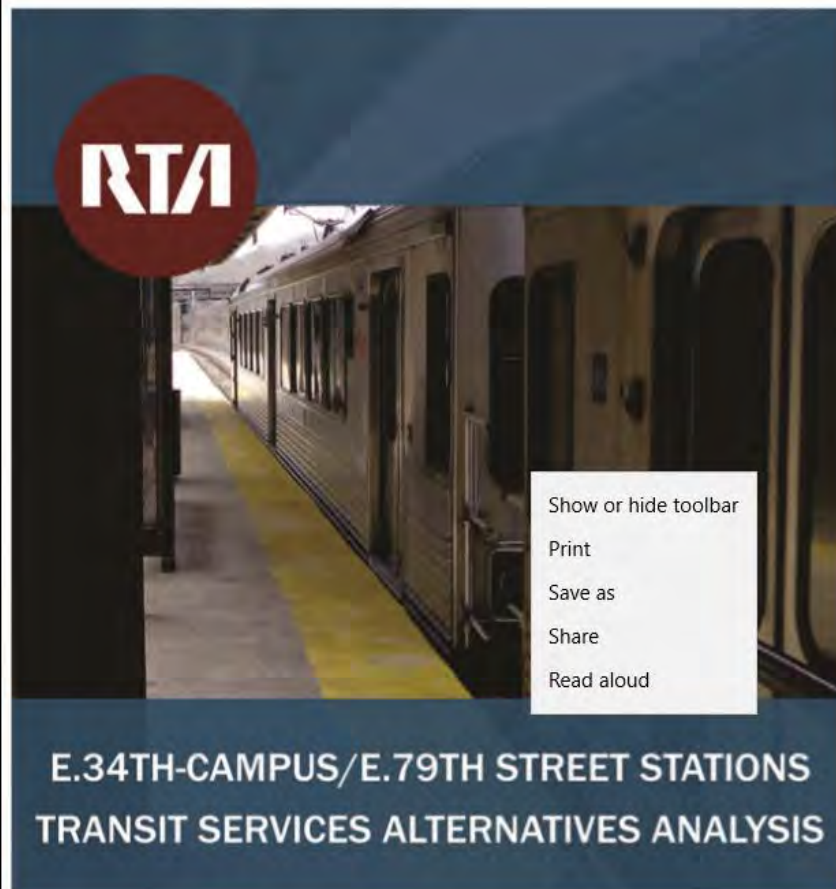
Not just Functional Design



Keeping up with a growing need



EXISTING CONDITIONS



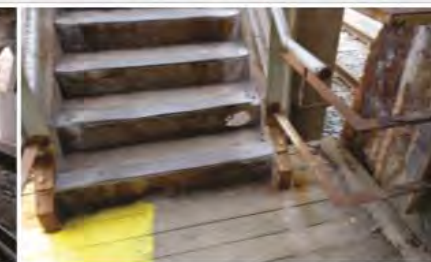
E.34TH-CAMPUS/E.79TH STREET STATIONS TRANSIT SERVICES ALTERNATIVES ANALYSIS

FINAL REPORT - MARCH 2015

PREPARED BY:
PARSONS BRINCKERHOFF
PETER LAWSON JONES

Table 4: Households with No Vehicle Available

	Households with No Vehicle Available	Total Households	Percent Households with No Vehicle Available
E. 34 th -Campus Station Area	1,500	2,283	65.7%
E. 79 th Red Line Station Area	1,001	2,683	37.3%
E. 79 th Blue/Green Lines Station Area	679	1,842	36.9%
City of Cleveland	41,723	167,946	24.8%
Cuyahoga County	71,870	534,899	13.4%



RED LINE STATION (\$11M)



BLUE / GREEN STATION (\$7M)

Table 5: Rapid Station Weekday Boardings

Station	Blue Line	Green Line	Red Line	Total
E. 34 th -Campus	51	55	182	288
E. 79 th Blue/Green Lines Station	92	53	-	145
E. 79 th Red Line Station	-	-	155	155

Table 6: Rapid Station Weekday Alightings

Station	Blue Line	Green Line	Red Line	Total
E. 34 th -Campus	34	61	192	287
E. 79 th Blue/Green Lines Station	44	36	-	80
E. 79 th Red Line Station	-	-	186	186

The E. 79th Red Line station ranks 27th and the E. 79th Blue/Green Lines Station ranks 30th out of the 44 stations in the GCRTA Rapid network.

LEARNING FROM OTHER PLACES

TOD STANDARD



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SUPPORTED BY

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FOUNDATION**

TOD Standard v2.1

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Cover Photo: Guangzhou, China bus rapid transit corridor

Cover Photo Credit: Wu Wenbin, ITDP China

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& Development Policy

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despacio

**N
NELSON
NYGAARD**

SCORING CATEGORIES

Walk

Principle 1
15 points

A. The pedestrian realm is safe and complete.

- 1.1 Walkways: Percentage of block frontage with safe, wheelchair-accessible walkways. (3 points)
- 1.2 Crosswalks: Percentage of intersections with safe, wheelchair-accessible crosswalks in all directions. (3 points)

B. The pedestrian realm is active and vibrant.

- 1.3 Visually Active Frontage: Percentage of walkway segments with visual connection to interior building activity. (6 points)
- 1.4 Physically Permeable Frontage: Average number of shops and pedestrian building entrances per 100 meters of block frontage. (2 points)

C. The pedestrian realm is temperate and comfortable.

- 1.5 Shade & Shelter: Percentage of walkway segments that incorporate adequate shade or shelter element. (1 point)

Cycle

Principle 2
5 points

A. The cycling network is safe and complete.

- 2.1 Cycle Network: Percentage of total street segments with safe cycling conditions. (2 points)

B. Cycle parking and storage is ample and secure.

- 2.2 Cycle Parking at Transit Stations: Secure multi-space cycle parking facilities are provided at all high-capacity transit stations. (1 point)
- 2.3 Cycle Parking at Buildings: Percentage of buildings that provide secure cycle parking. (1 point)
- 2.4 Cycle Access in Buildings: Buildings allow interior access for cycles and cycle storage within tenant-controlled spaces. (1 point)

Connect

Principle 3
15 points

A. Walking and cycling routes are short, direct and varied

- 3.1 Small Blocks: Length of the longest block (long side). (10 points)

B. Walking and cycling routes are shorter than motor vehicle routes.

- 3.2 Prioritized Connectivity: Ratio of pedestrian and cycle intersections to motor vehicle intersections. (5 points)

Transit

Principle 4
100 Requirement

A. High quality transit is accessible by foot.

- Required 4.1 Walk Distance to Transit: Walk distance (meters) to the nearest transit station.

Mix

Principle 5
15 points

A. Trip lengths are reduced by providing diverse and complementary uses.

- 5.1 Complementary Uses: Residential and non-residential uses combined within same or adjacent blocks. (10 points)
- 5.2 Accessibility to Food: Percentage of buildings that are within 500 meters radius of an existing, or planned, source of fresh food. (1 point)

B. Lower income groups have short commutes.

- 5.3 Affordable Housing: Percentage of residential units provided as affordable housing. (4 points)

Densify

Principle 6
15 points

A. Residential and job densities support high quality transit and local services.

- 6.1 Land Use Density: Average density in comparison to local conditions. (15 points)

Compact

Principle 7
15 points

A. The development is in an existing urban area.

- 7.1 Urban Site: Number of sides of the development adjoining existing built-up sites. (10 points)

B. Travelling through the city is convenient

- 7.2 Transit Options: Numbers of stations on different transit lines that are accessible within walking distance. (5 points)

Shift

Principle 8
20 points

A. The land occupied by motor vehicles is minimized.

- 8.1 Off-Street Parking: Total off-street area dedicated to parking as a percentage of total land area. (10 points)
- 8.2 Driveway Density: Average number of driveways per 100 meters of block frontage. (2 points)
- 8.3 Roadway Area: Total road area used for motor vehicle travel and on-street parking as percentage of total land area. (8 points)

PRINCIPLES, OBJECTIVES & METRICS



TOD scorecard - BEFORE

E. 79st Redline Station - Kinsman, Cleveland, OH

CATEGORY		MAXIMUM POINTS	DATA	SCORE
WALK	1.1 Walkways	Percentage of block frontage with safe, wheelchair-accessible walkways.	3	<95% 0
	1.2 Crosswalks	Percentage of intersections with safe, wheelchair-accessible crosswalks in all directions.	3	<90% 0
	1.3 Visually Active Frontage	Percentage of walkway segments with visual connection to interior building activity.	6	<50% 0
	1.4 Physically Permeable Frontage	Percentage of block frontage with visual connection to interior building activity.	2	<50% 0
	1.5 Shade & Shelter	Percentage of walkway segments that incorporate adequate shade or shelter element.	1	<75% 0
			15	Walk Score: 0
CYCLE	2.1 Cycle Network	Percentage of total street segments with safe cycling conditions.	2	0% 0
	2.2 Cycle Parking at Transit Stations	Secure multi-space parking facilities are provided at all high-capacity transit stations.	1	No 0
	2.3 Cycle Parking at Buildings	Percentage of buildings that provide secure cycle parking.	1	<25% 0
	2.4 Cycle Access in Buildings	Buildings allow interior access for cycles and cycle storage within tenant-controlled spaces.	1	<25% 0
			5	Cycle Score: 0
CONNECT	3.1 Small Blocks	Length of the longest block (long side).	10	>500' 0
	3.2 Prioritized Connectivity	Ratio of pedestrian intersections to motor vehicle intersections.	5	0:34 0
			15	Connect Score: 0
TRANSIT	REQUIRED 4.1 Walk Distance to Transit	Walk distance (meters) to the nearest transit station.	Yes	REQUIRED
				Transit Score: 0

CATEGORY		MAXIMUM POINTS	DATA	SCORE
5.1 Complementary Uses	Residential and non-residential uses combined within same or adjacent blocks.	10	90% Residential	1
5.2 Fresh Food	Percentage of buildings that are within 500 meters radius of an existing, or planned, source of fresh food.	1	100%	1
5.3 Affordable Housing	Percentage of residential units provided as affordable housing.	4	>20%	4
		15	Mix Score:	6
6.1 Land Use Density	Average density in comparison to local conditions.	15	>5% VACANT	0
		15	Density Score:	0
7.1 Urban Site	Number of sides of the development adjoining existing built-up sites.	10	<60% sites utilized	0
7.2 Transit Options	Numbers of stations on different transit lines that are accessible within walking distance.	5	Bus, Rail	5
		15	Compact Score:	5
8.1 Off-Street Parking	Total off-street area dedicated to parking as a percentage of total land area.	10	<10%	10 *SKEW
8.2 Driveway Density	Average number of driveways per 100 meters of block frontage.	2	>2	0
8.3 Roadway Area	Total road area used for motor vehicle travel and on-street parking as percentage of total land area.	8	>20%	0
		20	Shift Score:	10



100 Total Points: 20/100

TOD: <55, Fail

Transit Hubs: A Growing Lure for Developers

Square Feet

By JOE COSE MAY 23, 2017



Commuters exiting the Assembly Massachusetts Bay Transportation Authority subway station in Somerville, a suburb of Boston. The station was crucial to bringing Partners HealthCare to a new 825,000-square-foot office building at the Assembly Row complex.

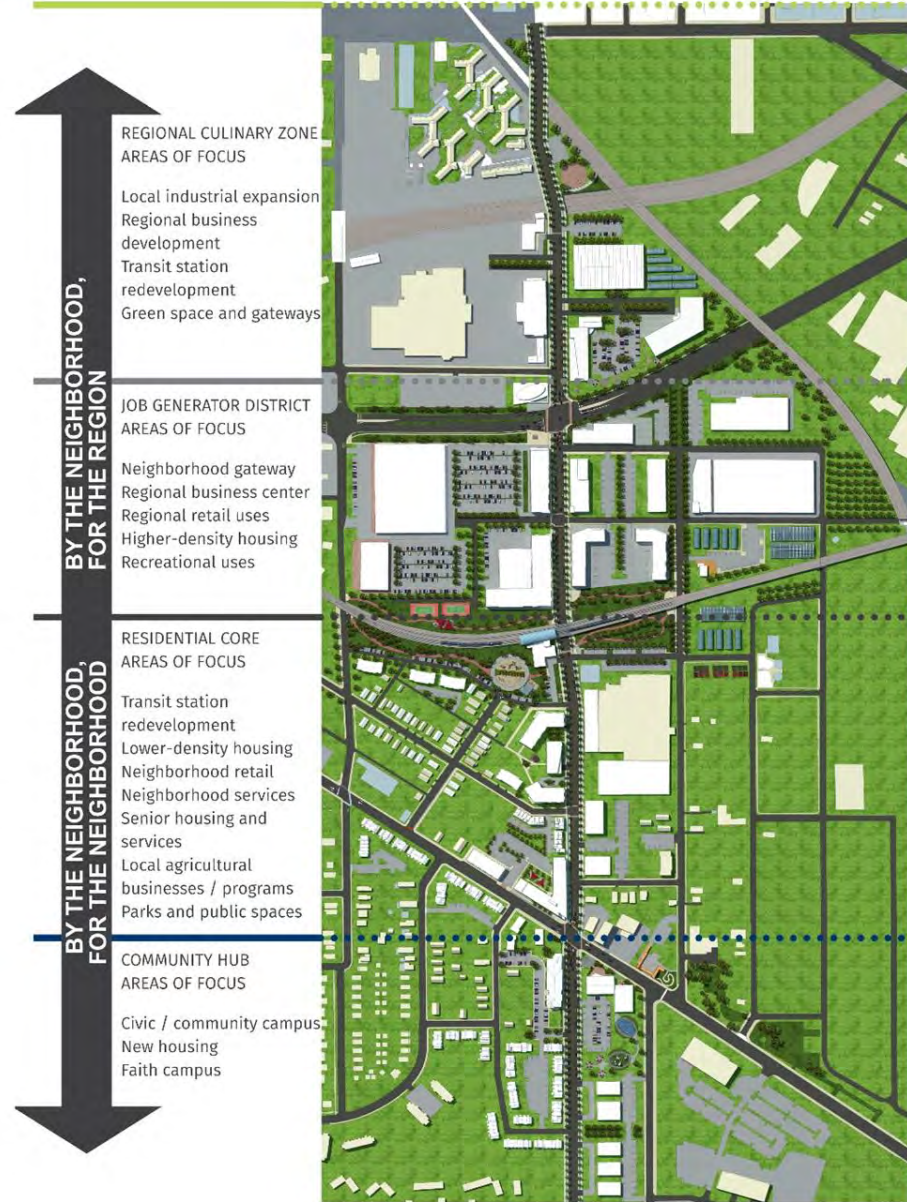
Karina Szymanski for The New York Times

Rail stations, it turns out, are delivering much more than passengers to surrounding neighborhoods.

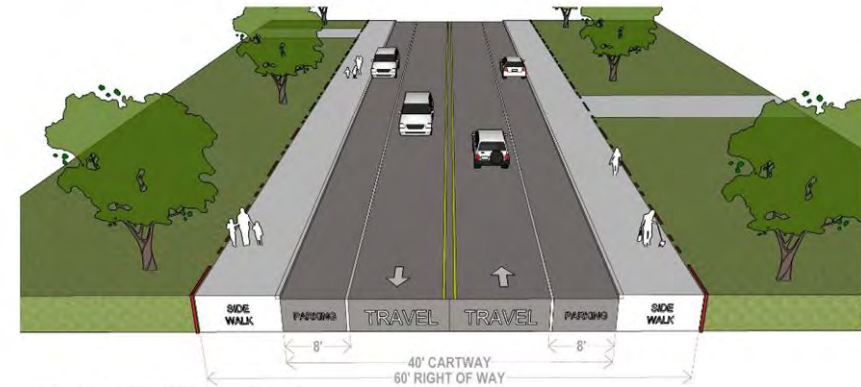
ATTRACTING INVESTMENT REQUIRES BUILDING VALUE

EAST 79TH STREET CORRIDOR STUDY OVERALL STUDY AREA

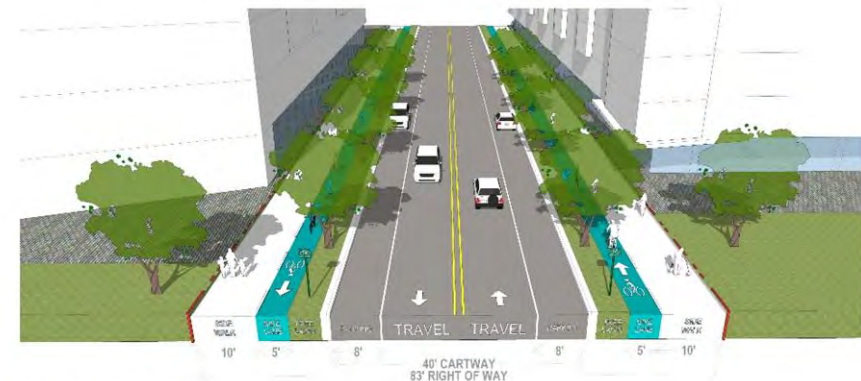




Existing photo of East 79th Street



Existing East 79th Street right-of-way configuration.



Proposed East 79th Street right-of-way configuration.

EAST 79TH STREET CORRIDOR STUDY PROJECT FOCUS AREAS - REGIONAL CULINARY ZONE



REGIONAL CULINARY ZONE

Redevelopment concepts for this district focus on the creation of a regional agricultural hub and the support of additional regional business and industry. It is an approach aimed at supporting uses that are here with infrastructure improvements and increased access.

Redevelopment of the Red Line station will serve residents and businesses with increased accessibility and convenience.

New green spaces are envisioned along the corridor, beginning with the northern gateway at Woodland Avenue. These are linked by a new street layout that includes expanded sidewalks and bike lanes.

The regional food hub interfaces with community needs in the development of a culinary business incubator and marketplace - providing a space for the sale of locally-grown and locally-produced food, while expanding the availability of healthy options for residents.

KEY TRANSACTIONS

Remediate and consolidate primary brownfield site in this district, so that it is shovel-ready for development.

Identify and support expansion needs for Orlando Baking Company. Assist with property acquisition if needed.

Work with the Greater Cleveland Regional Transit Authority to assist in property acquisition for Red Line station improvements and expansion.

TARGETED LAND USES

- (A) Corporate expansion
- (B) New office / industrial
- (C) Industrial agriculture
- (D) Culinary business incubator / market

URBAN DESIGN

- (E) Buildings create street edge
- (F) 'Complete street' design
- (G) Expanded Rapid station site
- (H) Multi-story buildings for density

SIGNATURE PLACE-MAKING CONCEPTS

- (I) Gateway signage
- (J) Light sculpture
- (K) Integrated bike path
- (L) Terraced pocket park

CATALYTIC ACTIONS

- (M) Opportunity Corridor construction
- (N) Red Line station reconstruction
- (O) Land acquisition to support Orlando expansion needs
- (P) Land acquisition / remediation for regional food hub site



catalytic project (transaction) - REGIONAL CULINARY ZONE

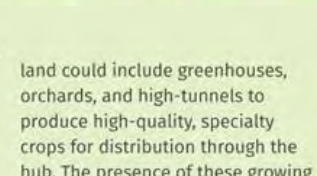
A regional food hub

The East 79th Street and Opportunity Corridor intersection could provide an excellent location for an east side food hub. The USDA describes food hubs as:

"... businesses or organizations that connect producers with buyers by offering a suite of production, distribution, and marketing services. It's an innovative business model that allows farmers of all sizes to meet the growing consumer demand for fresh, local food by gaining entry into commercial and larger volume markets such as grocery stores, hospitals and schools."

The East 79th Street corridor is well-situated with convenient highway access and good proximity to hospitals, local colleges, downtown restaurants, and other potential customers, as well as connections to local growing operations (Urban Ag Zone, and Rid-All Farm) and food-based businesses.

A collection and distribution facility could provide a range of new food industry employment options for the neighborhood in farming, food handling, food production, delivery, marketing and more. Interim land uses for vacant and underutilized



land could include greenhouses, orchards, and high-tunnels to produce high-quality, specialty crops for distribution through the hub. The presence of these growing facilities can also support a culinary incubator space and local market to provide fresh, healthy options for neighborhood residents. The facility will have excellent visibility along the Opportunity Corridor, and great accessibility



EAST 79TH STREET CORRIDOR STUDY PROJECT FOCUS AREAS - JOB GENERATOR DISTRICT



JOB GENERATOR DISTRICT

The vision for this area is the most development-intensive of all the districts. As the primary gateway between the neighborhood and the Opportunity Corridor, it will serve as both a job center and an activity center.

Larger-scale commercial opportunities include more regionally-focused tenants, with the consideration of a big-box use. East 79th is lined with mixed-use buildings that include shops and restaurants on the first floor, and office and

residential uses on upper floors.

Larger-scale residential buildings bring apartments and condominiums to the area, providing additional activity through the day and evening.

A greenway wraps the train tracks at the southern end of the district, and links recreational uses such as athletic courts and a youth center, while creating a green link between urban agriculture to the south and the food hub to the north.

KEY TRANSACTIONS

Consolidate parcels to create priority development-ready sites.

Update zoning to support transit oriented development - form-based code

Work with CPP to develop an energy-efficient neighborhood lighting pilot project.

Commission district signage and identification study / construction



TARGETED LAND USES

- A Office/industrial
- B Commercial/retail
- C High-density residential
- D Community & public space
- E Urban agriculture

URBAN DESIGN

- F Buildings create strong street edge
- G 'Complete street' design
- H Opportunity Corridor gateway intersection
- I Multi-story mixed-use buildings

SIGNATURE PLACE-MAKING CONCEPTS

- J Gateway signage
- K Light sculptures along path
- L Integrated bike path
- M Linear greenway

CATALYTIC ACTIONS

- N Opportunity Corridor construction
- O Land acquisition & reconfiguration to create development parcels
- P Greenway plan
- Q Youth center development



catalytic project (transaction) - JOB GENERATOR DISTRICT

A neighborhood gateway

The land that sits between the Opportunity Corridor and Blue-Green Line provides the greatest opportunity for a more dense, transit-supportive development pattern. Mixed-use buildings line the street, providing a strong edge and sense of arrival. This is where a combination of higher-density housing, business and commercial uses come together in 3-5 story buildings, to create a walkable and convenient neighborhood.

Neighborhood services, larger-scale retail, restaurants and amenities are anticipated to serve residents, area employees, transit riders and commuters who travel the Opportunity Corridor. This is envisioned as an active area with a mix of daytime and nighttime uses.

Iconic elements that include community art, neighborhood signage and sculptural light elements signal arrival to a dynamic and unique district.



project approach



EAST 79TH STREET CORRIDOR STUDY PROJECT FOCUS AREAS - RESIDENTIAL CORE

RESIDENTIAL CORE

A redeveloped Blue-Green Line station forms an important anchor to this district's redevelopment. Increased accessibility, convenience retail and a drop-off/pick-up area increase the station's usability. Projects at the Kinsman Road intersection also play a key role in communicating the corridor's character as a community-supporting and engaging place.

The district builds off infill housing initiatives to bring more life and activity to the area. A senior housing facility and new apartments/condominiums are envisioned for

frontage along the corridor.

To meet community needs, a range of small-scale commercial uses and neighborhood services are envisioned for this area. These include local restaurants and coffee shops, a building for medical and professional offices, galleries, a laundromat, a drug store or small market,

Green infrastructure plays a key role in tying this area together through an interconnected set of neighborhood pathways, parks, agricultural areas and greenspace.

KEY TRANSACTIONS

Work with an interested commercial property owner in land swap for expanded redevelopment opportunity.

Develop community greenway and expanded park space adjacent to rail lines.

Work with the Greater Cleveland Regional Transit Authority to assist in property acquisition for Blue-Green Line station improvements and expansion.



TARGETED LAND USES

- A Corporate expansion
- B Neighborhood commercial
- C Apartments / condominiums
- D Single-family infill
- E Townhomes
- F Senior housing

URBAN DESIGN

- G Buildings create street edge
- H 'Complete street' design
- I Expanded Rapid station site
- J Extended Otter Avenue

SIGNATURE PLACE-MAKING CONCEPTS

- K Bridge art
- L Light sculpture
- M Integrated bike path
- N Linear greenway

CATALYTIC ACTIONS

- O Blue-Green Line station reconstruction
- P Commercial land swap & facade improvements
- Q Greenway development
- R Senior development



catalytic project (transaction) - RESIDENTIAL CORE

A greenway

The community has expressed interest in the creation of more safe and convenient paths throughout the neighborhood, opportunities for exercise, and improved recreational offerings, including parks and playgrounds. Strips of land adjacent to the Blue-Green Line tracks on both sides of East 79th Street provide excellent opportunities for the development of green/recreational infrastructure.

The redeveloped station provides an important anchor of activity, and the greenway provides accessible links between the neighborhood and the station.

A well-lit multi-purpose walking and biking trail will connect all spaces, providing a convenient fitness option for residents and area employees. Along the trail, a range of active and passive recreational facilities include playgrounds, fitness activities, picnic areas, gardens and athletic courts.

New development adjacent to these areas will provide 'eyes on the parks', increasing safety and usability. A care and maintenance program must be developed for these areas to ensure that they continue to serve as community assets.



project approach



EAST 79TH STREET CORRIDOR STUDY PROJECT FOCUS AREAS - COMMUNITY HUB

COMMUNITY HUB

The East 79th Street and Kinsman Road intersection represents a critical spot for the neighborhood to come together. To support this concept, an exciting mix of community-focused uses is located here.

This intersection includes a concept for a container park as developed by Burten Bell Carr. This project will provide small incubator space for start-up retail businesses in refurbished shipping containers. New senior and affordable housing fill the northwest and southwest corners of the intersection, with a public plaza

to the north. The southeast corner features a community campus that groups a mix of services and amenities in an inviting place where the community can gather.

Additional housing and a faith campus provide uses that activate the street south of Kinsman. The faith campus is a new concept that provides individual church structures, with the opportunity to share parking, site amenities, banquet space and maintenance. It is intended to remove some of the financial burdens that many

churches face today, while allowing them to expand the services provided to their communities.

KEY TRANSACTIONS

Create partnerships with community organizations and sponsorship opportunities to develop community hub space.

Support container park to create local business opportunities.



TARGETED LAND USES

- A** Container park
- B** Community center / hub
- C** Apartments
- D** Townhomes
- E** Faith campus
- F** Public space / amenities / green infrastructure

URBAN DESIGN

- G** Buildings create street edge
- H** 'Complete street' design
- I** Corner plazas
- J** Intersection improvements

SIGNATURE PLACE-MAKING CONCEPTS

- K** Light sculpture
- L** Public art in corner plazas
- M** Integrated bike path

CATALYTIC ACTIONS

- N** Land acquisition for community center/node development
- O** Kinsman Road traffic calming



catalytic project (transaction) - COMMUNITY HUB

A community hub

The community has expressed the need for a range of supportive programs that have the potential of being grouped into a single facility. Think of this as a new type of community center – not necessarily recreation-based, but focused on the whole person.

Uses include computer labs for educational programs, spaces for youth activities, a business center (with meeting space, copiers, printers, etc.), a bank with financial programs, arts programming and display areas, a coffee shop and neighborhood-run café, health and fitness facilities and family programming.

This is envisioned as a place that brings the community together - a vibrant, active place where the focus is on opportunities for positive growth and support. The center should include a combination of public and private funding, to enable it to provide a broad range of quality programming.

Located at the busy intersection of East 79th Street and Kinsman Road, the facility will be easily accessible to the neighborhood while serving as a visible and programmatically critical anchor.



project approach



TRANSIT ORIENTED DEVELOPMENT



development sites and floor area ratios



Overall densities:

Minimum residential density -

Proposed - 15 units/acre
 Preferred - 5-30 units/acre

Population density -

Proposed - 30 persons/acre
 Preferred - 15-80 persons/acre

Employment density -

Proposed - 20 jobs/acre
 Preferred - 5-40 jobs/acre

Development intensity:

Floor Area Ratio (FAR) -

Proposed - 1.5-3.0
 Preferred - 2.0-3.0

Minimum lot coverage -

Proposed - 40%
 Preferred - 80%

- Minimum street frontage (along East 79th Street) -

Proposed - 60%
 Preferred - (80%)



social

Increased transit usage - 200% increase within next 5 years

Increased neighborhood employment rates

Increased median income within all census tracts

Decreased crime

Increased involvement in agricultural programs (adult and youth)

Connections to surrounding agricultural communities

Increased health levels - access to healthier food, exercise

Masterplan for providing / enhancing social services network

Neighborhood identity program in place

Leveraging of the dormant market potential of existing stakeholders, resulting in increased spending within the neighborhood

Increased citizen comfort within the neighborhood environment resulting in increased walking and biking

physical

Property analysis and consolidation strategy in place to support development adjacent to Opportunity Corridor + priority projects

Identification of key parcels for priority projects

Zoning updates to support TOD principles

Partnerships with existing stakeholders to acquire or swap land to meet expansion needs (Federal Equipment)

Consolidated land to support RTA station reconstruction / expansion

Expanded agricultural area / facilities

Increased investment in local properties

New opportunities for fitness / exercise within 3 years
enhanced walking path
new bike path
indoor fitness center

programmatic

Formalization of a Core Job Zone program

Engage a team of community partners for community hub development.

Community art initiatives underway for bridge painting, murals, signage and light tower design.

Development of a youth activities focus team

Development of new local businesses

Expanded block watch and community policing initiatives

Expanded property maintenance programs

TOD scorecard - AFTER

E. 79 St Blue-Green Line Station - Kinsman, Cleveland, OH

	CATEGORY		MAXIMUM POINTS	DATA	SCORE
WALK	1.1 Walkways	Percentage of block frontage with safe, wheelchair-accessible walkways.	3	>95%	2
	1.2 Crosswalks	Percentage of intersections with safe, wheelchair-accessible crosswalks in all directions.	3	100%	3
	1.3 Visually Active Frontage	Percentage of walkway segments with visual connection to interior building activity.	6	>80%	4
	1.4 Physically Permeable Frontage	Percentage of block frontage with visual connection to interior building activity.	2	%	1
	1.5 Shade & Shelter	Percentage of walkway segments that incorporate adequate shade or shelter element.	1	<75%	1
			15	Walk Score:	11
CYCLE	2.1 Cycle Network	Percentage of total street segments with safe cycling conditions.	2	0%	2
	2.2 Cycle Parking at Transit Stations	Secure multi-space parking facilities are provided at all high capacity transit stations.	1	Yes	1
	2.3 Cycle Parking at Buildings	Percentage of buildings that provide secure cycle parking.	1	>95%	1
	2.4 Cycle Access in Buildings	Buildings allow interior access for bicycles and cycle storage within tenant-controlled spaces.	1	<25%	0
			5	Cycle Score:	4
CONNECT	3.1 Small Blocks	Length of the longest block (long side).	10	>500'	0
	3.2 Prioritized Connectivity	Ratio of pedestrian intersections to motor vehicle intersections.	5	0.60	1
			15	Connect Score:	1
TRANSIT	REQUIRED 4.1 Walk Distance to Transit	Walk distance (meters) to the nearest transit station.		Yes	REQUIRED
				Transit Score:	

	CATEGORY		MAXIMUM POINTS	DATA	SCORE
MIX	5.1 Complementary Uses	Residential and non-residential uses combine within same or adjacent blocks.	10	40% Residential	10
	5.2 Fresh Food	Percentage of buildings that are within 500 meters radius of an existing, or planned, source of fresh food.	1	100%	1
	5.3 Affordable Housing	Percentage of residential units provided as affordable housing.	4	>20%	4
			15	Mix Score:	15
DENSITY	6.1 Land Use Density	Average density in comparison to local conditions.	14	<5% Below baseline	7
			15	Density Score:	7
COMPACT	7.1 Urban Site	Number of sides of the development adjoining existing built-up sites.	10	90%	6
	7.2 Transit Options	Numbers of stations on different transit line(s) are accessible within walking distance.	5	Bus, Rail	5
			14	Compact Score:	11
SHIFT	8.1 Off Street Parking	Total off street area dedicated to parking as a percentage of total land area.	10	20%	4
	8.2 Driveway Density	Average number of driveways per 100 meters of block frontage.	2	<2	2
	8.3 Roadway Area	Total road area used for motor-vehicle travel and on-street parking as a percentage of total land area.	8	>20%	0
			20	Shift Score:	6



100 Total Points: 55

TOD: 55, Bronze



RECENT / UPCOMING PROJECTS – CONTINUED MOMENTUM