A General Development Model for the Middle Ring Suburbs

Model Overview

There could be more development on the other side of the tracks.

Farmer’s market doubles up as a flexible open space for events, centering both local and wider communities.

Art center has a big footprint but could be a really cheap building.

The residential development will add up to at least 500 units, partly walkups and partly condominiums.

Lofts and light industrial activity are predominantly along heavy traffic routes because of the logistics demands.

The street line of the development and its open spaces serve to facilitate diagonal pedestrian access across open areas (e.g., market, publicly accessible art center). These decrease the time it takes to get to the station.

This street has car access, but ultimately it serves the “main street”; it connects parking lots/structures, stations, and value-adders.

These parking lots serve commuter rail as well as the big brand retail and public facilities.

Proximity to main truck traffic leads to the adjacent big box retail locations, to accommodate stock deliveries.

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800-1300 ft

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1 = Ethnic Cuisine/Restaurants
2 = Well Defined Public Space/Farmer’s Market
3 = Well Defined Indoor Community Space/Art Center
4 = Parking for the Transfer Station
5 = Commuter Rail Access as Public Space
6 = Suburban Mall Brands
7 = Lofts & Light Industrial Warehouses
8 = High-Quality Residential Space
9 = Office Space
10 = Remove Truck Traffic from Selected Areas
11 = Space between Parking and Commuter Rail
12 = Parking Structures with Conversion Options