

Chapter 6.0 Guiding Principles

6.1 Introduction

TOD is not simply higher-density housing near a transit station. An authentic and complete neighborhood with amenities such as stores, parks, landscaping, and engaging streetscapes supports a lifestyle that is attractive to people who choose to live close to transit stations. The interweaving of the transit station, adjacent mixed-use development, and surrounding residential neighborhoods is essential to creating a signature place of enduring value, strong character, and local activity. By virtue of the principles that guide its development – compactness, clear edges, human-scaled architecture, walkable streets, public spaces and amenities – it should be perceived as a distinctive place and an appealing destination. Supporting each unique project in the station area are basic TOD planning and design principles that will ensure an enduring and engaging neighborhood environment, including public and private spaces and related infrastructure. The following pages describe and illustrate detailed guiding principles for station area design and development. These have been used in the development of the Preferred Land Use Alternatives for this project and should serve as a guide for future public and private decision-making. The last section of this chapter provides a description of relevant examples and case studies from station area projects that have similar characteristics to the Eastlake at 124th Station Area.



Neighborhood-scaled retail stores and restaurants create a dynamic and distinct place



Storefront windows and architectural features in a mixed-use project create visual interest for pedestrians

6.2 Land Use

L1: Create a Mix of Uses



Horizontal mixed-use development facilitates convenient walking access for neighborhood residents



A mix of product types attracts many income levels in the station area



Affordable housing products should be designed to a high quality design standard

To fully realize the potential for the Eastlake at 124th Station to become a community asset and a distinctive place, the station area should incorporate a mix of uses. The predominant character of the immediate station area should be residential, but a mix of neighborhood-scaled commercial uses at targeted locations within the core station area will support and complement the entire station area and surrounding neighborhoods. This mix should include the types of uses that people want and need, including housing, retail and restaurants, small offices, and other amenities such as educational and employment facilities where appropriate. The more complete the mixture of origins (homes) and destinations (retail and office), the greater the level of activity in the station area beyond traditional business hours – helping to create a safe environment and a thriving community – that is not abandoned after 5 pm. The neighborhood-scaled mixed-use development envisioned for the station area can be mixed both horizontally and vertically. Vertical mixed-use development, where commercial or office space is located on the ground floor and residential or office above, has witnessed a re-emergence as a transit- and pedestrian-friendly building form. If the market does not yet exist for vertical mixed-use development in the station area, allowing development of space that emphasizes urban form over land use type can provide flexibility needed by the development community. For instance, ground floor uses may transition from residential to retail or office over time as market forces evolve.

L2: Integrate Mixed-Income Housing

The station area should be designed to encourage a choice of residential unit sizes and pricing levels to serve a diversity of residents. The introduction of higher-density housing, as well as a mix of housing types near the Station, will provide choices for several income levels and can help promote access for the transit-dependent and reduce the need for private automobiles for all trips. An appropriate housing mix will also cater to people at all stages of their lives, including students, single adults, couples with or without children, and seniors aging in place. A key component of providing quality housing for a mix of income levels is ensuring that the design and architectural quality of more affordable residential products are on par with the design of market-rate housing products. To attract a mix of incomes, it will be important that the new residential environment meets this standard of quality. Differentiating the area from other competitive offerings in the marketplace and taking advantage of the presence of transit will be critical in ensuring the concept of an inclusive community.

L3: Create a Gradient of Densities

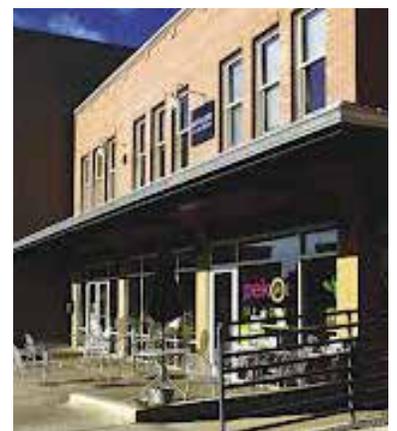
The appropriate transitioning of densities from higher-intensity uses within close proximity to the RTD Station to less-intense uses adjacent to surrounding single-family neighborhoods or commercial or employment centers is a key guiding principle for the station area. The compatibility of new development with surrounding neighborhoods is a value that has been expressed by members of the community throughout the planning process. To achieve this, densities should be tapered down as distances from the station increase so that the scale and proportion of new structures is in keeping with the surrounding areas. Higher-density uses, such as apartments or other multi-family housing, should be established within closer proximity to the commuter rail station (the transit core), promoting a more compact and walkable scale of development with a mix of uses. Locating higher-density uses closer to the station can promote ridership on the North Metro line by allowing more potential transit riders to live within convenient walking distance of the station. With a variety of building types and architecture, greater densities can be achieved without negative visual impacts of massiveness and monotony. As noted by community residents and the project’s advisory committee, the station area should include retail services, amenities, and attractions that increase the overall quality and value of surrounding neighborhoods (including the historic Eastlake neighborhood east of the station). To create a market for, and help sustain, these desired retail uses, higher residential densities are needed near the station and will allow residents and commuters to access everyday services by foot or bicycle. Also to this end, lower-density and/or auto-oriented uses should be discouraged within the station core.

L4: Buffer Residential Areas from Industrial Uses

Due to the diversity of market conditions and City of Thornton policy focus in the Project Area, the Preferred Alternative is a healthy mixture of residential along with employment-based land uses. The Eastlake at 124th Station presents a unique opportunity in the Denver metro area to provide regional transit access to and from a strong residential core and a strong employment area. However, as the station area develops, a “common sense” approach should be used to ensure residential areas are well-buffered from employment and light industrial areas. This could include the use of landscaped buffers, and possibly fences or walls. In the case of the Eastlake at 124th Station area, the tree-lined Farmers High Line Canal is already located along Lafayette Street west of the primary residential core development area; this area should be enhanced to provide a good visual and noise buffer between the proposed residential areas to the east and the existing and proposed industrial areas to the west (including the existing municipal service facilities). Similar buffers should be used where appropriate to ensure compatibility between these land uses.



Transitioning densities from multifamily to single-family residential development ensure compatibility with surrounding neighborhoods



Transitioning building heights increase the visual scale of development closer to the transit station

L5: Create Transit-Supportive, Walkable Employment Areas

Industrial and distribution activities may benefit from proximity to TOD. Though TOD, particularly town centers, can function almost self-sufficiently with a diverse mix of housing, jobs, and services, these are not intended to be physically isolated, stand-alone places. TOD should instead embrace its existing context, serving as a highly accessible amenity for nearby residents and workers. This reciprocal relationship is essential to the viability of TOD. Adjacent neighborhoods and employment centers rely on the TOD for mobility and access, while the development depends on the community's commercial support. TOD should connect with adjacent areas – including employment areas – in two critical ways. First, a refined grid of streets and pedestrian links to surrounding areas should facilitate easily accessible routes to the TOD for people on foot or bike. The ability to arrive quickly and safely at a TOD through alternative modes of transportation expands the potential base of transit riders, including local employees. Inside the TOD, this tight network of streets and sidewalks frames development and promotes convenient movement among activities. Street grids also disperse traffic and alleviate vehicular congestion. The development should plan for appropriate transitions of scale and access, when possible, from the architecture and place-making elements of the broader community to create a setting that fully complements its neighbors, including employment uses.



Street trees and on-street parking buffer pedestrians from traffic



Active edges promote an engaging urban realm environment

6.3 Urban Design

U1: Create Active Edges

Creating a sense of place within the station area is very much tied to creating a quality pedestrian environment. This is particularly important in the area immediately west of the station, which is the appropriate area for a robust mix of residential and potentially supportive retail and commercial uses. Where practical within the transit core, local roadways should be lined with active edges, meaning that buildings front the street and are designed to accommodate retail, office or other active ground floor uses, and which are directly accessible to people walking by. This often requires establishing a “build-to” line, where structures are built to a continuous line rather than set back beyond the line. In this way, the space of the street is formed by the buildings and adjacent sidewalks rather than parking lots or unused landscaped areas. In addition to orienting building facades and entrances to the street, amenities such as seating can further enhance this active edge to create a welcoming environment. Along secondary streets, active edges can be formed by creating build-to lines and/or street trees or other streetscape elements. While structure placement should be more flexible, buildings should be street-facing and parking areas should be well screened.

U2: Develop Anchored Corners

The concept of active edges is especially important at those intersections within the station area where mixed-use buildings are located. These key points identify the entrance to the station, and when buildings are pushed up to the intersection, can “anchor” the corner. This anchor will provide a distinct focal point, or landmark, within the station area and create an inviting environment that is not entirely dominated by parking lots. Instead, appropriate building massing and orientation and active building fronts are inviting to residents, visitors, and transit patrons on both sides of the street. Where access and lot configurations hinder the ability to push buildings to the street edge, distinctive signage, public art, screening of parking areas, and landscaping can help to create a more active street edge and anchor a corner.



Distinctive architectural features create iconic places

U3: Incorporate Multimodal Street Design

The design of streets themselves should reflect a dual concept of the street as both a vehicular thoroughfare and civic space. Therefore, it is important that access be prioritized and balanced by travel mode, giving top priority to pedestrians and cyclists to the extent possible and practical. Prioritizing pedestrian movements in and around the station entails a number of design principles that should be incorporated into future development. For instance, street trees and landscaping (or even parking) can create a visual buffer between roadways and sidewalks, thereby providing a sense of enclosure and comfort for pedestrians. Traffic-calming measures such as widened pedestrian bulb-outs at intersections and mid-block crossings are additional features that will further improve safety for pedestrians.



Inviting street corners feature landscaping, distinctive lighting and storefront windows

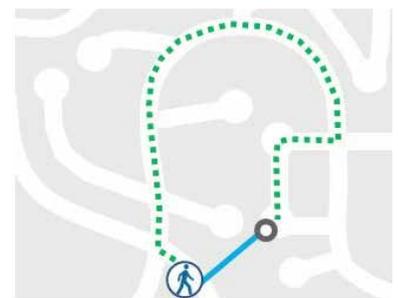
6.4 Mobility and Circulation

M1: Design Well-Connected Streets

As the primary means of access and circulation for vehicular, bicycle, and pedestrian traffic, streets will serve an important function within the station planning area. A well-designed station area will benefit from an organized, understandable, and walkable network of streets and sidewalks. Relatively small blocks and well-connected streets allow for autos, pedestrians, and bicyclists to use direct routes and provide multiple ways to get to and from any given point within the station area and beyond. As a rule of thumb, blocks within the station area should be no more than a five-minute walk around their perimeters (approximately 1,320 feet). This helps to promote a well-connected and walkable neighborhood that is comfortable, safe, and designed to a human scale.



A well connected street network enables shorter and more direct connections and a greater number of routes for pedestrians



A disconnected street network results in long walking distances and few route options



Convenient bicycle access to a commuter rail station reduces single-occupant auto trips

M2: Create Good Trails and Open Lands Spaces and Linkages

A key guiding principle for the station area is a well-designed network of trails, Open Lands, and parks that serves a number of important functions, primary among them being the creation of off-street walking and biking connections. The trails and Open Lands network should be designed to link destinations within the station area and to points beyond while unifying the character and identity of the station area itself. Strong connections should be built to existing community assets and adjacent neighborhoods such as the historic Eastlake area. Developing multiuse trails along existing drainage features can create distinct off-street linkages. These ditches should be left open unless there is a critical and compelling infrastructure need for a portion to be piped. Developing key Open Lands and trails investments through the station area creates an attractive alternative to on-street walking and bicycling and provides the added benefit of creating new off-road connections for residents of surrounding neighborhoods. Any new development on the periphery of the station area should provide these trail linkages. In addition, the Open Lands adjacent to the rail line itself (along with the grain elevator) should be re-purposed to provide significant additional amenities that are major community assets.



Co-locating multiuse paths along natural drainage features creates a neighborhood amenity

M3: Utilize Good Signage and Wayfinding

Wayfinding is more than merely signage. It is a system of information elements that support movement at all stages of a trip. Effective wayfinding throughout the station area will help travelers to easily access their destinations in a way that reduces the stress of travel and can reduce the perceived distance between places. Successful wayfinding strategies integrate and utilize signage, spatial planning, lighting, structural elements, and surface finishes alongside other building elements to create a coherent whole, thereby communicating clear and consistent messages and directions throughout the urban realm. Wayfinding and transit user information should be closely integrated with the commuter rail station itself and the surrounding station area. Some communities have required developers to prepare Wayfinding Plans that identify a movement strategy (showing how information is disclosed through various areas in and around a transit facility or public space), a signage typology, and a location plan.



Distinct wayfinding lets travelers know how long the expected trip will take via walking or cycling

M4: Incorporate Alleys into Neighborhoods

One of the most effective ways to create a more welcoming and appealing residential neighborhood is to place porches, entryways, trees, and detached sidewalks in front of homes – and garages in the rear. To do this, residents would use alleys located behind houses to park in rear-loading garages or driveways. This street/alley configuration (which currently exists in historic Eastlake) creates a more comfortable walking environment along the street, as driveway curb cuts are not necessary, auto-pedestrian conflicts are minimized, and more space is allocated for on-street parking, which can slow auto speeds and create a buffer between auto traffic and pedestrians. Alleys would also afford public service workers access to utilities and waste collection. They would be designed for safety and security and for property access (at low speeds) but are not intended to accommodate through traffic, although they may be an alternate means of circulation for pedestrians and bicyclists. This type of design standard is already required for new construction in the historic Eastlake area and should be applied throughout the station area.



Well-maintained alleys serve a number of functions – from parking to service access

6.5 Parking Management Strategies

TOD does not mean “no cars”. Even with high transit utilization, many people will come and go by automobile and need a place to park. But a defining characteristic of TOD is that it requires less parking than similar development in non-transit locations. Parking is shared as much as possible, taking advantage of dove-tailing uses and reducing further the actual number of spaces provided. And that parking which is required is designed so as not to dominate the visual or pedestrian environment. In addition, effective management of parking is one of the best tools available to encourage a shift away from single-occupant autos and toward transit, bicycling, and walking. Properly managed, parking supply characteristics, such as price, location, and convenience, can positively influence mode choices to reduce single-occupant auto trips and help move the station area and the city toward more sustainable modes of transportation. Extensive research exists related to parking management practices in general and parking policies around TOD projects in particular. Relevant parking management options and guiding principles for consideration within the Station Area include:

P1: Reduce Parking Ratios Currently Required by City Code

One of the best and most recent studies of the relationship between TOD, parking needs, and traffic generation was prepared by the federally-funded Transportation Research Board in 2008. Researchers examined seventeen built TOD’s and concluded that “...under the right conditions lowering residential parking ratios by 50% for TODs in station areas with quality transit service can result in:

- An increase in the density of a residential TOD by 20% to 33% depending on the residential building type;

- Savings on residential parking costs from 5% to 36% after accounting for increases in the number of units to be parked from increased residential density; and
- Potentially greater developer profits and/or increased housing affordability from higher densities, lower capital costs for parking, and reduced traffic impact fees.”

The study concludes that “tightening residential TOD parking ratios to reflect the actual transportation performance of TODs will be a very important step toward realizing the expected community benefits of TOD and enhancing their financial feasibility.” (Source: TCRP Report 128, Effects of TOD on Housing, Parking, and Travel, 2008).

Current City of Thornton parking requirements are typical of suburban community parking standards and likely result in excess parking and an inefficient use of land. For instance, the City requires four parking spaces per single-family dwelling and one space per 500 square feet of multifamily dwelling floor area (plus guest parking). There are numerous examples of emerging parking standards specific for TOD areas that reduce these standards, but one of the most relevant and applicable to Thornton may be the City of Aurora’s TOD District parking requirements. Within the TOD District, the City of Aurora requires two parking spaces per single-family dwelling unit and one parking space per multifamily dwelling unit. Given emerging evidence of successful reductions in parking ratios, parking requirements for development within the station area should be reduced by 20-50% from the current City Code standards.

P2: Utilize Effective Parking Minimums and Maximums

A way to discourage excessive vehicle use and encourage the use of alternative transportation is to limit the supply of parking through parking maximums (which prescribe a maximum number of parking spaces required per development unit – usually a relatively low number – instead of a minimum). With this strategy, parking availability can accurately influence future modal split targets and encourage alternative modes of travel. Consideration should be given to relaxing parking rates within the station area in exchange for developers’ implementation of measures that promote a shift in travel modes, such as increasing the provision of bicycle parking.

P3: Utilize Shared Parking Where Possible

Shared parking can be used as an efficiency tool, which recognizes that a single parking space can be shared between different land use types. The reason for this is clear: there are temporal shifts in the demand for parking spaces between various land uses. For example, one particular land use may generate its peak demand at lunch and dinner times, while another land use may generate peak demands from 9 a.m. to 5 p.m. business hours. This strategy lends itself to public-private partnerships where public uses (such as transit parking or parking related to civic buildings) dominate during the weekday but private parking (related to retail or other private uses)

dominates in the evenings and on weekends.

P4: Unbundle Parking from Development

The costs of residential or commercial parking are often indirectly passed on to occupants when bundled into their purchase or lease costs. Unbundling parking, including renting or selling spaces exclusive from a property sale, can help to reduce the total amount of parking required for a building while promoting a “user pays” approach to parking. In addition, unbundled parking promotes housing affordability as parking spaces are not tied to any particular residential unit or commercial space. The cost of a parking space is then borne only by those building occupants who opt-in to pay for its use. Several cities encourage building owners, occupants, and employers to charge for parking as an unbundled cost to occupants in exchange for parking requirement reductions or increased building height and density.

P5: Utilize Paid Parking if Appropriate

The utilization of fees associated with parking both reflects the true costs associated with parking and automobile ownership, and can influence users to consider other modes of travel. Money collected can be allocated towards multimodal infrastructure and programs. Further, efforts could be made to encourage building owners and occupants to implement a paid parking system on all or part of their developments, and to charge more for single-occupant vehicle parking spaces than for rideshare or car share spaces to further incent the use of these modes of transportation. Consideration could also be given to charges for short-stay on-street parking spaces. Obviously, paid parking systems should be implemented as the market (and related demand) requires and should only be used in conjunction with an overall neighborhood parking management strategy that takes into account potential impacts on surrounding neighborhoods.

6.6 Summary of Guiding Principles

Table 6.1 summarizes the guiding principles developed for the Eastlake at 124th Station Area and its related development.

Table 6.1: Summary of Guiding TOD Principles

Category	Guiding Principles	Key Features
Land Use	L1: Create a mix of uses	<ul style="list-style-type: none"> Focus on residential land uses nearest the station Promote community-scaled commercial uses at targeted locations Mix both horizontally and vertically Ensure flexibility to adapt to changing market needs
	L2: Integrated Mixed-Income Housing	<ul style="list-style-type: none"> Provide a choice of residential sizes and price points Cater to people at all stages of life, particularly seniors Ensure good design of housing at all levels
	L3: Create a gradient of densities	<ul style="list-style-type: none"> Focus highest density around station Reduce density as development approaches established neighborhoods or employment centers
	L4: Buffer residential areas from industrial uses	<ul style="list-style-type: none"> Include natural buffers where feasible Ensure that all areas are “good neighbors” to others
	L5: Create transit-supportive, walkable employment areas	<ul style="list-style-type: none"> Provide good access for employees from station Include multimodal improvements throughout all development areas, including employment areas
Urban Design	U1: Create Active Edges	<ul style="list-style-type: none"> Line core streets with a strong mix of uses to create a good pedestrian environment Establish ‘build-to’ lines for structures Orient buildings and entrances to streets Use streetscapes as active edges and to screen parking areas
	U2: Develop anchored corners	<ul style="list-style-type: none"> Create visible gateways to the station core and at key intersections Minimize visibility of parking lots
	U3: Incorporate multimodal street design	<ul style="list-style-type: none"> Give priority to pedestrians and bicyclists where possible Use effective traffic calming measures to improve pedestrian safety

Category	Guiding Principles	Key Features
Mobility and Circulation	M1: Design well-connected streets	<ul style="list-style-type: none"> • Design small blocks • Focus on a human-scale grid system to provide direct routes to destinations
	M2: Create good trails and Open Lands spaces and linkages	<ul style="list-style-type: none"> • Provide good connections to existing facilities • Integrate facilities into the design of new development • Integrate design with existing drainage features • Re-purpose grain elevator and Open Lands near station to become a major community asset
	M3: Utilize good signage and wayfinding	<ul style="list-style-type: none"> • Focus on the needs of the user • Integrate with lighting, structures, and surface finishes • Focus on wayfinding to and from the station • Develop a wayfinding plan for new developments
	M4: Incorporate alleys into neighborhoods	<ul style="list-style-type: none"> • Eliminate garage entrances from roadways • Promote active residential front spaces • Reduce curb cuts • Eliminate many auto-pedestrian conflicts • Provide easy access for neighborhood services • Design alleys for multimodal access
Parking Management Strategies	P1: Reduce parking ratios	<ul style="list-style-type: none"> • Reduce required parking by 20-50% of current city code standards
	P2: Utilize effective parking minimums and maximums	<ul style="list-style-type: none"> • Use parking maximums when possible to encourage developers from providing too much parking
	P3: Utilize shared parking where possible	<ul style="list-style-type: none"> • Provide proper balance of temporal use of parking • Consider sharing transit parking
	P4: Unbundle parking from development	<ul style="list-style-type: none"> • Give residents the choice to use parking if needed • Encourage use of alternative modes
	P5: Utilize paid parking if appropriate	<ul style="list-style-type: none"> • Regulate usage and provide a potential revenue source • Coordinate with neighborhood parking strategy

Case Studies

The Project Team conducted a peer system review of comparable station areas in the Denver region and around the country that have characteristics similar to those found in the Eastlake at 124th Station Area. The review focused on station areas in outlying/suburban portions of light rail or commuter rail lines. These case studies provide the city of Thornton with relevant examples of TOD plans, best practices, and lessons learned that have direct relevance to this Plan. Two seemed most directly relevant: the Federal Boulevard Station in Denver, and the Buckner Station in Dallas.

Federal Boulevard Station

The Federal Station is on RTD's Gold Line commuter rail line just north of the intersection of Federal Boulevard and I-76 as shown in the figure below, with the current station layout (now under construction) shown in the figure on the next page. The area south of the railroad track east of Federal is a storage unit building and outside storage and south of that is land with a couple homes and outbuildings on it. To the west of Federal is largely an industrial type business, and two smaller businesses (Safety Systems and King's Customs Cycles). Clear Creek runs southwest to northeast near the intersection of the rail corridor and Federal

Boulevard. Northwest of the railroad is a small parcel with a used car dealership. On the northeast side of the intersection is home with a business and unused land. Behind them to the east is an industrial area. The population of the surrounding neighborhoods from 2000 to 2010 has only increased by 10.5% but the jobs for the area (from 2002 to 2009) has increased substantially by almost 45%. The median household income has decreased slightly (7.2%).

Plans and Results

The Adams County Clear Creek Transit Village Vision Plan was incorporated into the county's Clear Creek Valley TOD Plan amendment to the Comprehensive Plan by the Planning Commission in September of 2009 and ratified by the Board of County Commissioners October 5, 2009. The TOD Group, LLC (a developer) informed Adams County of its plan to develop 21 acres west of Federal Blvd. north of Clear Creek into transit oriented development and has purchased the property at 6001 Federal Blvd. The plan calls for minimum gross residential density of 25-75 units per acre depending on location, and parking maximums. The concept design figure shows the concept design for approved Planned Unit Development for the station area, which includes primarily commercial and retail uses along Federal

Bld. on the northeast corner of the site, a mix of residential and commercial uses along Clear Creek and Federal, and residential throughout most of the rest of the site.

This PUD is a component of the larger Vision Plan – a proposed 'mixed use village center' - for the area between Federal and Pecos Blvd. to the east. One possible concept is shown in the figure below and is focused on a comprehensive approach to the entire corridor, including improvements to the Creek as a greenspace, additional mixed use development on other corners of the Federal/Gold Line intersection, and new commercial and industrial development along the corridor.

Federal Boulevard Station



Federal Station Layout



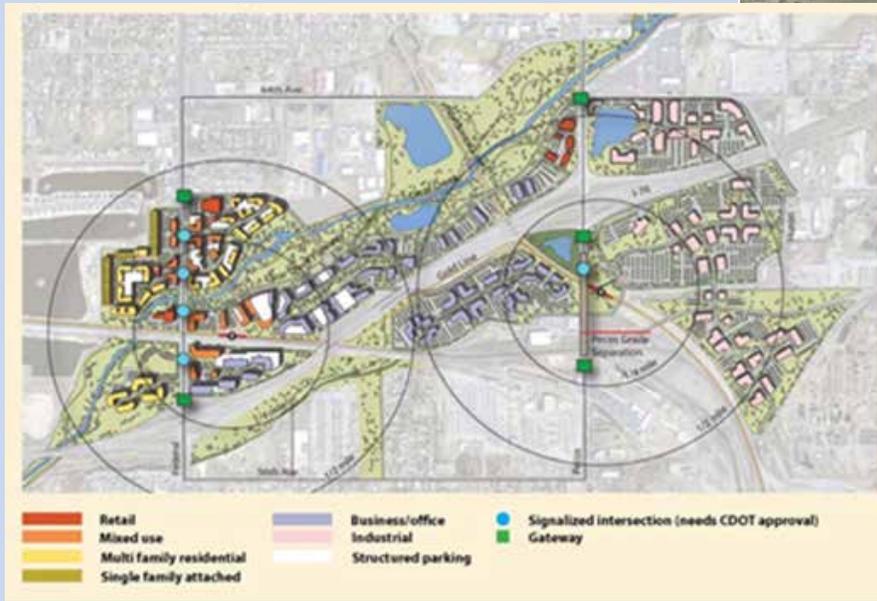
- Lessons Learned for Thornton:*
- Establish good corridor linkages and a regional vision
 - Include employment-based development (commercial and light industrial)
 - Take advantage of greenspace

Soucre: RTD

Concept Design for Federal Station Development PUD



Adams County Clear Creek Valley TOD Plan – Option 1



Soucre: Adams County

Buckner Station, Dallas, TX

The Buckner station is a light rail station in the southeastern part of the city of Dallas, served by Dallas Area Rapid Transit (see the figure below). It has a relatively large park-and-ride lot to the northeast of the station platform, and is centered in a light industrial area that is surrounded by primarily single-family residences. It showed both population and employment decreases between 2000 and 2010, and its median household income, while increasing between 2000 and 2009, is still relatively low compared with other areas.

Dalles Area Rapid Transit Buckner Station



Plans and Results

The Buckner station area was the subject of a station area plan conducted by the city of Dallas in February 2013. The station's land use concept plan is shown in the figure on the next page. Its major features include:

- A commercial core to the north of the station along South Buckner Blvd. to include a 'complete streets' design
- An urban mixed use area immediately surrounding the station.
- Transition zones with medium-density and single-family residential between the higher

density zones around the station and surrounding neighborhoods.

- Retention and enhancement of the industrial zone to the south.
- A campus district to the southeast of the station to integrate educational, health, and business facilities with pedestrian-friendly links to the surrounding neighborhoods.

The plan identified a potential catalyst development site on the site of the existing park-and-ride. It consists of structured parking combined with medium-density multi-family residential along with ground-floor retail. DART has subsequently issued an RFP for development of the site and an architect is to be selected momentarily.

Lessons learned for Thornton:

- Establish a strong commercial core with 'complete streets' along major thoroughfares
- Establish transition densities between the station and surrounding neighborhoods
- Capitalize on industrial uses
- Enhance a campus development with additional types of uses
- Include joint development on the station site if possible

