

Exhibit E

EXHIBIT E

DRAFT TEXT AMENDMENT
TRANSIT DEVELOPMENT 1 (TD-1) DISTRICT

DRAFT TEXT AMENDMENT TRANSIT DEVELOPMENT 1 (TD-1) DISTRICT

This draft text amendment outlines proposed changes to the Zoning Ordinance of the City of White Plains (the "Zoning Ordinance") that are designed to establish a new District with applicable design guidelines that will encourage an appropriate mix and density of development within a reasonable radius of the Metro-North railroad station in the downtown, Central Parking Area (CPA) of the City of White Plains consistent with promoting alternative modes of transportation to the automobile and establishment of aesthetically attractive buildings and improvements that create interest and establish meaningful destinations within the downtown, including open space and a new "Craft Food Market Hall" use.

A. A new subsection 5.5.1.13 shall be inserted following within Section 5.5 of the Zoning Ordinance, which is entitled, "Additional Regulations for Non-Residential Districts" as follows:

5.5.1.13 The TD-1 District is a mixed use district located within a one-third (1/3) mile radius of the Metro-North railroad station in the Central Parking Area (CPA) of the City of White Plains, which is intended to: encourage an appropriate mix and density of development consistent with promoting alternative modes of transportation to the automobile; integrate pedestrian, bicycle, and transit supportive uses with a complementary mix of land uses; incentivize developments that activate sidewalks and have a high level of connectivity with the adjacent uses all within a comfortable walking and bicycling distance from the City's transit center. The TD-1 District shall promote transit use, walking, and biking, encourage the reduction of reliance on motor vehicles and rationally minimize the demand for parking, while implementing design guidelines that focus the architecture to meet these stated goals, consistent with the height and massing of existing, adjacent properties. The TD-1 District shall seek to create social and cultural interest, and promote the development of meaningful destinations within the transit area of the CPA. Projects within the TD-1 District are intended to have active ground floor uses that in turn create an appealing experience for pedestrians on the sidewalks.

B. A new Definition for a "Craft Food Market Hall" that is proposed as a Principal Permitted Use in the TD-1 District shall be inserted within Section 2.4 of the Zoning Ordinance, following "Coverage" and prior to ""Customary Home Occupation" as follows:

"Craft Food Market Hall"

A curated collection of individual vendors marketing food, beverage, and crafts in a space operated by a single management entity leasing vendor spaces (for terms of six (6) months or more), which collection markets new products in a variety of types, primarily consisting of specialty foods and beverages (including alcoholic beverages, subject to New York State licensing requirements), hand-made products, high-quality crafts and other non-mass produced items exhibited in display areas, not exceeding 1,200 square feet of floor area, including both private and common dining space for its patrons, provided that: (a) the retail sale of food and beverage products for consumption or use outside of the premises shall be permitted only as subordinate and accessory use, since consumption on the premises is the principal use; (b) no more than thirty-five percent (35%) of the floor area shall be dedicated to the sale of non-food or kitchen related items, or similar house wares or hospitality merchandise; (c) the sale of boot-leg, or knock-off items shall not be permitted; (d) no flea market, swap meet, or bartering for

merchandise shall be permitted; and (e) the Craft Food Market Hall shall not sell only a single type of product.

C. In addition, the following new definitions shall be inserted within Section 2.4 of the Zoning Ordinance, alphabetically in order with the other existing Definitions therein, as follows:

“Primary Street”

A public “street” that has a right-of-way of at least 75 feet in width.

“Secondary Street”

A public “street” that has a right-of-way of less than 75 feet in width.

“Street Wall”

A wall or portion of a wall of a building facing a street.

“Tower”

That portion of a “building” above 90 feet in “height” that penetrates the sky exposure plane. A “tower” typically rests on a multiple story base covering the majority of the development site. A “tower” may be occupied by residential, commercial or community facility uses.

“TD Sidewalk Improvements”

Moveable or permanent improvements in the TD-1 District that may be situated between the “street wall” of the adjacent building and the curb of the nearest “street” on the improved sidewalk, whether public or private, which “TD Sidewalk Improvements” may include but shall not be limited to “cafés,” information kiosks, landscaping planters, architectural fountains, street trees & landscaping, seating, tables, bicycle racks, awnings, and umbrellas.

D. A new subsection shall be inserted following Section 3.8 of the Zoning Ordinance, which shall be entitled, “Transit Development District (TD-1),” as follows:

3.9 “Transit Development District (TD-1)”

3.9.1 Within the TD-1 District, “uses” including ancillary and “accessory uses” and dimensions, including but not limited to “lot area,” “frontage,” “building coverage,” “floor area ratio,” “yard” setbacks, and building “height” shall be reviewed and approved by the Common Council, following the below detailed “Design Guidelines,” which nevertheless need not be strictly followed and shall be subject to the reasonable exercise of the Common Council’s discretion so as to substantially achieve the stated goals of the TD-1 District, so that TD-1 District developments approved by the Common Council shall be deemed conforming under the terms of this Ordinance.

3.9.2 TD-1 Design Standards require consideration of the following details:

3.9.2.1 The relationship of the relevant portion of the development to:

- 3.9.2.1.1 The sidewalk, encouraging “TD Sidewalk Improvements” such as cafes, information kiosks, landscaping planters, architectural fountains, street trees & landscaping, seating, tables, bicycle racks, awnings, and umbrellas within the private and/or public portions of such sidewalk to activate the “street.”
- 3.9.2.1.2 Buildings located on corners shall be positioned to encourage “TD Sidewalk Improvements” to activate the public space and add visual interest to the pedestrian environment. Entrances at the corners of buildings shall be encouraged to create a seamless transition to capture pedestrian activity from both street frontages.
- 3.9.2.1.3 Public amenities such as on-site plazas, patios, courtyards, terraces and gardens shall be used to support pedestrian activity and community interaction, together with and in addition to “TD Sidewalk Improvements.” Such exterior open space with landscaping should be strongly encouraged as an element of the building and site design to create gathering spaces for residents and visitors.
- 3.9.2.1.4 Accordingly, no dwelling units shall be located at the street level, although entry lobbies and amenity space shall be permitted to be accessed at the street level.
- 3.9.2.1.5 Rooftop amenities also should be encouraged, such as private and/or public open space, public art displays, gardens, venues for “public assembly,” cafes/restaurants, as well as adaptive use of improvements that provide stormwater management and/or facilitate energy generation or conservation.
- 3.9.2.1.6 Parking facilities should accommodate both motorized and non-motorized vehicles, including bicycles and should incorporate visual screening to the extent reasonably practicable to minimize the public view of the interior as well as lighting therein.
- 3.9.2.1.7 Onsite bicycle facilities should be encouraged and may include secure short and long term bicycle parking/storage, lockers and changing rooms, bike repair/workshop area, rentals/sales, and public bikeway information.

3.9.2.2 The "height" of any "building" shall bear an appropriate relationship to the adjacent "street," so that:

3.9.2.2.1 The maximum "height" of any "building" adjacent to a "Primary Street" and extending 200 feet therefrom shall not exceed 280 feet, except that any section of a "Primary Street" that does not continue as a through street shall be considered as if it were a "Secondary Street" (regardless of its width) for the purposes of setting the maximum "height" hereunder; and

3.9.2.2.2 The maximum "height" of any "building" having "frontage" solely on a "Secondary Street" shall not exceed 150 feet; and

3.9.2.2.3 "Buildings" shall be designed to provide light and air at street level, so that any "tower" portion of a "building" rising above 150 feet shall be separated from any other "tower" by a minimum of 60 feet.

3.9.2.3 "Building coverage" in the TD-1 District shall not exceed 85% of the "lot" area, except that such "building coverage" may be increased to 100% of the "lot" area where at least 15% of such "lot" area is improved as exterior open space, situated within the first four stories of the "building" and such space is publicly accessible from the "street" during reasonable times of the day. Notwithstanding the foregoing, "building coverage" shall be subject to the limitations applicable to any "tower" portion thereof, as set forth below.

3.9.2.4 The "building coverage" for any "tower" portion of a "building" in the TD-1 District shall be:

3.9.2.4.1 No more than 30 percent of the area of the "lot;"

3.9.2.4.2 Notwithstanding the foregoing, on any "lot" smaller than 20,000 square feet, the applicable "building coverage" therefor may be 60 percent of the "lot."

3.9.2.5 The design of the "street wall" of any building shall implement architectural features and façade treatments on the edges of any "building" fronting on a public "street" providing vertical interest in segments -- ground level to thirty (30) feet in "height", thirty (30) feet to eighty (80) feet in "height," and from eighty (80) feet in "height" to the top of the "building." Such "street wall" should extend no more than 25 feet in length without incorporating window(s), transparent glazing, front door(s), or pedestrian or vehicular entries with views into a building, or other architectural treatment to provide interest to the "street wall." In addition, front doors of retail or other pedestrian

oriented ground-floor uses shall include windows that permit views into the building.

3.9.2.6 Substantial public amenities, as well as usable open space, including but not limited to publicly accessible open space (whether passive or active), shall be encouraged.

3.9.2.6.1 Any recreation area proposed for a development in the TD-1 District may consist of exterior open space that is publicly and conveniently accessible from the "street" during reasonable times of the day and may be situated on the rooftop of the "building" no higher than 65 feet above grade.

3.9.2.6.2 If a TD-1 development that provides public amenities or publicly accessible open space is proposed to be constructed in phases, then the completion of any such public amenities, including but not limited to sidewalks and streetscape features, should be phased in a manner proportional to the number of dwelling units or nonresidential floor area to be occupied during any given phase of such development.

3.9.3 Any TD-1 District application for designation and mapping shall be submitted to the Common Council and shall include conceptual "site plan" documents (i.e., a Conceptual Development Plan ("CDP")), which application then shall be processed in accordance with the procedures for amending the Zoning Ordinance, which application shall include the following, among other things:

3.9.3.1 A statement of the objectives to be achieved by the proposed project, including evaluation of its consistency with the City's Comprehensive Plan,

3.9.3.2 A legal description of the property(ies) involved, including a survey signed and sealed prepared by a licensed New York State surveyor or professional engineer. Minimum requirements shall include property lines and measurements, tax lot designation(s), street designations, easements, locations of utility lines and connection points, curb cuts, and a North arrow.

3.9.3.3 Submission of a CDP to the City Council must include, at minimum, the following elements:

3.9.3.3.1 A zoning compliance table, among other things, calculating the total number of dwelling units, describing proposed public and/or private open space, detailing any area(s) devoted to nonresidential uses, and indicating provided off-street parking and loading;

- 3.9.3.3.2 A descriptive summary of on-site areas to be conveyed or reserved as open space (public, semipublic, and private), including the location of all points of access to public and semi-public areas;
 - 3.9.3.3.3 Proposed vehicular circulation for access to off-street parking, loading, as well as emergency access;
 - 3.9.3.3.4 Proposed design and "uses" of sidewalks and paths;
 - 3.9.3.3.5 A conceptual landscape plan; and
 - 3.9.3.3.6 A graphic illustrating the proposed development and showing surrounding land uses, circulation systems, and public facilities, etc.
- 3.9.3.4 The Common Council's review of the CDP in accordance with Sections 7.4 and 7.5 hereof and its consideration of the request to map the property in the TD-1 District shall be a simultaneous and integrated review to determine whether the CDP meets the goals and objectives of the TD-1 District.
- 3.9.3.5 If the Common Council, consistent with its review of the action in accordance with this Ordinance and the rules and regulations promulgated under the New York State Environmental Quality Review Act, then determines that the CDP conforms to the TD-1 District goals and objectives, it shall adopt findings consistent with this Ordinance for both an amendment to the Ordinance mapping the subject property in the TD-1 District and, as concerns the CDP, granting approval of same as a Site Plan, pursuant to Section 7.5 hereof.
- 3.9.3.6 Thereafter, a Final Development Plan (FDP) shall be submitted to the Common Council for review and approval in accordance with Sections 7.4 and 7.5 hereof, provided that such FDP shall substantially conform to the approved CDP.
- 3.9.3.7 Such FDP shall contain all elements identified in Section 7.3 of this Ordinance, as well as any other information or materials reasonably requested by the Common Council for its final review and

approval thereof, and such FDP shall otherwise be reviewed as a Site Plan pursuant to this Ordinance.

3.9.3.8 Notwithstanding the foregoing, if the Common Council determines that the proposed FDP does not substantially conform to the approved CDP, the Common Council may reopen the prior approval and require additional documentation detailing whether the inconsistent aspects of the FDP nevertheless meet the goals and objectives of the TD-1 District and are compatible with the initial TD-1 District determination and approval of the CDP. If the FDP is not consistent therewith, then the Common Council may require the FDP to be modified, and if it is not so modified, may deny the FDP application.

3.9.3.9 No Building Permit shall be issued for any development in the TD-1 District except if such development conforms to an approved FDP.

3.9.3.10 Amendments to a CDP or FDP shall be reviewed as set forth herein.

3.9.3.10.1 The Common Council may approve minor amendments to the submitted CDP and/or FDP, provided that any such modification or adjustment does not exceed any one of the following thresholds:

3.9.3.10.1.1 There is no significant increase in the mandatory "off-street" parking or loading requirement;

3.9.3.10.1.2 There is no significant increase in magnitude of any "use," and no new "use" is established;

3.9.3.10.1.3 There is no significant "alteration" of the essential characteristics of the design, layout or arrangement of "buildings," parking, circulation, landscaping, or relationship of the project to the "street," adjacent properties and the area in general;

3.9.3.10.1.4 There is no increase in the number of "stories" in any of the "buildings;"

3.9.3.10.1.5 The amendment procedure shall follow Sections 7.7.1.3 through 7.7.1.8 hereof;

3.9.3.10.1.6 Should the proposed amendment to the CDP or FDP be determined to exceed one or more of the thresholds described herein, a new CDP may be required to be submitted to the Common Council for its review and approval.

E. Section 5.1 of the Ordinance entitled, "Schedule of Use Regulations" shall be amended under the list of "Business" uses to add "Craft Food Market Hall" and "Café" as Permitted Principal "uses" within the TD-1 District, as follows:

5.1 Schedule of Use Regulations

ZONING DISTRICTS																																
“USES”	R1-30	R1-20	R1-12.5	R1-7.5	R1-5	R2-4	R2-2.5	RM-2.5	RM-2	RM-1.5	RM-1.5T	RM-1	RM-0.7	RM-0.4	RM-0.35	C-O and PCD	O-R	B-1	B-2	B-3	BR-1	BR-2	CB-1	CB-2	CB-3	CB-4	UR-4	TD-1	B-6	LI-M	LI	
BUSINESS																																
“Craft Food Market Hall”																													PP			
“Cafés”																PP		SP	SP	SP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP

F. Section 5.2 of the Ordinance entitled, "List of Use Regulations" shall be amended to add "TD-1 District" and to include "Craft Food Market Hall" and "Cafés" as Permitted Principal "uses," while providing that "Outdoor Dining" shall be a permitted "Accessory Use," as follows:

5.2 List of Use Regulations

District: TD-1

USE	TYPE
"Multi-family dwellings"	PP
The keeping of "household pets"	PA
Non-profit "recreational facilities"	PA
Commercial indoor "recreation facilities"	PP
"Health clubs"	SP

District: TD-1

USE	TYPE
Theaters	PP
Accessory "swimming pools" as regulated by Sections 4.4.24 and 6.7.3	SP
Accessory tennis courts, paddle tennis courts or other similar courts	SP
Accessory "dish antennas" as regulated by Sections 4.4.23 and 6.7.21	SP
Churches or other places of worship	PP
Sunday schools or other similar religious schools	PA
Parish houses or rectories	PA
Convents	PP
"Emergency shelters"	SP*
"Uses" of the City of White Plains	PP
"Uses" of other governments, subject to the requirements of Section 5.6	PP
"Public schools"	PP
"Private secondary or elementary schools"	SP
"Nursery schools" or "day care centers"	SP
"Nursery schools" or "day care centers" in conjunction with a permitted church or other place of worship, "membership club," or "public school" or "private secondary or elementary school"	PA
Independent, unaffiliated "nursery schools" or "day care centers" located within a permitted church or other place of worship, "membership club," or "public school" or "private secondary or elementary school"	SP
"Universities," "colleges" or seminaries	PP
"Assisted living facility"	PP
Business or professional offices	PP
Offices for group education, training or counseling in "buildings" containing no residential "uses"	PP
Office in residence of a "professional person" as regulated by Section 5.4.2	PA
Business, administrative or headquarters offices for "philanthropic institutions"	PP
Stores for sales at retail or performance of customary personal services or services clearly incident to retail sales, including "real estate offices," but not including sales of automobile parts or accessories involving installation at point of sale	PP
<u>"Craft Food Market Hall"</u>	<u>PP</u>
"Retail laundries" or "retail dry cleaners"	PP
Banks	PP
"Consumer financial services establishments"	PP
Business or trade schools	PP

District: TD-1

USE	TYPE
Business or trade schools	PP
Libraries, museums or art galleries	PP
"Hotels"	PP
"Extended Stay Hotels"	PP
Newsstands	PA
Radio stations	PP
"Customary home occupations" as regulated by Section 5.4.2	PA
"Restaurants" or "cafeterias" for employees	PA
Outdoor dining	PA
"Fast food eating establishments"	SP
"Restaurants" or "cafeterias" for employees	PA
"Cabarets"	SP
"Cafés"	PP
"Accessory electronic games"	PA
Motor vehicle sales or rental, including accessory "repair shops," "service stations" or outdoor storage of motor vehicles	PP
Motor vehicle "service stations"	SP
Medical laboratories	SP
"Public utility buildings or structures"	SP
"Private garages," carports or open parking for private passenger vehicles	PA
Commercial "Parking lots" for private passenger vehicles, but not for storage of used or new motor vehicles for sale or for hire	SP
"Parking lots" or "parking garages" of the City of White Plains or its Parking Department	PP
Stacked attendant parking	SP*

KEY

PP = Permitted Principal "Use";
PA = Permitted "Accessory Use";
SP = Special Permit "Use";
(R-A), etc. = Prior District designation;
* = When in the Central Parking Area

G. Section 5.3 of the Ordinance, "Schedule of Dimensional Regulations" shall be amended to add "TD-1" to the page listing "Non-residential" districts with the dimensional requirements

as set forth below, and Section 5.3 shall also incorporate in Column 20 new footnotes (kk)¹ in Column 2 and (ll)² in Column 15 concerning "Building Coverage" and Maximum "Height."

The Table comprising Section 5.3 that is located at page 5-57 of the Ordinance should have a new Column added for TD-1 District with the following information inserted for dimensional parameters:

Column 1: TD-1	
Columns 2 to 4: Maximum "Building Coverage" in percent:	
Column 2: All "Buildings:"	85 (New footnote "kk" (see below))
Column 3: "Main Building":	----- (i.e., Not Applicable)
Column 4: "Accessory Buildings:"	----- (i.e., Not Applicable)
Column 5: "Maximum Floor Area Ratio:"	R/N/C – 5.00 (Footnotes p, aa, cc)
Columns 6 to 13:	----- (i.e., Not Applicable)
Columns 14 to 15: Maximum "Height:"	
Column 14: "Stories:"	----- (i.e., Not Applicable)
Column 15: Feet:	280 (New footnote "ll" (see below))
Columns 16 to 19: Accessory Structures:	
Column 16: Maximum "Height:"	72
Columns 17 to 19:	----- (i.e., Not Applicable)
Column 20: "Footnotes"	[As noted inserting "kk" and "ll"]

H. Section 5.4.1.5.1 of the Ordinance shall be amended to read, as follows:

For the RM-0.35, CB-2, CB-3, CB-4, **TD-1** and UR-4 Districts, in the Central Parking Area, to encourage the construction of additional "multi-family dwellings" serving a variety of income groups for both rental and ownership, and focusing on the needs of young professionals, seniors and others who would benefit from proximity to "restaurants," shops, employment opportunities, cultural opportunities and transportation, consistent with the "Comprehensive Plan." A minimum of 6 percent of new "multi-family dwellings" shall be affordable to moderate income families, based on income schedules published annually by the City of White Plains Department of Planning.

I. Section 6.7.8.4 of the Ordinance shall be amended to encourage the activation of the sidewalks and streets within the TD-1 District by providing an exception from any requirement to provide additional off-"street parking spaces" for up to 750 square feet of "Outdoor Dining" for each "restaurant" within the TD-1 District to which such "use" is "accessory," as follows:

¹ Sections 3.9.2.3 and 3.9.2.4, above, are proposed to set forth the Maximum "Building Coverage" in the TD-1 District and the maximum "coverage" of any "tower."

² Section 3.9.2.2.1 and 3.9.2.2.2, above, are proposed to state:

3.9.2.2.1 The maximum "height" of any "building" adjacent to a "Primary Street" and extending 200 feet therefrom shall not exceed 280 feet, except that any section of a "Primary Street" that does not continue as a through street shall be considered as if it were a "Secondary Street" (regardless of its width) for the purposes of setting the maximum "height" hereunder; and

3.9.2.2.2 The maximum "height" of any "building" having "frontage" solely on a "Secondary Street" shall not exceed 150 feet; and

“Off-street parking spaces” shall be provided as required for “restaurants” in Section 8.3 of this Ordinance, except that where outdoor seating represents only a relocation of indoor seating and there is no increase in overall capacity of the “restaurant” to where the outdoor seating will be in the form of a sidewalk café on public property, no additional off-“street parking spaces” need be provided. Notwithstanding the foregoing, any “Outdoor Dining” up to 750 square feet per “use” situated within the TD-1 District thereof shall be exempt from providing any off-“street parking spaces.”

J. Section 8.3 of the Ordinance, entitled, “Schedule of Parking and Loading Requirements” shall be amended to add relevant parking and loading requirements for “Craft Food Market Hall” and “Cafés,” by modifying the Table below the heading **Business**, as follows (recognizing that the provision regarding Outdoor Dining within such Table is not being modified, but the text at Section 6.7.8.4 is being proposed to be amended as noted above):

[See Chart on following page]

"USES"	MINIMUM NUMBER OF "PARKING SPACES"		MINIMUM NUMBER OF "LOADING SPACES"
	PER 1,000 sq. ft. (prorated so that the requirement shall be the next highest integer)	OTHER	
"Craft Food Market Hall "	<u>3.3 based upon retail floor space, only</u>		<u>8,000-50,000 sq. ft.: 1</u> <u>For each additional 50,000 sq. ft.: 1 additional</u>
Stores for sales at retail or performance of customary personal services or services clearly incident to retails sales, including "cafés" and "real estate offices," but not including sales of automobile parts, and accessories involving installation at the point of sale	<u>CPA: 3.3¹</u>	—	Up to 8,000 sq. ft.: 1 (CPA: none)
	B-6 District only: 3.0 with no further adjustment for joint use pursuant to Section 8.5.3		8,000 – 16,000 sq. ft.: 1
	For uses outside of the CPA having a gross floor area of at least 150,000 sq.ft. within a single "development site": 4.0		16,000 – 50,000 sq. ft.: 1 additional

	Other: 5.7		In the B-6 District only: for "uses" exceeding 250,000 sq. ft.: 5 plus additional as required by the approving agency
Outdoor dining	See Section 6.7.8.4		

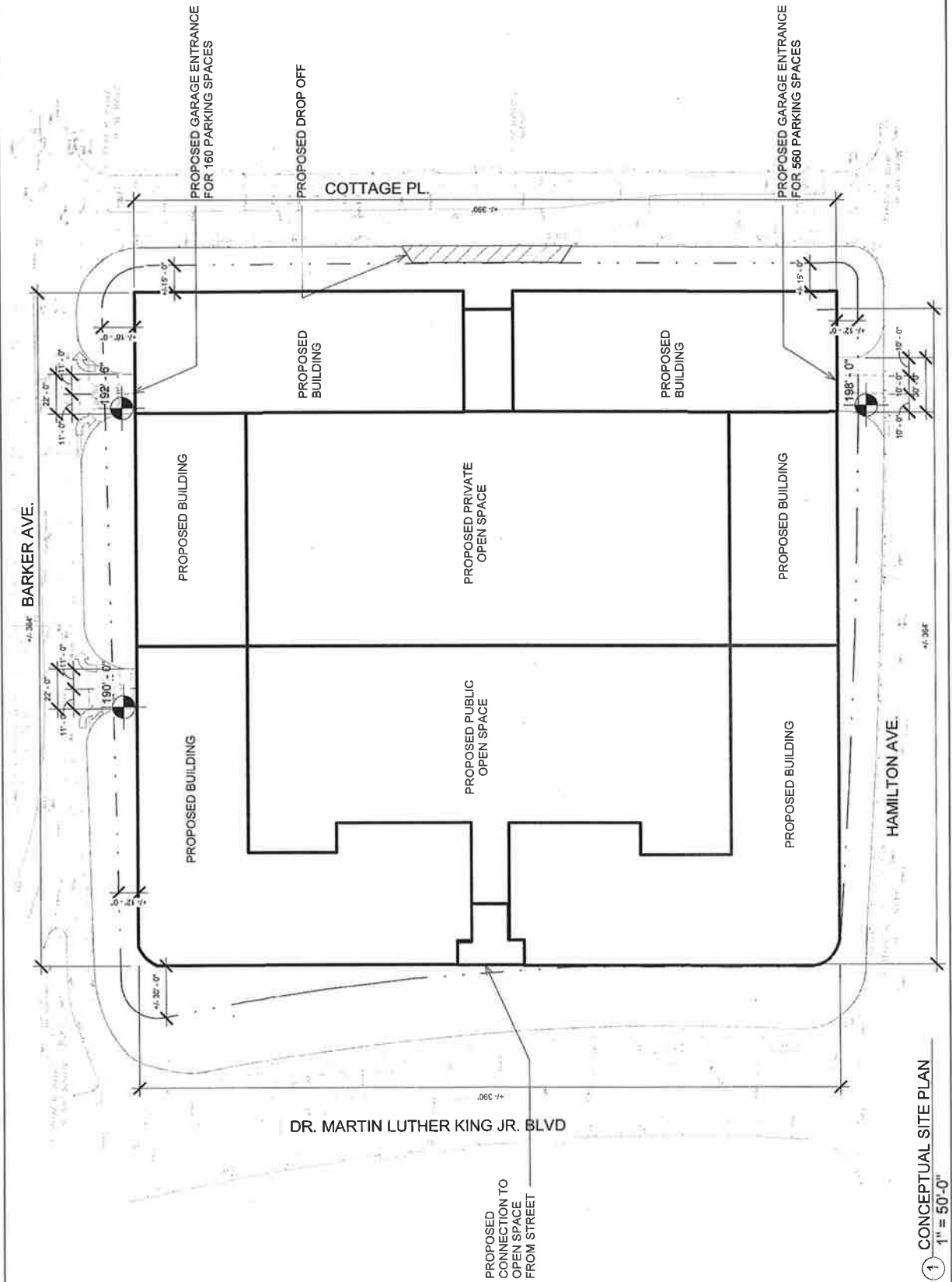
¹ Notwithstanding the provisions of Section 8.3 that otherwise establishes a minimum requirement of 3.3 parking spaces per 1,000 sq. ft. for "cafes" in the CPA, with regard to any "cafes" situated in the TD-1 District, which either comprise "TD-1 Sidewalk Improvements" or are located in any publicly accessible open space there shall be no "off-street parking" required, nor shall any "loading spaces" be necessary to be provided.

Exhibit F

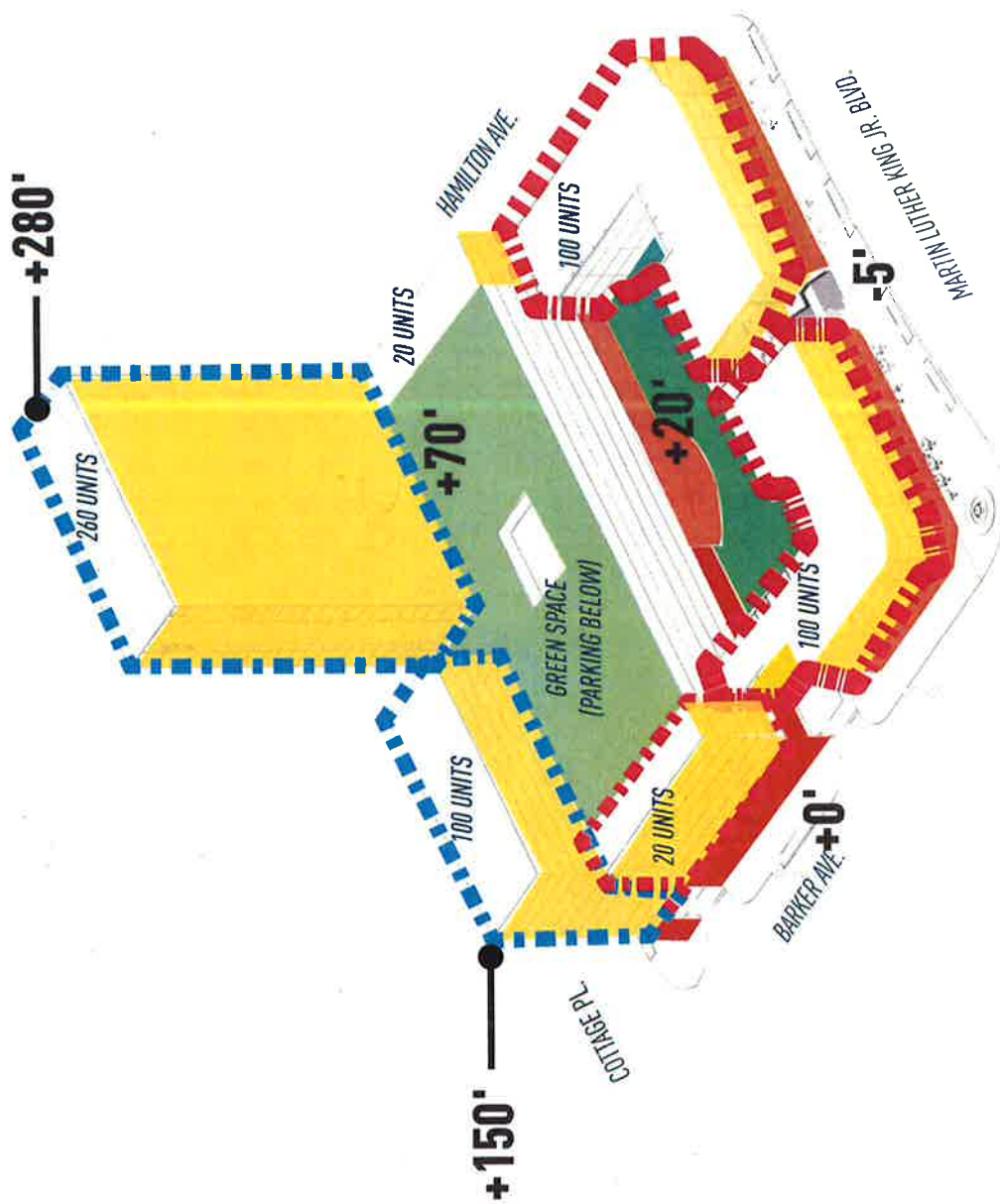
EXHIBIT F

Conceptual Architectural Plans

Accompanying this Petition are conceptual plans consistent with the proposed requirements of the Conceptual Development Plan ("CDP"), as such CDP is described in the accompanying "Draft Text Amendment Transit Development 1 (TD-1) District."



1 CONCEPTUAL SITE PLAN
1" = 50'-0"



RESIDENTIAL

TOTAL 600 Units

TOTAL RESIDENTIAL: 526,200 +/- GSF

RETAIL

RETAIL @ MLK: 35,000 +/- GSF

RETAIL @ COTTAGE: 18,000 +/- GSF

FOOD/CRAFT HALL @ COTTAGE: 42,000 +/- GSF

TOTAL RETAIL: 95,000 +/- GSF

PARKING

SPACES 720

SPACES PER FLOOR @ 6 FLOORS 100-120

PER FLOOR 39,000 +/- GSF

TOTAL PARKING: 234,000 +/- GSF

LOADING

LOADING 40,000 +/- GSF

TOTAL LOADING: 40,000 +/- GSF

TOTAL CONSTRUCTION: 895,200 +/- GSF

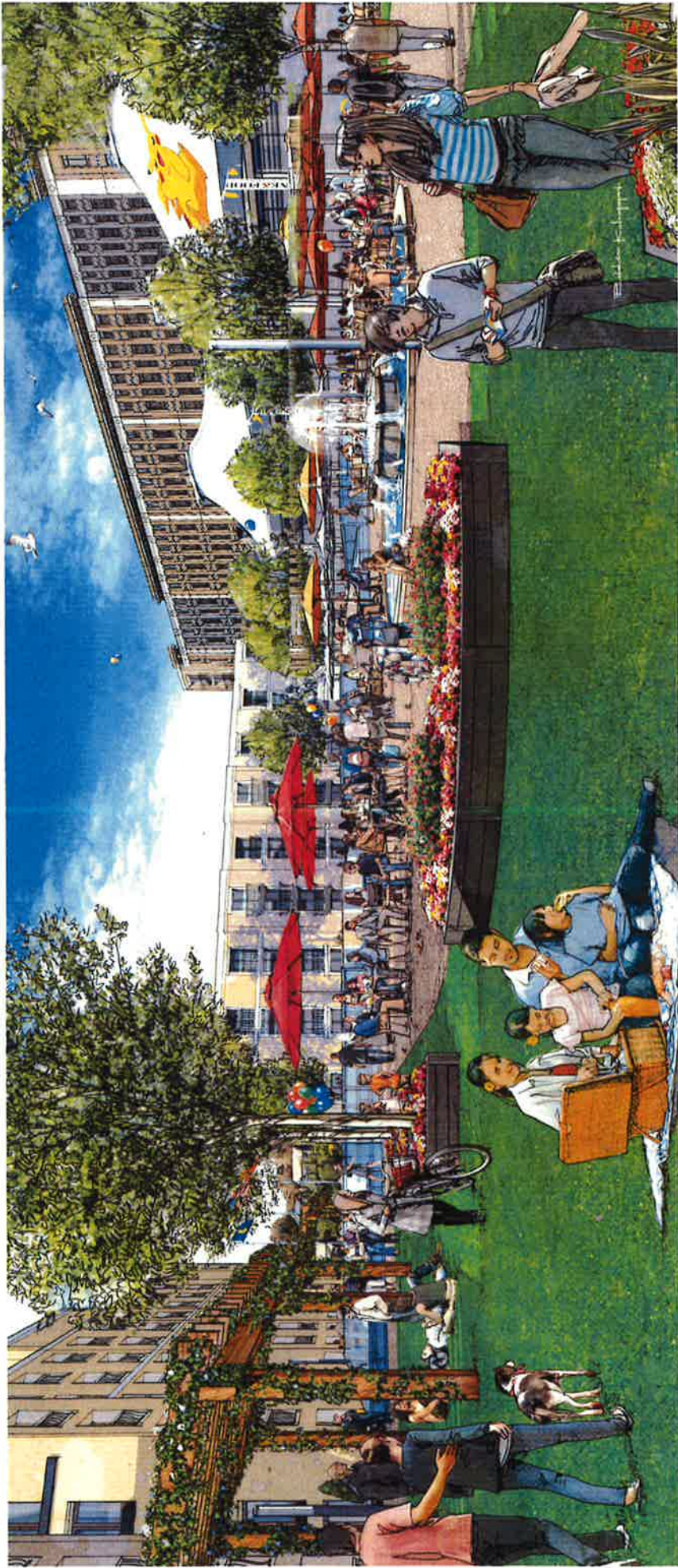




ILLUSTRATIVE RENDERING - MARTIN LUTHER KING JR. BOULEVARD



ILLUSTRATIVE RENDERING - HAMILTON AVENUE



ILLUSTRATIVE RENDERING - VILLAGE GREEN



ILLUSTRATIVE RENDERING - FOOD & CRAFT HALL

Additional Resources:

- *Getting the Parking Right for Transit-Oriented Development*, M. Zhang, K. Mulholland, J. Zhang, and A. Gomez Sanchez, Center for Transportation Research, University of Texas at Austin, 2012
(<http://static.tti.tamu.edu/swuttc.tamu.edu/publications/technicalreports/161027-1.pdf>)
- *Transit-Oriented Community Design Guidelines*, TRANS LINK Strategic Planning and Policy, Burnaby, BC (2012) (<https://www.cip-icu.ca/Files/Awards/Planning-Excellence/2013-35-Translink-Transit-FULL-PLAN.aspx>)
- *Effects of TOD on Housing, Parking and Travel*, Arrington, G.B. Transportation Research Board Washington, DC (2008)
(http://www.fairfaxcounty.gov/dpz/tysonscorner/tcrp128_aug08.pdf)
- *The Next American Metropolis: Ecology, Community and the American Dream*. Calthorpe, P (1993)
- *Transit-Supportive Development in the United States: Experiences and Prospects*. Cervero, R., Federal Transit Administration (1993)