

Purple Line Transit-Oriented Development Assessment

Prepared For
Maryland Department of Transportation

January 2003

- Bethesda
- Chevy Chase Lake
- West Silver Spring
- Woodside
- Silver Spring
- Takoma/Langley
- University/Riggs
- University of Maryland
- College Park
- Riverdale
- New Carrollton

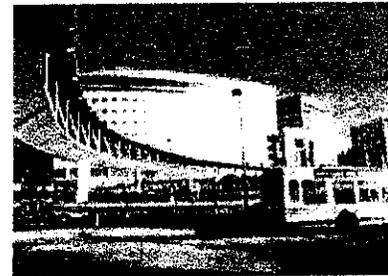
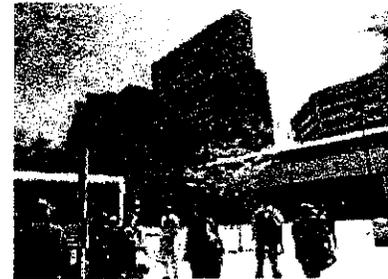
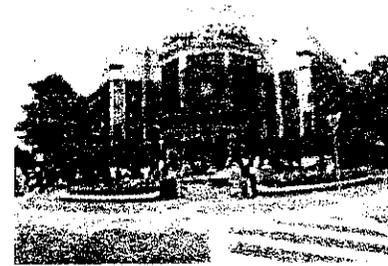


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SECTION ONE: OVERVIEW

This report provides a snapshot of the opportunities for transit-oriented development (TOD) along the proposed inner alignment of the “Purple Line.” The report starts with a review of the study process, management and coordination; identifies TOD principles for the Purple Line; discusses what TOD is, the benefits of TOD, the market for and obstacles to TOD; the report then sets out a series of corridor wide recommendations for capitalizing on the Purple Line to help realize the vision of communities along the corridor for how they want to grow. The report concludes with TOD profiles for each of the proposed Purple Line station areas.

THE PURPLE LINE TOD STUDY

When state transportation planners in Maryland identified the inner alignment of the Purple Line as the basis for more detailed transit planning, central to their thinking was the concept that the

inner alignment of the Purple Line would serve existing and growing activity centers inside the Beltway, and that it should provide the greatest opportunity possible to support economic growth and revitalization.

Consistent with this vision for the Purple Line—and in sharp departure from past practice of building transitways on existing rights of way, regardless of their proximity to activity centers—transit planners have begun planning that would bring rail transit to those places in suburban Maryland with the greatest current and potential demand for rail transit service, including Bethesda and Silver Spring Central Business Districts (CBDs), Langley Park, University of Maryland, College Park, Riverdale, and New Carrollton.

Consistent with the “investment”-oriented vision of the Purple Line—and in another sharp departure from typical transit planning practice—Purple Line planners have begun giving detailed attention—on a station area-by-station area basis, and well in advance of

detailed facility design work—to the question of how the Purple Line could best support existing development and best facilitate future growth and revitalization.

This approach is expected to have a number of important benefits. By focusing on planning and development issues early, a development-oriented approach will create new development opportunities, and will enable transit-oriented growth to take place simultaneously with—or even in anticipation of—transit facility development, rather than being laboriously retrofitted into an existing space as is typically the case.

The development-oriented planning approach also makes it possible to address community concerns at a greater level of detail earlier on in the planning process than is typical, and offers the opportunity to build consensus on community growth goals in ways that may also help speed implementation. By addressing development-oriented transit and TOD early in the definition of the alignment

and station locations—and by asking the question, “how can we design the system to complement each community’s vision for how it wants to grow?”—community support for the project and for development in transit station areas is likely to increase. This will help transit planners and engineers complete the design of the facility in a more supportive environment and timely manner.

Finally, incorporating TOD into the design of the Purple Line increases the likelihood that the project will receive a favorable funding recommendation from the Federal Transit Administration. The potential for rail transit systems to support and promote new development is an important policy issue for the Federal Transit Administration, and this TOD focus has already attracted the attention of FTA’s Region III office as a distinctive project component.

THE PRODUCT

This “TOD” report documents the beginning efforts of Purple Line planners to make good on their vision of a development-oriented transit facility. Specifically, this report aims to lay the foundations for realizing a TOD vision by focusing on three key elements;

Creating Networks

- Identification of practices and strategies at the corridor level that can help create a Purple Line corridor that is transit-oriented and development-oriented from end to end, creating a network of connected communities, commercial centers, and activities, and linking this network with the existing Metro system;

Targeting Processes

- Characterization of the development potential in each station area that the Purple Line could potentially serve, and recommendation of steps that could

be taken at every level of government to achieve that potential and to orient growth and development most effectively towards transit services;

Leveraging Investments

- Identification of transit facility alignments, station locations, and station design elements that would enable the Purple Line to serve greater numbers of potential transit riders, fit more harmoniously into activity centers, and—to the extent permitted by Federal law—even support development and redevelopment with federal transit funds.

The study results for each of these elements are documented in this report, the “Transit-Oriented Development Assessment,” and are supplemented by a companion piece, the *Purple Line Purple Line Transit-Oriented Development Guidelines and Principles*.

The Guidelines and Principles document provides detailed guidance on the purposes, characteristics, and implementation requirements of transit- and pedestrian-supportive land use policies, urban design measures, and transportation approaches.

Together, the TOD Assessment and the TOD Guidebook are intended for use by both local planners and State officials when considering whether and how to implement the recommendations contained in this report—and as a resource for implementing TOD strategies in other transit-served areas.

It is critical to recognize that this study is far from the final word on TOD in the Purple Line corridor. Rather, it is an opening effort designed to “get the ball rolling.” Consistent with this, the report does not resolve TOD-related issues in the Purple Line corridor, but raises them.

The purpose of TOD raising issues at this point is to enable interested parties to focus on the most important transit-

related growth and development issues from the outset of the Purple Line’s detailed planning; and to ensure that these issues are addressed during subsequent phases of the project’s planning, design, construction and operation.

PURPLE LINE BACKGROUND

The Purple Line project corridor was selected by then Governor Glendening in 2001 as the preferred transit alternative of the multimodal Capital Beltway Study. Project planning for that study was sponsored by the Maryland Department of Transportation (MDOT) and managed by the Maryland Transit Administration (MTA). The future operator of the Purple Line is expected to be The Washington Metropolitan Area Transit Authority (WMATA), the operator of the region’s Metrorail system.

Assuming smooth progress, rail transit for the proposed facility potentially could be in place between Bethesda and Silver Spring by 2008, and between

Silver Spring and New Carrollton by 2012.

The Purple Line transitway as currently proposed is composed of two segments. The Purple Line ‘Western Segment’ covers the 4.4 miles from Bethesda to Silver Spring. This segment includes planning for an adjacent hiker/biker trail, now operating as the Interim Georgetown Branch trail. Montgomery County purchased the right-of-way for a combined rail transit-hiker/biker facility in 1988, and this facility is included in the County’s Master Plan.

The Purple Line ‘Eastern Segment,’ from Silver Spring to New Carrollton, does not have as long a planning history, and more detailed project planning will be required to catch up with the planning that has been done to date for the western segment. For example, whereas the Purple Line from Bethesda to Silver Spring has an established right of way, the specific alignment the Purple Line will take from Silver Spring to New Carrollton has yet to be determined.

WMATA is under contract with MDOT to conduct project planning on the Eastern Segment. Detailed scoping of the planning effort on this segment is expected to take place in early 2003, and a Draft Environmental Impact Statement is likely to be completed in about two years.

RELATIONSHIP OF REPORT TO LOCAL PLANNING AND DEVELOPMENT POLICY

Key elements of this report relate to local planning and development policy. It is important at the outset to clarify the spirit in which these study elements have been conceived and prepared.

A central part of each station-area assessment is a characterization of the TOD potential that Maryland Department of Transportation (MDOT) planners believe could be achieved and that—consistent with MDOT’s understanding of the surrounding community character, and supportive of local policy goals—would maximally support transit orientation and growth in transit ridership. Each of

these characterizations should be regarded as “technical” in the sense that—in MDOT’s assessment—these development potentials *could* be achieved, not that they *should* be achieved.

MDOT fully recognizes and acknowledges the local prerogative for setting policy related to growth and development in these areas. Consequently, the station area-level characterizations contained in this report should be interpreted as advisory on potentially achievable and appropriate development, with the hope that the State and local jurisdictions can achieve consensus on as many points as possible.

Similarly, the recommendations on TOD-supportive measures contained in this report should be construed as information relevant for local jurisdictions to consider in those areas where the State and local jurisdictions mutually agree on growth and development issues.

The collaboration of this study between MDOT and local jurisdictions underscores the measures that MDOT has taken in an effort to treat the State-local relationship in these areas with sensitivity. This coordination is described more in the following section.

MANAGEMENT AND COORDINATION OF TOD STUDY

This report has been prepared under the direction of staff in the Office of Planning and Capital Programming at MDOT. This report has been prepared separately from, but in close coordination with, detailed facility planning that is currently being conducted for the Purple Line by the MTA—for the Western Segment linking downtown Bethesda to downtown Silver Spring—and by WMATA—for the Eastern Segment linking downtown Silver Spring to the expected terminus in New Carrollton.

The corridor-level and station-area issues and themes addressed in this report have already begun to be

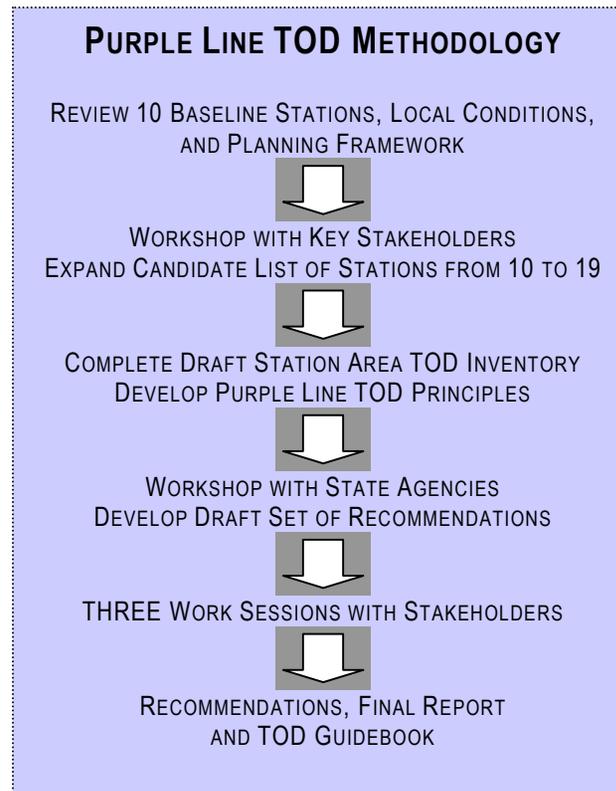
addressed in planning for the Purple Line Western Segment. These issues and themes will also continue to be addressed, and will be taken up in greater detail, by the alignment planning that is now moving forward under the management of WMATA for the Eastern Segment.

Finally, this study has been conducted in close coordination with planners from the Maryland National Capital Park and Planning Commission (MNCPPC), representatives of local jurisdictions, representatives of the University of Maryland, and others.

METHODOLOGY / STUDY APPROACH

As indicated above, the study process for this TOD report has been deeply collaborative, involving continuous consultation with a wide range of stakeholders including local and state officials, WMATA, representatives of the University of Maryland-College Park, the cities of Takoma Park and College Park, Montgomery College, Columbia Union College and Washington Adventist Hospital. As facility planning and TOD planning and implementation strategies are developed with greater specificity, broader community input will be actively sought.

A set of ten stations modeled for implementation during the Capital Beltway Study provided the starting point for this study. Through a set of interviews with local officials, the list of potential stations grew to a total of 19. The stations suggested by local officials represented areas they considered important from a transit



service perspective as well as for their potential for revitalization and TOD. The officials provided information to the study team on relevant local land use policies, planning activities and visions for these areas that influence the potential for TOD and transit

service at these areas. The study team followed up these discussions by reviewing the documents provided by the agencies to identify specific policies and plans that should be emphasized or altered to maximize the potential for TOD.

Based on these assessments, the study team developed the draft station area profiles that summarize the TOD potential of each proposed station and provide initial recommendations for achieving TOD at those sites. The assessments used a “best practices” checklist of TOD factors affecting land use, urban design and transportation that have been used around the country to analyze and provide guidance for maximizing TOD. See, *Use of a Checklist for Evaluating TOD*, on page 28 for a summary of those factors.

The focus of the station area profiles is placed on the land use environment and TOD. Issues related to the development of transit, such as environmental, engineering and other challenges identified during the collaborative process that might affect

the cost of building and operating the system are noted as factors that will need to be weighed against the TOD potential in making final decisions on route alignments and station locations during project planning.

The set of draft profiles was shared and discussed with local officials again in three separate workshops, one with officials from all major jurisdictions and the University of Maryland-College Park at the City of Takoma Park, one with officials of Prince George's County, and one with officials of Montgomery County. These workshops provided local officials with a chance to review and comment on the proposed recommendations. These comments were researched further and incorporated into the profiles, which comprise the bulk of this report.

TOD PRINCIPLES FOR THE PURPLE LINE

In the station area assessments that comprise the bulk of this report—and in the corridor-level recommendations

as well—there are a number of judgments made about what MDOT planners believe are reasonable TOD characteristics and measures that should be considered to achieve TOD outcomes.

Participating Agencies

Washington Metropolitan Area Transit Authority
Maryland Transit Administration
Maryland State Highway Administration
Maryland Office of Smart Growth
Maryland Department of Planning
Maryland Department of Transportation
Montgomery County-
Maryland National Capital Parks and Planning Commission
Prince George's County-
Maryland National Capital Parks and Planning Commission
City of Takoma Park
City of College Park
University of Maryland-College Park
Columbia Union College

It would not be possible to understand the basis of these recommendations without a prior understanding of the principles that have guided MDOT

planners in assessing station area TOD potential, station area TOD-supportive measures, and corridor-level TOD-supportive strategies.

Early on in this study, MDOT planners articulated a series of principles to guide the preparation of this report. These were shared with MDOT's state, local, and transit agency study partners, and they have received broad approval.

In what proportion these principles are reflected at each station area depends on the unique characteristics of each place. However, a key test for the strength of this report is its ability to articulate for each station area how the principles interact with station area specifics to produce a characterization of TOD potential and recommendations for achieving that potential.

In general, the principles presented here reflect broad goals—such as supporting community and economic development and increasing transit ridership—as well as the latest

technical information on how to link transit facilities and land uses to increase ridership and land values.

The principles developed to guide this TOD study include the following:

- TOD along the Purple Line should be appropriate to the scale of development in the surrounding community.
- TOD considerations should be explicitly addressed in planning and design of the Purple Line. The Purple Line alignment, the location of stations, and the design of the transit-way should foster convenient pedestrian and bicycle access and TOD.
- At a minimum, TOD along the Purple Line should support the maintenance of connectivity between station areas and surrounding areas, and as a goal it should strive to *significantly improve* connectivity between station areas and surrounding areas.

What Does Pedestrian-Friendly Mean?

Throughout this report, there are discussions and recommendations that use the terms, “pedestrian-supportive”, “pedestrian-oriented” and “pedestrian-friendly” interchangeably to mean land uses and transportation infrastructure design that welcome and cater to pedestrians. In general, a pedestrian-oriented street environment enables efficient, safe and pleasant pedestrian access to destinations, including transit stations and commercial development. These results can generally be achieved through ample and safe crosswalks and sidewalks with an adequate buffer from traffic, a compact mix of land uses, and buildings and transit stations that are oriented to the street and designed for easy and comfortable pedestrian access from the sidewalk. Compact land use means close distances between destinations, both horizontally and vertically. The land use mix depends on the local market, but ideally will include uses that create activity throughout the day and evening, such as office, retail and entertainment. There is no “one-size-fits-all” approach to creating such an environment. The *Purple Line Transit-Oriented Development Guidelines and Principles* document includes design and land use tips that can be tailored to local circumstances to create an environment that welcomes pedestrian traffic and transit use.

- TOD along the Purple Line should help grow transit ridership.
- TOD along the Purple Line should stimulate economic development and housing affordability, by making east-west movement easier and by increasing the overall supply of housing.
- TOD along the Purple Line should incorporate state-of-the-art knowledge about TOD design.
- TOD along the Purple Line should be achievable as cost-effectively as possible.
- Land uses in Purple Line TODs should complement one another, as well as land uses in the surrounding areas. Ideally, it should be possible to live, work, shop, play, attend school, and do errands all without leaving the Purple Line corridor or the Metro rail corridor and station areas that are connected to it.
- Purple Line TODs should stimulate improvements of bike- and walk-

ability in surrounding neighborhoods.

- Federal funding of station area planning should be leveraged to help local land use agencies to achieve more for Purple Line TODs.
- Planning for the Purple Line should take advantage of synergies between transit planning and station area planning to support implementation of local plans for complementary uses, such as affordable housing.
- Purple Line TODs should promote environmental justice goals.
- Purple Line TODs should aim to support the needs of transit-dependent populations.
- Purple Line TODs should encourage revitalization efforts and strengthen established communities.

SECTION TWO: WHAT IS TOD, AND WHY PROMOTE IT?

WHAT IS TOD?

One of the most important characteristics of TOD is that TOD is not just one thing. For as many different types of community characters as there are, there is a community-appropriate *TOD* character. This is one of the features of TOD that makes it so difficult to define precisely. In the Purple Line corridor alone, there is a wide range of TOD characteristics that exist, including TOD models appropriate to suburban activity centers such as Bethesda, established single-family neighborhoods, and campus- and institution-oriented settings, such as the University of Maryland.

However all TOD projects, regardless of their settings, share a number of basic characteristics. These are explained in greater detail in the companion TOD Guidebook, but are



TOD is an effective strategy to help manage Maryland's growth while improving the state's quality of life.

presented for introductory purposes here.

Functionally, TODs provide communities with an increased range of travel choices, particularly by increasing the attractiveness of walking, biking, and transit. They accomplish this by increasing the number and diversity of activities that can be accessed in safe, comfortable and convenient walkable areas around transit stations, bus stops, or along bus or rail transit corridors, and by creating an environment that is also

easy to access via automobile to ensure economic viability.

Specific characteristics of TOD include:

- Moderate to higher density development in relation to the surrounding pattern of development.
- A combination of horizontally, vertically mixed-uses.
- Compact pedestrian-oriented urban form and streetscapes.
- Building design and orientation to the street to allow easy pedestrian and transit access.
- A fine-grained connected street pattern without dead-ends.
- Integration with a system of civic parks and open spaces.

In addition to these elements, for development projects to be considered transit-oriented they generally need to

have parking standards that are influenced (i.e., reduced) to reflect the project's transit accessibility; they need to have development intensities that support station-area economic vitality and transit use; and they need to be oriented towards transit facilities to encourage transit use.

A very important aspect of TOD characteristics is that while they may be ends in themselves from certain policy perspectives, from an implementation perspective they are *tools* that make it possible to bring project costs and project values in line with one another to achieve financial feasibility.

THE BENEFITS OF TOD—POLICY MOTIVATIONS

Another important characteristic of TOD is that the concept of TOD exists most strongly, and has most meaning, for analysts who are concerned with improving system-level performance—whether the system is a transportation network, state or local public finances, a local economy, an airshed, an



Embarcadero LRT, San Francisco, CA

All the basic elements of good TOD design: moderate to higher density, a mix of uses, development at a pedestrian scale and civic spaces are included in this development along the Embarcadero line.

ecosystem, or a community's fabric of connections and interactions

For such analysts, the orientation of growth and development around transit activity centers holds enormous potential to improve system performance, however performance may be defined.

As an increasing number of TOD projects are implemented around the country, the system-level and policy benefits of TOD become more sharply

defined. Ten distinct areas of benefit can now be identified, including¹:

- 1. TOD can increase mobility choices.** By creating “activity nodes” linked by transit, TOD provides important mobility options needed in the state’s most congested areas. Having more choices provides young people, the elderly, and people who prefer not to drive with more ways to get around.
- 2. TOD can increase public safety.** By creating active places that are busy through the day and evening, and by providing “eyes on the street”, TOD helps increase safety for pedestrians, transit users, and others.
- 3. TOD can increase transit ridership.** TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and by up to 5 percent overall at the regional level.
- 4. TOD can reduce rates of vehicle miles traveled (VMT).** Vehicle travel

has increased faster than population for years. TOD can lower annual household rates of driving by 20 to 40% for those living, working, and /or shopping within transit station areas.

5. TOD can increase household disposable income. Housing and transportation are the first and second largest household expenses, respectively. TOD can free-up disposable income by reducing the need for more than one car and reducing driving costs; saving \$3-4,000 per year for households.

6. TOD reduces air pollution and energy consumption rates. By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. Also, TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

7. TOD can help conserve resource lands and open space. Because TOD consumes less land than low-density, auto-oriented growth, it

reduces the need to convert farmland and open spaces to development.

8. TOD can play a role in economic development. TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.

9. TOD can contribute to more affordable housing. TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.

10. TOD can decrease local infrastructure costs. Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, roads) to local governments and property owners by up to 25% through more compact and infill development.

THE BENEFITS OF TOD—THE REGIONAL MARKET PERSPECTIVE

As strong as the system-level and policy-level motivations for TOD may be, it is still the case that people must want to live and work in them, builders must see a profit in building them, and existing communities must see a benefit in having them as neighbors.

The country's most respected real estate investment forecast – *Emerging Trends in Real Estate*, published by Lend Lease Real Estate investments and Price Waterhouse Coopers – gives special attention to TOD market fundamentals in their review of *2002:Markets to Watch*. “Markets served with mass-transportation alternatives and attractive close-in neighborhoods should be positioned to sustain better long-term prospects as people strive to make their lives more convenient.” “Interviewees (real estate leaders) have come to realize that properties in better-planned, growth-constrained markets hold better value in down markets and appreciate more in upcycles. Area with sensible zoning

(integrating commercial, retail, and residential), parks and street grids with sidewalks will age better than places oriented to disconnected cul-de-sacs subdivisions and shopping strips, navigable on by car.”ⁱⁱ

The bottom-line reason to support TOD is that TOD projects around the Washington region and around the nation have market-tested attractiveness. Another reason to support TODs and TOD planning is that many homebuyers and employers need space in transit-oriented settings, and failing to support these consumers is a failure to respond to the market.

That demand is reflected in the rent and sales premiums that locations next to rail stations are commanding. These “transit-oriented” premiums can be found for both heavy rail systems such as WMATA and light rail systems such as is being studied for the Purple Line.

The following paragraphs provide a picture of the strength of the market for TOD regionally and nationally. The table on page 18 presents research

findings on market premiums for TOD properties compared to comparable developments not immediately adjacent to transit. Over the past decade, within the Washington, DC region and around the country, development trends have demonstrated the growing attractiveness—and market value—of TOD projects. Examples include:

- Within the Washington region, the **Rosslyn-Ballston corridor** provides one of the premier examples of TOD for the nation as a whole.
- **Bethesda's** existing downtown and **Silver Spring's** burgeoning downtown provide additional examples from within the region. More than 1,000 residential units are planned for construction within the Silver Spring CBD alone during the next 5 years, testifying powerfully to the attractiveness of TOD settings to selected demographic segments. Additional growth is expected in Bethesda and other transit-oriented settings around the region.

- **Pentagon Row** in Pentagon City with 504 apartments and 300,000 of retail and **Market Common at Clarendon** with 300 apartments, 87 townhomes, and 220,000 square feet of retail are two recent Virginia examples of the mixed-use projects.



Bethesda Row, Bethesda, MD

The mix of office, residential, retail and recreational uses contributes to an active environment throughout the day.



Clarendon MarketPlace, Clarendon, VA

When used as part of a broader strategy, TOD can help deliver significant community and transportation benefits.

- **Gallery Place** is under construction in the heart of downtown Washington supporting office, retail, entertainment and residential uses.
- The market experience of TOD in the Washington region is echoed around the nation. **Hayward** California is transforming its downtown around their BART station. Recent development includes a new City Hall, 77 new townhomes and a city plaza.

- Next to Dallas Texas's DART light rail, the Development Company, UDC Urban, is completing **Mockingbird Station** a 10-acre mixed-use TOD \$145 million 10-acre mixed-use project featuring an art house movie theater, 211 loft apartments, upscale retail, a planned new hotel, offices, and restaurantsⁱⁱⁱ



Mockingbird Station, Dallas TX

TOD seeks to align transit investments, like the Purple Line, with a community's vision for how it wants to grow, creating vibrant mixed-use "transit villages."



Pentagon ROW, Arlington VA

The viability of residential TODs in today's real estate market has been established. However, mixed-use TODs like the Federal Realty's Pentagon ROW have proven to be the most difficult to finance and implement.

- **Orenco Station** is a 190-acre, transit-oriented new community on the Westside Light Rail line in the suburbs of Portland, Oregon. Its pedestrian-oriented master plan provides for 1,834 dwelling units,

including single-family homes, townhouses, accessory units, loft units, and apartments. The project also includes a mixed-use town center with offices and housing above ground-floor retail. Residential sales prices at Orenco Station are running 20 to 30 percent above the local area average. Commercial occupancies have been high, and rents are estimated to be roughly ten percent higher than for surrounding properties.^{iv}



Orenco Station, Portland, OR

Demographic shifts, increases in traffic congestion and support for smart growth are helping fuel a record number of new U.S. TODs. Orenco Station was selected as the best master planned community in America.

Light Rail Transit & Property Values			
Study	System	Property Type	Result
Santa Clara, County (Weinberger 2001, 2000; Cambridge Systematics, Inc. 1999)	Guadalupe LRT	Commercial	Commercial space within a ¼-mile of a station received an average of 2.3¢ to 5.0¢ more per square foot than space located more than ¾-mile from a station. Office space sold within a ¼-mile of a station received an average of \$4.87 per square foot more per gross building square foot compared to space located more than ¾-mile from a station.
Portland (Dueker and Bianco 1999)	Eastside LRT	Residential	Median house values increase at increasing rates as move toward an LRT station. The largest price difference (\$2,300) occurs between the station and 200 feet away.
Portland (Chen et al. 1998)	Eastside LRT	Residential	Beginning at a distance of 100 meters from the station, each additional meter away from decreases average house price by \$32.20.
Portland (Lewis-Workman and Brod 1997)	Eastside LRT	Residential	On average, property values increase by \$75 for every 100 feet closer to the station (within the 2,500 ft. – 5,280 ft. radius).
Portland (Knaap et al. 1996)	Westside LRT	Residential	The values of parcels located within ½-mile of the line rise with distance from the lines, but fall with distance from the stations.
San Diego (Landis et al. 1995)	San Diego LRT	Residential and Commercial	The typical home sold for \$272 more for every 100 meters closer to a light rail station. No effect found for commercial impacts

OBSTACLES TO TOD

If TOD offers so many public and private benefits, it is not unreasonable to ask why public planning is needed to support TOD projects—shouldn't a well-functioning market provide the TOD products demanded by customers?

The answer is that, in fact, there are many obstacles to achieving TOD, some of which are imposed by private-sector real estate financing practices, but many of which are imposed by public sector planning and zoning, building permitting, and other practices. In effect, public policy often burdens TOD projects with costs and constraints that the market has difficulty bearing and that the public purse often ends up paying to accommodate.

Public Sector Obstacles

- **Transit system design.** The design of transit systems can be a major barrier to successful TOD.

Stations often have poor pedestrian orientation and design access and ignore the surrounding local community. Broad expanses of surface-level commuter parking often separate the stations from the surrounding community, and stations and transit corridors are often located in areas with little to no development potential, reducing transit's ability to support and link activity centers.

- **Need for more TOD-supportive planning guidelines.** Local development codes in the corridor have taken a number of steps to make TOD possible. At the same time, more needs to be done to streamline the codes and make it easier to develop TODs. TOD developers often have to endure additional steps, protracted processes, conduct public meetings and increased expenses to achieve approvals.
- **Replacement parking requirements.** In theory as the TOD market matures, surface commuter parking lots can be “harvested” as land for TODs. In practice the theory rarely occurs. A key obstacle is the procedure WMATA and MTA have followed which requires “1:1” replacement. The cost of replacing commuter parking spaces to allow for development becomes a financial requirement (restraint) of the TOD. In other words, the TOD must develop enough revenue to replace surface parking (\$1,500 to \$3,000/space) with structured parking (\$12,000 to \$20,000 / space). The WMATA Board has now adopted a new Joint Development policy that allows for less than 1:1 replacement parking.
- **Local community concerns.** To local neighborhoods, proposals for TOD projects often are associated with concerns about changing the character of a community. Even with quality design, appropriate density, and local government support for a TOD, community perceptions about density and

traffic are often huge hurdles to implementation.

Private Sector Issues

- **Difficulty Obtaining Entitlements.** Prospective TOD developers often encounter difficulty obtaining development approvals from jurisdictions. These delays and increased uncertainty compared to conventional development can cost significant time and money, and make it more difficult to obtain financing.
- **Development flexibility and certainty.** The complexity of mixed-use, higher density projects with reduced amounts of parking (such as in TOD) can significantly increase risks for developers and financiers. TOD can be more costly up front, and subject to more regulations and more complex local approval processes, as compared to conventional “auto-oriented” development.
- **Real Estate financing practices.** Obtaining private financing for TODs is often also a challenge. Lenders typically have concerns about financing mixed-use projects or those where lower parking ratios than those nearby are proposed, such as are typical in TOD.
- **Appraisal Difficulties.** The relative newness of TOD has made it a challenge to accurately appraise the market value of TODs. Traditional appraisals focus on single land use and compare TOD to other similar uses. As a result, the mixed-use nature of TOD complicates the traditional appraisal process, which often results in a TOD being under-valued by appraisers. Traditional appraisals often fail to account for the additive value and unique attributes of TOD.
- **Parking requirements.** TOD offers significant opportunities to reduce the number of parking spaces below parking requirements typical for conventional retail, office and residential land uses. TOD provides these opportunities by increasing transit accessibility and combining a mixture of land uses. The design and locational sensitivity of TODs enables a reduction in the number of parking spaces needed. The cost savings can be significant. Reduced parking requirements can lower TOD construction costs, which in turn helps make housing more affordable and/or allows more land to be used for development and development to be built on sites near transit. Research indicates TOD offers the potential to reduce parking per household by as much as 20%, as compared to non transit-oriented land uses. A wide range of parking reductions has been found for office, commercial and residential uses in TODs.
- **Multiple ownership of parcels in TOD locations.** In many places TOD developers face difficulty in assembling large enough parcels near transit stations



Emery Station, Emeryville, CA

TODs have been shown to have the potential to reduce parking per household by approximately 20%.

to make TOD feasible. While public agency participation has sometimes demonstrated the ability to help this situation, land assembly remains a major concern for potential TOD developers.

- **Increased costs for infrastructure.** Many TODs are located in older urbanized areas where infrastructure is in place, but it may be aging, obsolete or undersized to adequately serve a more compact, intense mix of development. In these areas TOD implementation may be slowed by

the high cost of replacing or expanding outdated or undersized infrastructure.

- **Transit facility certainty.** Major transit investments such as the Purple Line can take a decade to move from planning to operation. The challenge for developers is the uncertainty that comes with not knowing if /when the facility will ever be built. This makes it difficult to know how to position their development to work in today's real estate market without the transit investment *and* still address public agency desires to achieve TOD that anticipates the transit facility.

SUPPORTING TOD—HOW?

WMATA has been an active leader and catalyst of development around transit. To date, WMATA has undertaken 54 joint development projects and connection agreements at a value of more than \$2 billion on land they own. Another 25 are in the pipeline.

According to WMATA, the joint development projects their Board has approved during the past three years will ultimately create nearly two million square feet of office space, more than 4,500 new residential units, and 550,000 square feet of retail, restaurant, and entertainment space.^v While not always adhering to the principles of TOD, their impact cannot be underestimated.

At the same time, developing successful TODs presents a number of challenges, particularly in suburban setting where most of the remaining TOD opportunities exist along transit systems. Most significant among these challenges are:

- Designing projects that balance increased development intensities with suburban development aesthetics.
- Ensuring that transit facility planning is timely in taking into account TOD planning, design, and market needs.

- Solving the problem of replacement parking without burdening the private and public sectors with infeasible or unjustifiable costs.
- Mitigating risks for developers of projects that don't necessarily have clear market comparables as a basis for forecasting development valuations.
- Supporting financing for developers of projects that are not easily accommodated by commercial real estate lending practices geared primarily for suburban, single-use product types.
- Coordinating development planning and phasing in places where there is fragmented parcel ownership.
- Creating places that are valued by the local community, market oriented, financially feasible, and beneficial to the transit dependent.

The good news for supporters of TOD is that, increasingly, there is an awareness of the degree to which costs that are artificially imposed on TOD projects by public policy are neither inevitable—they are artifacts of changeable local and transit agency policy—nor evidence of a lack of market interest in transit station area development.

Correspondingly, there is a growing awareness that many of these issues can not be addressed by traditional land use planning policies—as much TOD advocacy has assumed to date—but must be addressed by “project champions” who take responsibility for coordinating all of the policy changes and implementation steps that will need to be taken, and for addressing all of the implementation issues that will inevitably arise.

The opportunity that presents itself to station areas along the Purple Line is that federal funds for planning and development of transportation facilities can be used for exactly the kinds of planning and implementation work that

needs to be done do make TOD simultaneous with transit facility development. Efforts that might be part of such implementation planning could include:

- Developing detailed and comprehensive TOD parking management plans that demonstrate to transit agencies and real estate lenders the feasibility of reduced parking standards tailored to the TOD setting.
- Supporting station-area visioning efforts to generate community support for TOD projects, including addressing concerns about increased traffic through a combination of mitigation and education techniques.
- Developing risk-mitigation financing tools that reduce the downside for developers without subsidizing developer profits if—as the public sector has reason to believe—TOD projects turn out to be more successful than traditional

market valuation tools would suggest.

- Working with station area landowners to create land assembly and development frameworks that are consistent with ensuring the coordination of TOD project phasing and land use mixing requirements; while also ensuring that all station-area land-owners—including the transit agency—benefit from development. Station-area limited partnerships are one model for achieving this goal.

**SECTION THREE: TOD & THE
PURPLE LINE**

**CORRIDOR-WIDE TOD
RECOMMENDATIONS**

The introduction of the Purple Line will not guarantee the transformation of station areas into TOD envisioned in this study. Detailed planning and public sector leadership will be required to ensure that communities located along the Purple Line can capitalize on the investment in transit and realize their vision for how they want to grow.

Based on a corridor-wide review of the policy framework for TOD, this report offers the following broad recommendations:

1. Station Area Planning

Once station locations are fixed for the Purple Line, it will be important to undertake detailed station area planning as part of a coordinated

Corridor Wide TOD Recommendations	
<p>1. Station Area Planning As part of the next phase of the Purple Line project undertake detailed station area planning for the areas ¼ to ½ mile around the stations funded by the project.</p>	<p>2. Monitor WMATA Joint Development Projects for TOD Provide leadership and political support to help assure joint development projects in the corridor adhere to TOD principles.</p>
<p>3. Redevelopment & Infill Strategy A clearly defined public sector strategy with roles, responsibilities and tools will be essential to guide the timing, location and nature of redevelopment in the corridor.</p>	<p>4. Balance Increases in Real Estate Value with the Needs of the Transit-Dependant A successful TOD strategy for the corridor needs to respect and preserve the integrity of a range of incomes and diversity.</p>
<p>5. Review Existing Station Area Plans Plans in the corridor will need to be revisited for a variety of reasons – to scale them to LRT, to note the presence of the Purple Line and in some cases to make them more TOD-friendly.</p>	<p>6. Plan Transit-Oriented not Transit-Dependant Development Development projects have to be successful without transit in order to be successful with transit – generally that means develop designed to work for the pedestrian.</p>
<p>7. Incorporate TOD in next Steps TOD should be a funded activity throughout the cycle of planning, design, construction and operation of the Purple Line.</p>	<p>8. Ensure High Quality Access to Stations Successful TOD strategies seek connections beyond the station area into surrounding communities.</p>

corridor-wide strategy for the areas within ¼ to ½ mile of the stations.

Station area planning is generally done during preliminary engineering and has been determined by the Federal Transit Administration to be an eligible activity to be paid for with project funds, meaning that Station Area Planning could be funded as an element of the Purple Line.

Station area planning typically involves a detailed assessment of each station area resulting in the preparation and local adoption of a station area vision; a land use plan map of future land uses; a description of zoning to accompany the land use map; an urban design plan and a schedule for TOD / economic development projects and programs. Station area planning may not be needed where plans are already in place due to an existing WMATA station.

2. Monitor Joint Development Projects.

Major joint development projects have been proposed on WMATA property at Silver Spring, College Park and New Carrollton stations. These development projects will have a major impact on the personality of these station areas.

WMATA's recently adopted a new Joint Development Policy makes two important changes to how joint development can occur on its properties. First, WMATA identifies four goals for the Joint Development program: the three original goals to attract new riders, create sources of revenue for the Authority, to assist local jurisdictions in expanding the local tax base and adding value to transit area; and the added fourth goal to promote transit-oriented development. Second, the policy now allows for some flexibility in meeting the 1:1 parking replacement requirement for joint development projects. Reducing the need for replacement parking can have significant implications on the financial viability of joint development projects. Reducing the number of commuter

parking spaces also makes it easier to create a walkable active station area.

Based on past performance there is no guarantee that joint development projects will occur in a compact, walkable TOD-friendly manner. It will be important for the State of Maryland and local governments to provide constant vigilance, encouragement and political support to WMATA to see that the proposed developments reflect TOD design principles to the greatest extent possible.

3. Corridor Redevelopment and Infill Strategy.

Transit-oriented development for the Purple Line will largely occur through redevelopment and infill. At many of the stations that means the redevelopment of older automobile-oriented strip commercial centers. The opportunity for redevelopment generally exceeds the market for redevelopment.

It is unrealistic to assume that the coming of the Purple Line will create a sufficient real estate market to drive the redevelopment of these areas. It can certainly help, but other real estate fundamentals will need to be in place first. Without concerted leadership and support (both financial and regulatory) from the public sector it is unlikely that the redevelopment of these sites into “mixed income community serving TODs” can be achieved. Given the number of potential redevelopment sites in the corridor, an important step will be to develop a corridor wide redevelopment strategy to guide and focus public sector effort. A clearly defined public sector strategy including the identification of regulatory and financial tools, timing, roles and responsibilities will be essential. State and County agencies alike are studying the redevelopment of a number of the areas affected by the Purple Line. These studies can serve as an important foundation that should be tied together by the common focus of the Purple Line.

4. Balance Increases in Real Estate Value with Needs of the Transit-Dependent.

Many of the proposed Purple Line stations serve economically diverse communities. Like most of America, existing models of TOD in the Washington metropolitan area have done a better job of catering to the needs of middle and upper income residents than meeting the needs of lower-income residents.

In order to blend the needs of the residents in the station areas it will be important to assure that new development around the stations supports a mix of incomes. Given the cost of new development and the need to assemble sites in the corridor it is unlikely that the private sector will be able to provide mixed-income products on its own. Government interests located along the corridor will need to play a leadership role in providing the tools to achieve TOD that meets the needs of the corridor’s diverse communities.

5. Review Existing Station Area Plans.

There have been successes and missed opportunities at existing WMATA stations in Montgomery and Prince George’s Counties in achieving TOD. The nature and scale of TOD with light rail will be different than with Metro rail. Light rail projects tend to acquire less real estate and hence have less project real estate available for joint development. Also, the densities and parking ratios appropriate with one mode may not be appropriate with another.

An important step in preparing for the Purple Line will be to review and revise the existing plans to make them more effective in achieving TOD. The College Park transit overlay is a perfect case in point, much of the developable area in the southern part of the district would not occur in a walkable compact mixed-use development under the current code.

6. Plan Transit-Oriented not Transit-Dependent Development.

Seattle provides a useful model for the Purple Line to look to in thinking about timing and phasing. Planning for transit-oriented development has been completed and adopted by the city. Yet implementation of Seattle's Central Link Light Rail project is still many years away. Seattle developers are not waiting for the train. Their approach has been to characterize transit as "frosting on the cake" and to understand that the development project has to be successful without transit in order to be successful with transit. The developers are looking for opportunities to build transit-oriented not "transit-dependent" projects. Therefore, if the rail line does not get built, there will not be anything dependent upon it that will fail.

They are designing projects with merit as stand-alone developments, to which the addition of nearby transit will add value. By developing "pedestrian-

friendly" projects, the development risk of whether or not transit will arrive is minimized. If the project works for the pedestrian, it will work even better for transit.

In order to maximize the opportunities for TOD and community fit, these principles should be incorporated into the design requirements at each stage of the planning, design and construction of the Purple Line.

7. Incorporate TOD into Subsequent Purple Line Work

The foundation has been set to design the Purple Line with TOD in mind. Opportunities for incorporating TOD into the Purple Line will occur throughout the entire planning, design, construction and operations cycles of the Purple Line.

At each stage of the project there will be critical decisions that may make or break the opportunities for TOD along the line. Project design decisions such as alignments, station locations, the

layout of commuter parking, bus transfer facilities and real estate acquisition can all be done in a manner that accommodates TOD without sacrificing transit performance.

The mistake that many new transit agencies make in planning for TOD is funding the TOD activities only during the planning phase. The result is missed opportunities.

The Federal Transit Administration has come to understand the importance of the need for ongoing TOD work throughout the development cycles of a transit project. TOD planning and implementation is an eligible activity for federal funding and incorporation into the Purple Line budget for all phases of the project.

To assure the Purple Line is designed in a manner that welcomes and facilitates TOD it will be essential to do two things: 1) include TOD in the technical guidance for the project such as in the facility design criteria, and 2) include TOD in the scope and budget for each of the subsequent phases of Purple Line

project development. This will allow TOD work to occur as a funded project activity and can result in the acquisition of real estate for TOD purposes. For example, making informed decisions on full or partial real estate acquisitions and the location of project mobilization and construction sites ought to be done with TOD in mind.

8. Ensure That All TODs Provide for High Quality Station Access to Surrounding Communities

Successful TOD strategies look beyond the immediate station area and seek to fit and create connections with surrounding communities. This connectivity feeds the market for the transit and the transit-oriented development.

The transportation industry has adopted a standard distance of pedestrian “comfort” of between one-quarter to one-half mile from a proposed transit facility. Such a standard creates a consistent means for planners to estimate the number of

jobs, residences and shops that are within walking distance of a proposed station. A quarter mile distance is used in this study as the focus of the station area recommendations in Section 4.

The convenience of the standard should not confine transit-oriented development strategies for the Purple Line to the quarter mile distance. The “comfort zone” can be extended through a corridor-wide effort to provide seamless high quality pedestrian and bicycle access to the Purple Line from the various communities that surround the transit center. Creating a sense of physical connectivity to neighborhoods will increase transit use to and from the homes and businesses located within them.

USE OF A CHECKLIST FOR EVALUATING TOD

As the Purple Line moves from concept to implementation there will be thousands of decisions to be made to help assure that development in station

areas is consistent with TOD principles.

A successful TOD will reinforce the community and the transit system. The following checklist is intended to guide communities in reviewing proposed projects and in assessing the transit-friendliness of current land use codes and ordinances.

Within an easy walk of a major transit stop (e.g., ¼ to ½ mile walk), consider the following:

LAND USE

- ❑ Are key sites designated for “transit-friendly” uses and densities? (walkable, mixed-use, not dominated by activities with significant automobile use)
- ❑ Are “transit-friendly” land uses permitted outright, not requiring special approval?
- ❑ Are higher densities allowed near transit?

- ❑ Are multiple compatible uses permitted within buildings near transit?
- ❑ Are the first floor uses “active” and pedestrian-oriented?
- ❑ Is a mix of uses generating pedestrian traffic concentrated within walking distance of transit?
- ❑ Are auto-oriented uses discouraged or prohibited near transit?

SITE & BUILDING DESIGN

- ❑ Are buildings and primary entrances sited and oriented to be easily accessible from the street?
- ❑ Do the designs of areas and buildings allow direct pedestrian movements between transit, mixed land uses, and surrounding areas?
- ❑ Does the site’s design allow for the intensification of densities over time?
- ❑ Do buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment?
- ❑ Are amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, provided to help create a comfortable pedestrian environment along and between buildings?
- ❑ Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?

- ❑ Are there trees sheltering streets and sidewalks? Pedestrian-scale lighting?
- ❑ Are building buildings, civic parks and open space used to provide a focal point or anchor the area?

STREET PATTERNS & PARKING

- ❑ Are parking requirements reduced in close proximity to transit, compared to the norm?
- ❑ Is structured parking encouraged rather than surface lots in higher density areas?
- ❑ Is most of the parking located to the side, rear or under buildings?
- ❑ Is secure and convenient bicycle parking available?
- ❑ Are street patterns based on a grid/interconnected system that simplifies access for all modes?
- ❑ Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
- ❑ Are there convenient crosswalks to other uses on- and off-site?
- ❑ Can residents and employees safely walk or bicycle to local services (a

store, post office, park, café or bank)?

- Does the site's street pattern connect with streets in adjacent developments?
- Does the street design in key pedestrian districts encourage slower traffic speeds?

DEVELOPMENT-ORIENTED TRANSIT

- Is the station located in an area with development potential?
- Are transit facilities developed in a compact, pedestrian manner?
- Does design allow for direct pedestrian connections from the transit facility to adjacent communities?
- Has separation of the station from the community it is serving by surface park-and-ride lots been avoided?
- Has TOD been appropriately incorporated into the transit facility design?
- Is the transit facility "a good neighbor?" Have quality materials been used, and are there

commitments for frequent facility maintenance?

- Has the transit investment been designed from the community into the platform rather than vice versa?

SECTION FOUR: STATION AREA PROFILES

The following profiles summarize current land use and transportation conditions and recommend broad strategies for bringing TOD to each of 19 station areas that could potentially be served by the proposed inner alignment of the Purple Line.

The assessments are intended to convey "broad brush" thinking that reflects a combination of the professional judgment of experienced professionals in the TOD arena as well as the direct input of local officials whose planning activities and policies will inevitably affect Purple Line station areas. The assessments focus on the existing land use and transportation environments, from both physical and policy perspectives. The TOD checklist

found on pages 28-30 inventories the most important criteria used as the foundation for making these assessments.

The Station Area profiles are all organized similarly. There is a station area title that indicates the county where the station is located and how the station is classified according to a general classification of the 19 station areas. "Developed Station Areas" refer to places that were identified as station areas in the earliest Purple Line planning studies, and that are located in a substantially "built-out" environment. A "Newly Identified Station" is a station that was identified through the study process for this report, either because of the transit markets that could be served or because there was reason to believe that a TOD development market existed at the station area. Stations identified as, "Potential for TOD" are identified because they are underdeveloped or have redevelopment potential. These stations don't necessarily have more potential for TOD than other stations. The assessments and recommendations

provide a more detailed account of the TOD potential of the individual stations.

Each station area profile also contains a TOD Checklist that provides a quick assessment of the station area's TOD potential. The "Current Station Area Character" describes existing land uses as they are today. The "TOD Vision" describes each station's potential for TOD; "Realizing TOD" describes the most critical steps that should be taken in order to bring TOD to a given station area. The TOD Checklist is supported by the list of "Special Issues and Considerations" for each location, a more detailed list of existing land uses and policies, ongoing studies, transportation and other factors that affect the area's potential for TOD.

Lastly, each profile contains specific recommended steps that could be taken to establish a TOD environment through changes to land use policies, acquisition of properties, design and orientation of the transit stations, improvements to transportation infrastructure, and other means. These

recommendations are supported by the *Purple Line Transit-Oriented Development Guidelines and Principles*, which supplies detail on suggested policies, street and infrastructure designs and land uses borrowed from other places where these techniques have been successfully implemented.

Ultimately, creating a string of vibrant transit station areas along an inner Purple Line corridor will require a collaborative and collective effort with many participants. Local planners, local institutions, WMATA and the State of Maryland will need to work together to identify common priorities towards which they can commonly work. It is hoped that the station area TOD profiles and recommendations in this report will provide a useful resource for all of the participating parties and will help to aid the development of strategies – at both corridor-wide and station area levels – that address critical TOD planning issues within the context of a detailed assessment of market, environmental and community values.

Footnotes

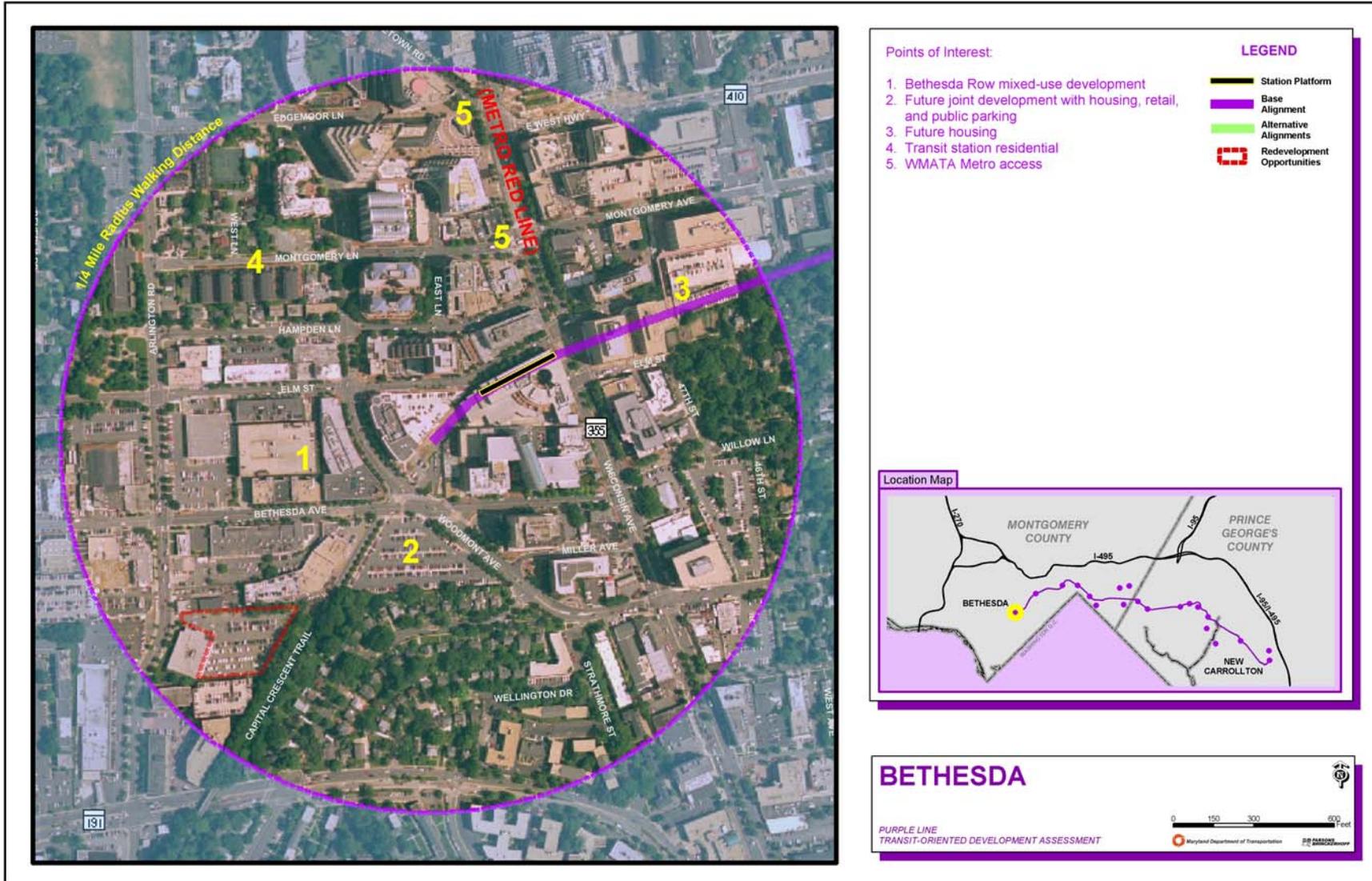
ⁱ Parsons Brinckerhoff. 2001. *Factors for Success in California's Transit-Oriented Development*. Sacramento: California Department of Transportation, Statewide Transit-Oriented Development Study.
<http://www.dot.ca.gov/hq/MassTrans/tod.htm>

ⁱⁱ PricewaterhouseCoopers LLP and Lend lease Real Estate Investments, Inc. *Emerging Trends in Real Estate 2002*, pages 37 and 33

ⁱⁱⁱ Parsons Brinckerhoff, "Mockingbird Station Profile," for the Urban Land Institute, September 2001

^{iv} Parsons Brinckerhoff, "Orenco Station Profile," for Urban Land Institute, July 2001

^vhttp://www.wmata.com/about/MET_NEWS/200206/pr_transitproject.cfm



Bethesda

Montgomery County
- DEVELOPED STATION AREA

TOD Checklist

✓ Current Station Area

Character:

Urban built environment with relatively new mixed-use transit oriented development, including the nationally recognized Bethesda Row.

✓ TOD Vision:

Bethesda station area already reflects a strong orientation towards transit. Many attractive destinations are within a short walk of the station and existing and planned residential development promotes vitality and walkability. Few opportunities exist for more development. There is a surface parking lot across the street from the proposed station that could be the site of future development.

✓ Realizing TOD:

This is an area well served by TOD. The additional transit should support

existing TOD investments and spur additional demand for development on remaining available land.

Specific Issues and Considerations at this Location:

- Annual Growth Policy (AGP) limitations for Bethesda FY2002 allow for the following remaining capacity: 595 housing units (909 in development / 1,504 max.) and 874 jobs (5,100 in development / 5,974 max.). These ceilings represent the additional development that can be supported at the currently available transportation capacity. Ceilings for the Bethesda CBD are not expected to change for FY2003.
- Transportation Demand Management goal to achieve 37% non-auto driver travel during peak periods.
- Transit Station Residential District (TS-R) has been identified to the northwest of the station location. The TS-R designation favors high density residential with ground floor commercial / retail activity.

- Montgomery County major issues: need for housing sites, and continued implementation of the Sector Plan.
- The station area includes the regionally significant Capital Crescent Trail.

Recommendations:

Montgomery County:

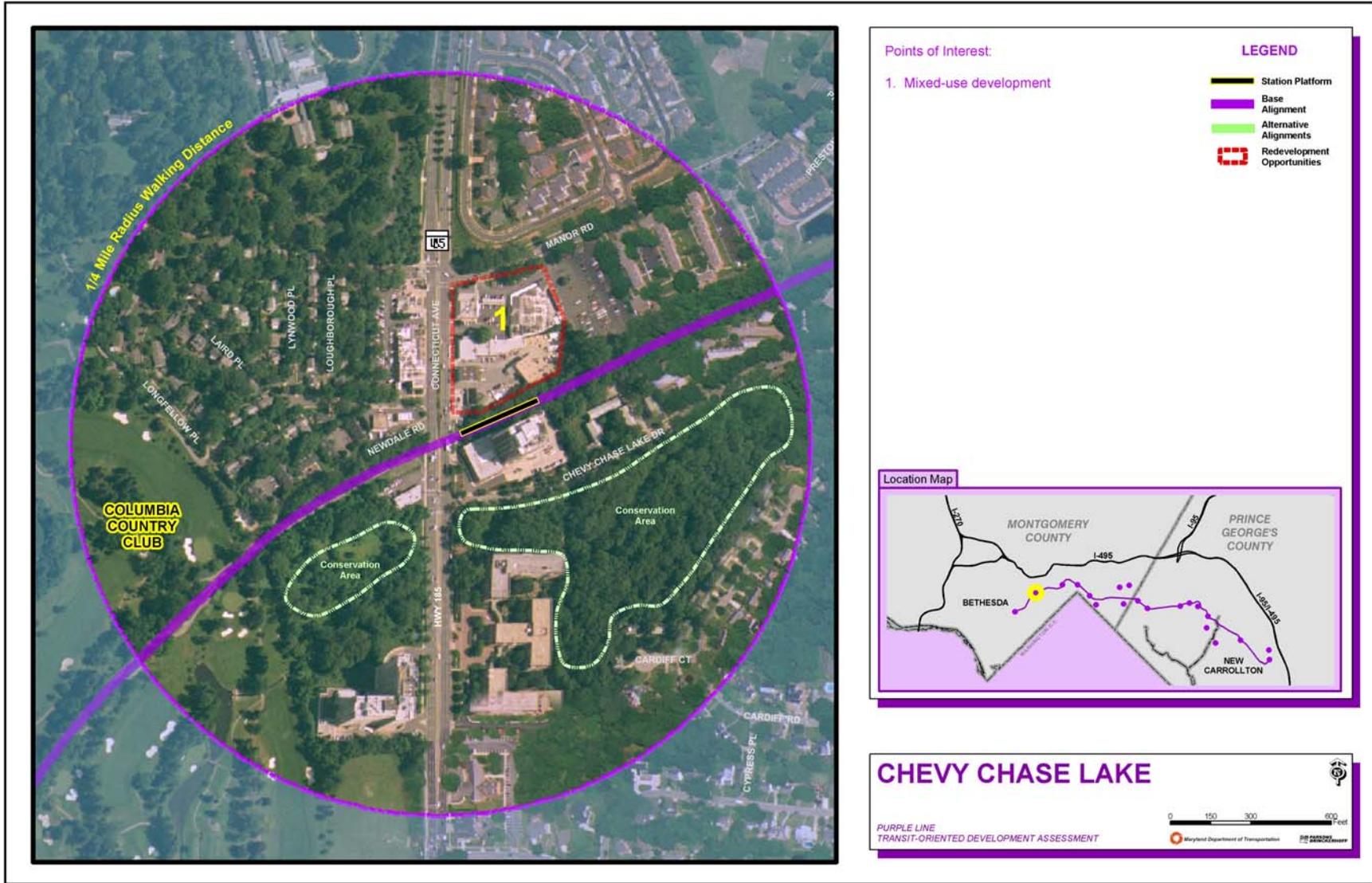
- Consolidate surface parking across from the proposed rail station to permit more development, as provided in the Bethesda Sector Plan.

Station Location:

- Station construction and orientation should not preclude future expansion of transit west of Bethesda to Tyson's Corner, Virginia.

Sources:

The Bethesda Central Business District Sector Plan, July 1993.
Annual Growth Policy Report, July 15, 2000.



Chevy Chase Lake

Montgomery County
- EXCELLENT POTENTIAL FOR
TOD

TOD Checklist

✓ **Current Station Area Character:**

Current development consists of medium density, largely residential uses adjacent to a high traffic volume commuter corridor. The area is largely built-out and stable, with some current development below maximum permissible density.

✓ **TOD Vision:**

Because the area is largely built-out, TOD opportunities are limited here to a few parcels immediately around the station, especially in the commercial strip along Connecticut Avenue. A neighborhood retail and office building on the east side of Connecticut Avenue, owned by Chevy Chase Land Company, is the site of a proposed redevelopment project. This development represents a great opportunity to “get the ball rolling” for TOD. The streetscape could use a

makeover with a strongly increased emphasis on people out of cars compared to people in cars – lighting, sidewalks and crossings are all significant here. Although overall the area is zoned appropriately for TOD, some land use policies are a disincentive to better development patterns, as described in the discussion of issues and considerations at this location.

✓ **Realizing TOD:**

The State and Montgomery County will need to work closely with the Chevy Chase Land Company, the developer of the proposed redevelopment project to ensure a design, density and orientation of development that welcomes the future transit resource better than the existing plan.

Specific Issues and Considerations at this Location:

- The station will be elevated over Connecticut Avenue with a platform to the east of Connecticut Ave. Bridge design for elevated

crossing is an important urban design feature that will characterize this “place” in the future.

- Development currently approved for the Chevy Chase Land Company is 245,000 square foot 2- story retail and 3- story office development at maximum density that does not consider transit. The developer has indicated a willingness to discuss design proposals that would improve the project’s transit orientation. This would include the integration of the transit stop and inclusion of additional parcels to create a new transit-oriented mixed use community. Developing a design that can work well with a Purple Line station will be critical given the uncertainty surrounding the timing of any new rail project. Work done at a graduate design studio at the University of Maryland’s School of Architecture has suggested a number of development concepts that could work well with or without the Purple Line. Copies of this work

are expected to be available in February 2003.

- Need to investigate and address access to both trail and transit station by pedestrians and bicycles. The Bethesda-Chevy Chase Master Plan calls for pedestrian crossings at corners and at mid-block. Sidewalks in place now could be improved to be more inviting to pedestrians.
- One factor that could discourage more intensive development at this (and other) locations is the Adequate Public Facilities Ordinance (APFO). The APFO, as part of the Annual Growth Policy (AGP) for Montgomery County, requires the Planning Board to test new subdivisions for the following public facilities: transportation, schools, water and sewage, and police, fire and health services. Existing congestion on Connecticut Avenue may be a complication for further development. Transit improvements may be the most viable option for addressing transportation APF issues.

- Existing plan supports TOD densities. Chevy Chase Land proposal will increase area densities, consistent with TOD. Greater density on the site should be considered.
- Zoning is relatively modest for TOD (C-2, 1.5 FAR, R-10), and incentives for mixed use are not strong enough even though the Master Plan calls for mixed land use.
- Outstanding question regarding the station: can the station support kiss and ride? A general consensus is that some auto access will likely be needed.

Recommendations:

Montgomery County:

- Seek to implement minimum densities in future development, as provided in the Master Plan.
- Consider revisiting the Master Plan at the appropriate time for determination and integration of additional transit supportive land uses.

- Address the pedestrian environment in anticipation of the station and proposed and potential future development. Improve both sidewalks and street crossings.
- Create a consistent façade and a continuous building line, to the extent practicable, which support a strong street presence that invites new development.
- Exercise provisions in zoning code to enact reductions of parking space requirements as condition of site review process.¹
- Address/relax APFO requirements as appropriate to encourage transit-focused developments.
- State and local officials should work with the Chevy Chase Land Company development to guide the development design. Features to encourage include creating direct pedestrian connections from the development to the Purple Line and encouraging a building that faces rather than turns away from the transit facility.

¹ Montgomery County Zoning Code: See 5.9-E-3. See 5.9-C-18.213 for applicability here.

- County of State should assess opportunities to bring transit-oriented development, irrespective of specific transit outcomes, recognizing the powerful motivation that the Inner Purple Line development brings to revitalize the area.

MDOT Study Team:

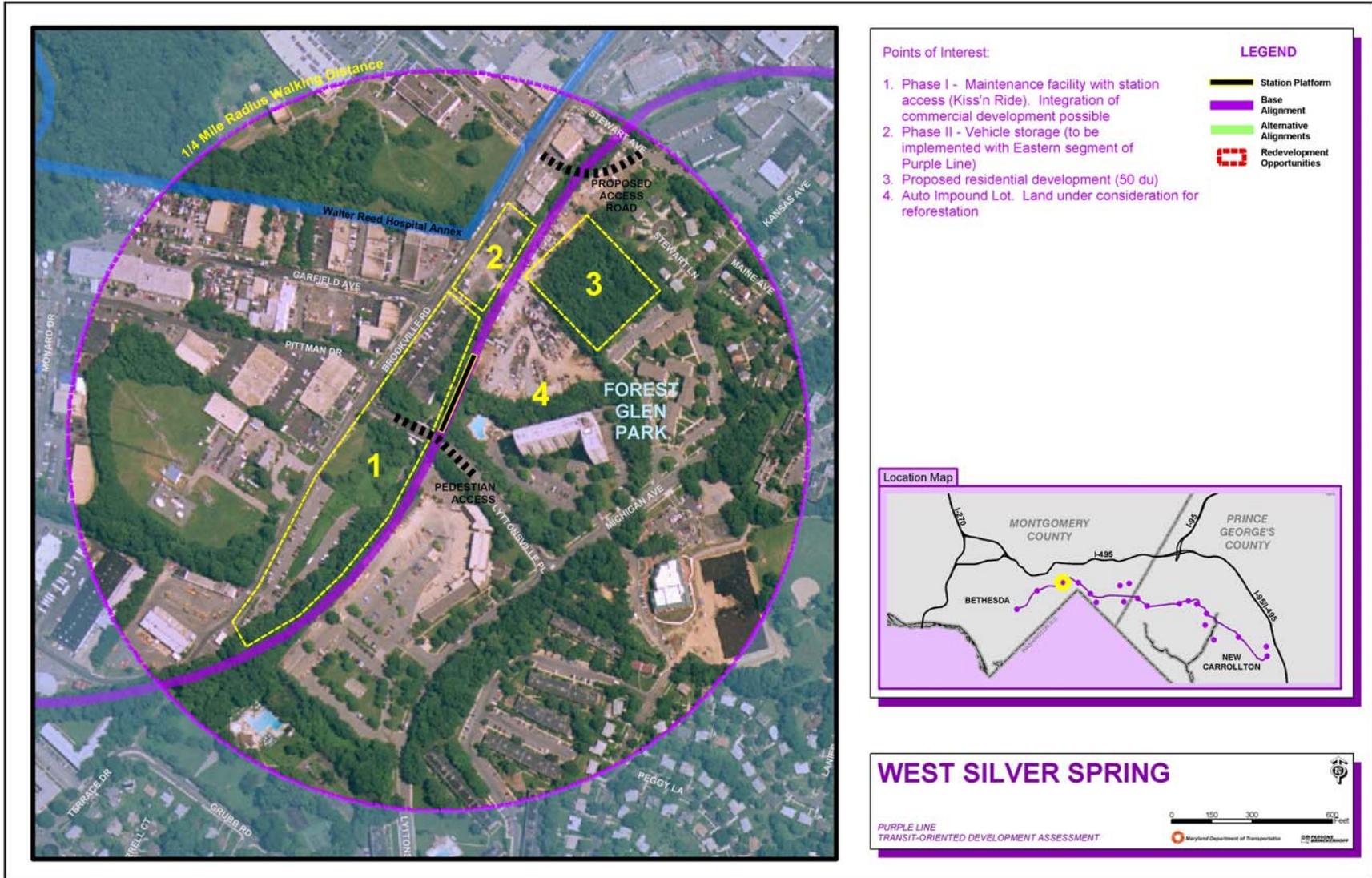
- MTA should focus on pedestrian access, circulation and orientation in the design of the station.
- Continue working w/ Montgomery County planners and the developer to achieve a development that is transit supportive.

Station Location:

- The station will be located on the east side of Connecticut Ave. This will offer the best connection to development, opportunity to connect with anticipated development.

Sources:

Bethesda – Chevy Chase Master Plan, April 1990.



West Silver Spring

Montgomery County
- POTENTIAL FOR TOD

TOD Checklist

✓ **Current Station Area Character:**

Largely industrial uses predominate, including a Ride-On bus facility, the Washington Suburban Sanitary Commission facility, and an automobile impound lot. Brookeville Road provides an entry to the Walter Reed Army Institute of Research, a major employer. Lyttonsville Road and surrounding streets contain a mixed-income housing base of medium density single-family and multi-family housing.

✓ **TOD Vision:**

The future of the station area for TOD is not clear, particularly if the area is to maintain the industrial character of the employment base. Montgomery County's Master Plan calls for a station here, but does not plan for or anticipate any transition to transit-supportive land uses. On the other hand, the older industrial character could be ideal for redevelopment with other uses.

✓ **Realizing TOD:**

The County will have to proactively provide the leadership to create an environment that welcomes TOD from the current industrial character that dominates the area. Traffic management, building renovations, and physical connectivity to surrounding residential areas are essential to inviting pedestrian activity.

Specific Issues and Considerations at this Location:

- This site contains several industrial uses with some businesses that could be converted. Industrial activity in proximity of Brookville Road encompasses 1.4 million sq. ft. in over 50 buildings. It benefits from the limited inventory of warehouse space in this part of Montgomery County and the relatively affordable cost of land and rental space that is ideal for starter and other lower-revenue businesses, such as some of those located in this area.
- A maintenance and storage facility for the project will be developed at

this station area. Current proposals indicate a 2-phased approach to the facility. Phase 1 would provide enough capacity for vehicles for the western segment of the project and include station access, largely as kiss and ride with space for bus drop-off but no parking. Phase 2 would be built as part of the second Purple Line project and provide the remaining capacity for vehicle storage.

- Traffic flow issues on Lyttonsville Road/Lyttonsville Place would require traffic control measures. A number of roads are classified as Commercial /Industrial (70' wide with 40' pavement, curb, gutters and sidewalks). Fraser Avenue is in substandard condition. As long as there are industrial uses, truck travel needs to be accommodated.
- Pedestrian access is critical to the success of this rail station. Direct connectivity to surrounding residential areas is important to achieving this vision.
- The impoundment lot offers an opportunity for development, if not

taken for the maintenance/storage facility or reforestation.

- Walter Reed facility is not open for direct access to the transit facility, but should be treated as a major market for the transit service and any development.
- The North and West Silver Spring Master Plan calls for the development of trailhead parking to serve the Capital Crescent Trail in this area. Proposed for this use is the one-acre parcel located at the southeast corner of Brookeville Road and Lyttonsville Place.

Recommendations:

Montgomery County:

- Implement pedestrian facilities to connect existing and planned housing and the transit station.
- Implement changes in zoning code to allow transit-supportive uses and to guide the gradual transformation of the area from a lower-intensity industrial zone to a higher intensity transit zone. Engage in a detailed assessment of development opportunities and visioning for this site to guide these changes.

MDOT Study Team:

- Engage in detailed station area planning for the area, whether TOD is envisioned or not to ensure safe and adequate pedestrian and bicycle access.
- Provide direct pedestrian access between the station and the proposed multi-family housing.
- Direct and easy connections to Walter Reed are an important consideration for locating a station here. The team needs to follow-up with Walter Reed and develop a strategy for serving the facility.

Station Location:

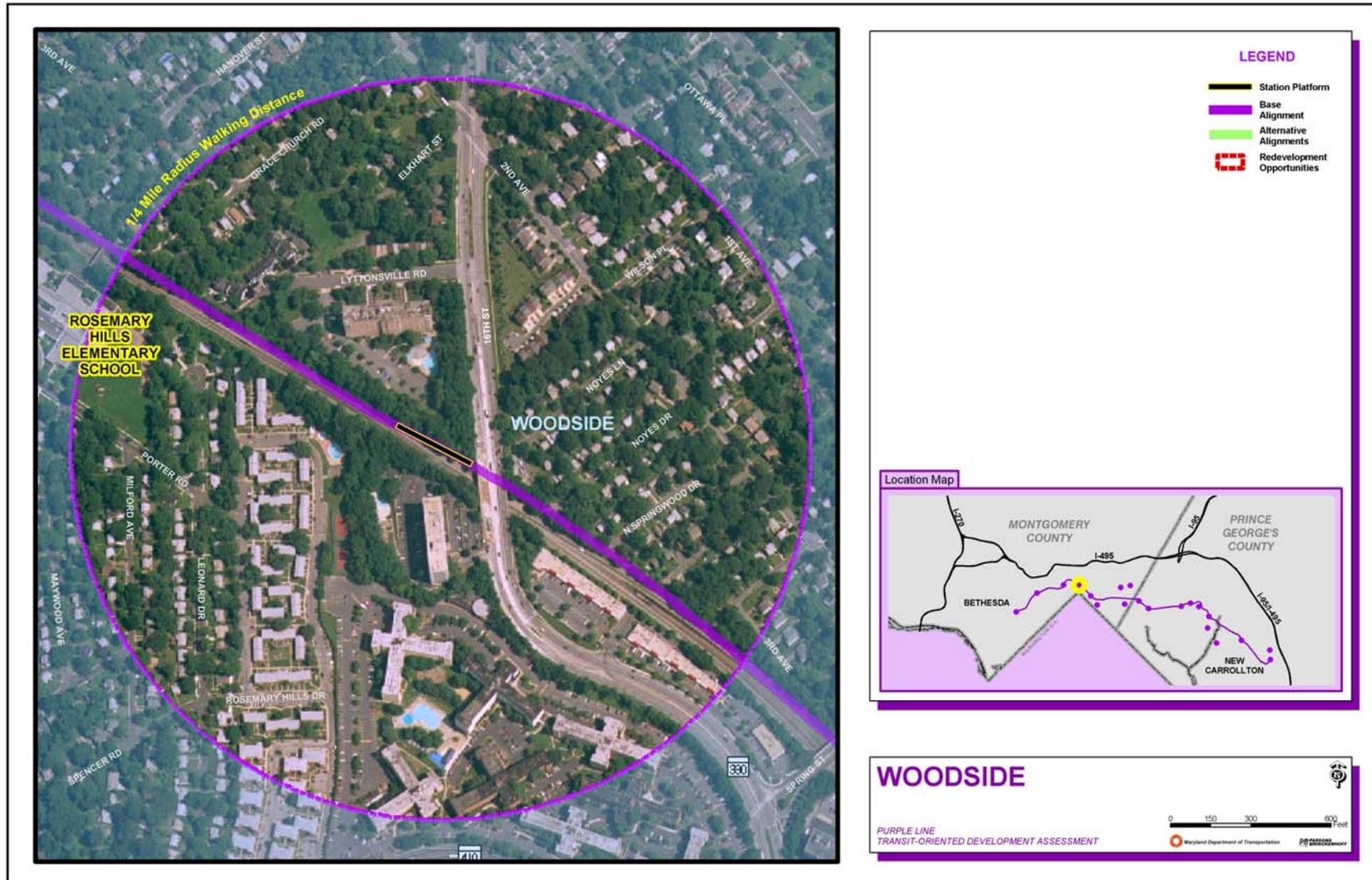
At-grade station located on the Georgetown Branch Trail right-of-way east of Lyttonsville.

- The inclusion of a general service station at West Silver Spring may not be justified based on typical transit-service standards if Montgomery County determines the future land use character should remain industrial. A special station to serve the maintenance facility will be required in any event.

Sources:

North & West Silver Spring Master Plan, August 2000.

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Woodside

Montgomery County
- DEVELOPED STATION AREA

TOD Checklist

✓ **Current Station Area Character:**
Urban built environment

✓ **TOD Vision:**

The station would largely serve residents currently living in medium density single-family housing and multi family housing around the station. No fundamental changes to the station area are anticipated or desired.

✓ **Realizing TOD:**

Improvements to the existing pedestrian network will be necessary to better connect the community to the station.

Specific Issues and Considerations at this Location:

- No change in land use or development is anticipated. New parking for this site is unlikely, but a kiss & ride may be warranted.

- Georgetown Branch Master Plan calls for a 16th Street station. A center platform on the west side of 16th Street would be a favorable option.
- Improvements to pedestrian access are critical at this station, particularly on 16th Street.
- Large setbacks along 16th Street and highway oriented commercial area in the southeast discourage pedestrian use. Near the station location, along the west side of 16th street there is a long buffer space with no buildings directly facing or with access to 16th Street.
- Bike compatibility issues due to the narrow sidewalks. The approaches along 16th Street to the station site may require reconfiguration (restriping of lanes) to accommodate adequate pedestrian and bicycle pathways.

Recommendations:

Montgomery County:

- Implement improvements to the pedestrian facilities serving the area as needed, including the crossings at Georgia Avenue and 16th Street.

MDOT Study Team:

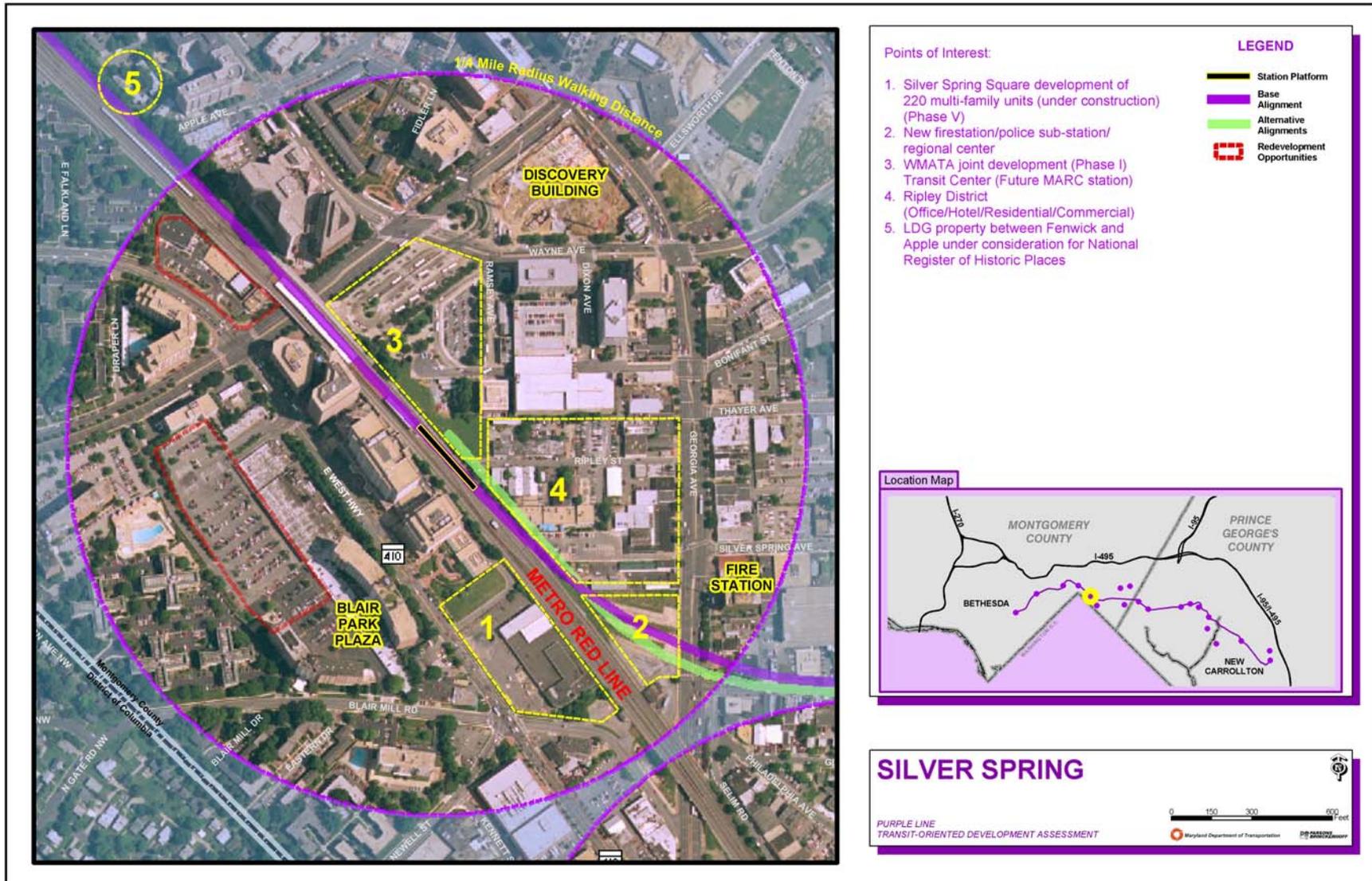
- Work with Maryland State Highway Administration to improve bridge on 16th Street to accommodate the station and bicycle and pedestrian traffic.

Station Location:

- At-grade platform along the Georgetown Branch right-of-way to the west of 16th Street.

Sources:

North & West Silver Spring Master Plan, August 2000.



Silver Spring

Montgomery County
- DEVELOPED STATION AREA

TOD Checklist

✓ **Current Station Area Character:**

Urban built environment with existing mixed-use development and a future transit center. Silver Spring CBD has benefited from revitalization efforts.

✓ **TOD Vision:**

The station will be a component of a major mixed-use joint development project and transit center as well as function as a transfer point to/from various modes, supported by a variety of neighborhood and commuter-based retail. Some development flexibility exists through the acquisition of properties adjacent to the right-of-way for redevelopment.

The area surrounding the station, the Ripley District in particular, has the opportunity to continue to intensify as part of the revitalization of downtown Silver Spring.

✓ **Realizing TOD:**

In Silver Spring, realizing TOD first and foremost hinges on the success of integrating a proposed transfer center with a proposed joint development project on WMATA owned property. A close watch over urban design will help ensure an attractive place for all users and visitors, including pedestrians, transit riders, bicyclists and drivers.

WMATA, Montgomery County and MDOT need to be vigilant to assure that the joint development project occurs in a TOD friendly manner.

The Ripley District warrants further attention to extend the opportunity for TOD beyond the transit center. It will be important to see that the area develops in a compact pedestrian-friendly manner.

Specific Issues and Considerations at this Location:

- Issues identified for consideration for maximizing the TOD opportunities include urban design

guidelines, pedestrian access, parking, and air rights opportunities.

- Coordination on the Transit Center design is critical to assuring adequate transit-to-transit connectivity, bike trail connectivity, and pedestrian access.
- Pedestrian safety is a key issue as traffic congestion, speeds, lighting, and crosswalk markings have been identified in studies as contributing to a high number of vehicle-pedestrian collisions in the CBD.
- The tail tracks located just beyond the transit center could limit future TOD in the affected community, the Ripley District, an area targeted for transit-supportive redevelopment in The Silver Spring CBD Sector Plan.
- A property located along the alignment at Fenwick may need to be acquired to make room for the transitway. However, the site may be recommended for the National Register of Historic Places, which may conflict with acquisition. If

acquired, it opens opportunities for future TOD development.

Recommendations:

Montgomery County:

- In the vicinity of the station area/transit center, use special paving, traffic calming measures, and bollards rather than curbs for free pedestrian movement.
- Focus leadership and attention on the redevelopment of the Ripley District into a TOD community to increase the attractiveness and vitality of downtown Silver Spring.

WMATA:

- Work closely with Montgomery County and MDOT to assure that the Silver Spring Joint Development project occurs in a manner consistent with TOD Principles

MDOT Study Team:

- Preserve the functionality of the transit center.
- Look at pedestrian safety studies for locally recommended physical improvements and design elements

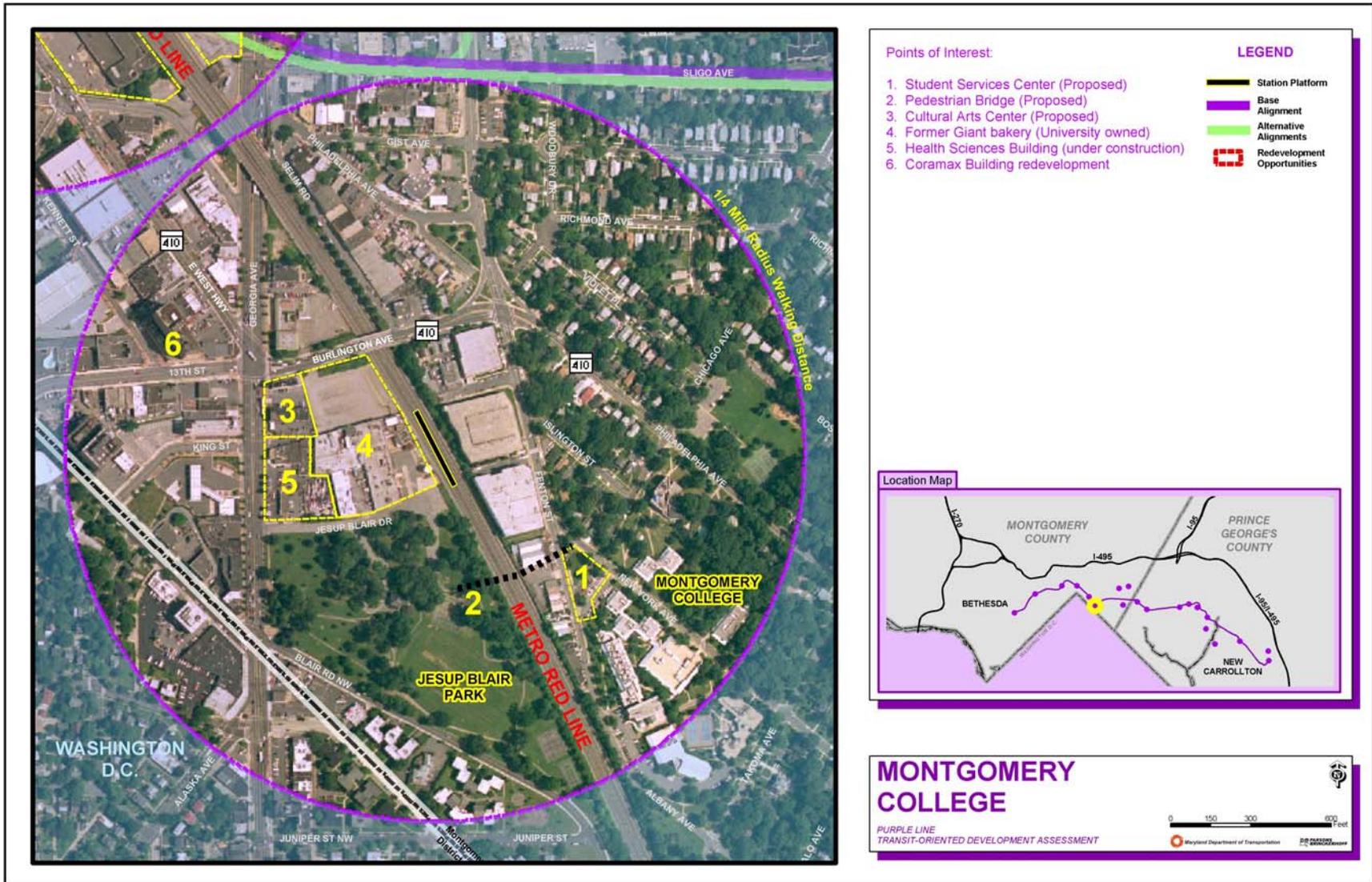
that can be incorporated into these station enhancements.

- The State should consider purchase of the Fenwick property for construction support and future transit-oriented redevelopment.

Sources:

The Silver Spring CBD, April 1993.

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Montgomery College

Montgomery County
- NEWLY IDENTIFIED STATION

TOD Checklist

✓ **Current Station Area Character:**

Urban college campus, bounded by an established neighborhood of single-family homes, commercial uses and a park. The Red Line runs through the middle of the station area with the college located at the outer limits of the walking distance for the Silver Spring and Takoma Metro stations.

✓ **TOD Vision:**

Station proposed to serve students and employees of a growing campus. Planned college redevelopment and expansion will be based on TOD principles. A pedestrian bridge is being planned over the Metrorail tracks to connect both sides of the campus. It is reasonable to expect that a Purple Line station here would not change the nature or character of the surrounding residential neighborhoods. South Silver Spring would benefit from access to this station.

✓ **Realizing TOD:**

The planned expansion of Montgomery College is intended to foster better pedestrian use and redevelopment of older commercial buildings in the area. At issue are how to improve transit service at the college and whether the college would be better served with a new Red Line station or by the Purple Line. There are trade-offs in terms of Purple Line alignments. Service to Montgomery College could preclude inner Purple Line rail service to areas targeted for redevelopment and the home of a heavily transit-dependent population north of this area.

Synergies between Montgomery College, the Adventist Health Center, and the University of Maryland—more so than TOD considerations *per se*—suggest locating a new station at the Montgomery College Campus.

Specific Issues and Considerations at this Location:

- The Facilities Master Plan states that current enrollment is about 4,700 at the Takoma Park campus.

Estimates of growth in full-time students range from 21 to 41 % by 2007². School officials report that 75% of Takoma students receive financial aid.

- Would likely require a southern alignment, making inner alignment rail service to Piney Branch Avenue station locations more challenging to achieve.
- Colleges are traditionally very good trip generators for transit. With the inclusion of the campus there are additional opportunities for synergy along the Purple Line with the University of Maryland.
- Expansions east of Metro Red Line on the campus include a Student Services Center.
- Expansions west of Metro Red Line in Silver Spring include a Cultural Arts Center, a Health Sciences building (now under construction), and a former Giant bakery, all on

² The Maryland Higher Education Corporation estimates a 41% increase in enrollment. The 1997 Montgomery College Facilities Master Plan estimates 21 % growth.

Georgia Avenue and benefiting South Silver Spring.

- Pedestrian bridge over Red Line planned to connect the original east campus and the newly forming west campus where the Georgia Avenue facilities are being planned. Possible Red Line station should also be analyzed.
- The commercial center at Georgia Avenue and East West Highway requires closer attention to determine what the opportunities and potential are for future intensification and redevelopment. The Northeast corner property has been mentioned as a possible housing redevelopment.
- Significant limitations to parking exist on the east side. Conflicts over parking with communities in the City of Takoma Park are common.

Recommendations:

MDOT Study Team:

- In lieu of a Purple Line station WMATA could consider opening a Red Line station to enhance transit access.
- Existing Ride On bus services should be enhanced to provide express/shuttle services between CUC and MC.

Station Location:

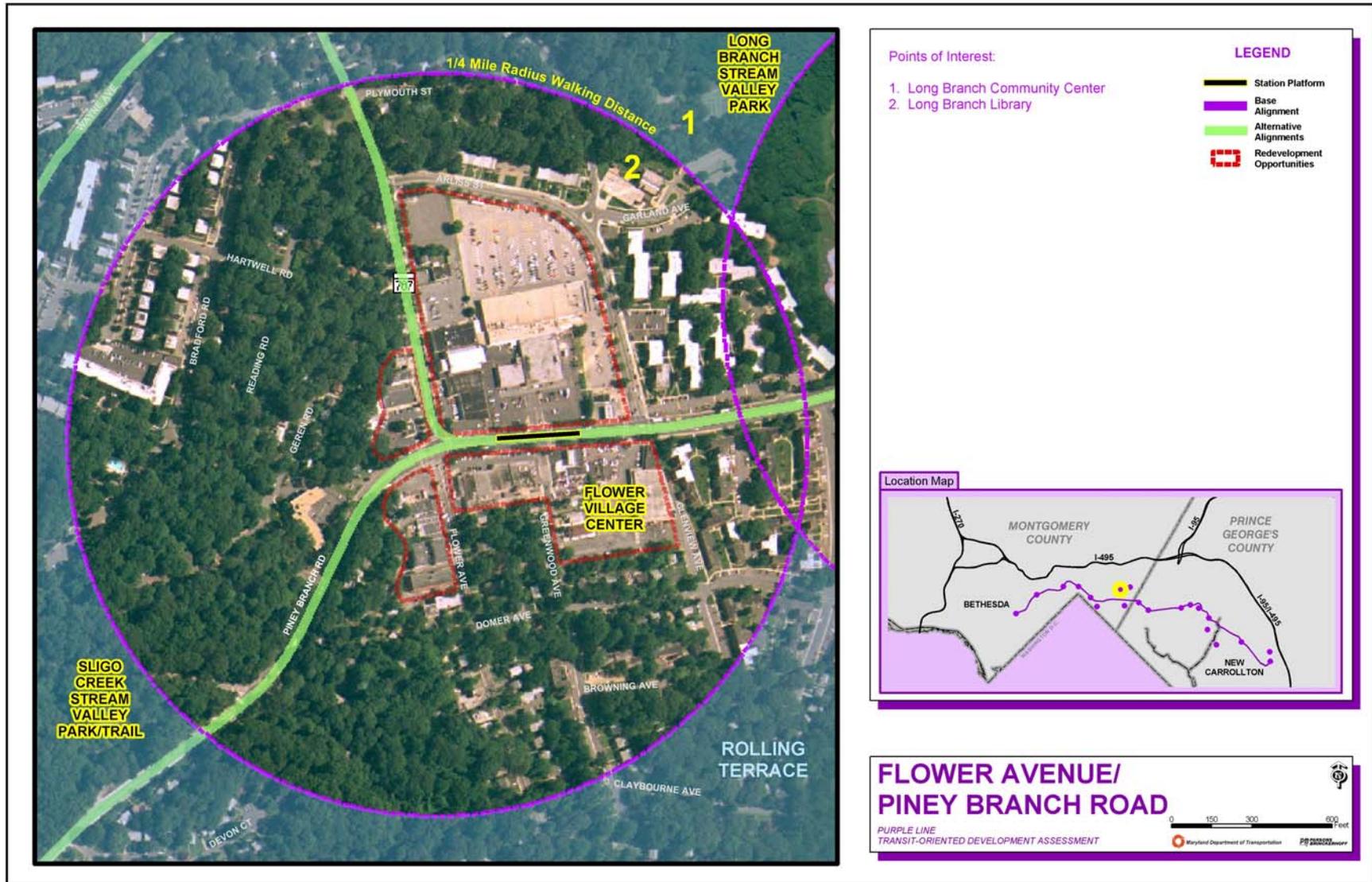
- In the WMATA Red Line right-of-way, between major developments of the campus.

Sources:

Montgomery College, Enrollment Review & Outlook, Office of Institutional Research & Analysis, October 2002.

Montgomery College - Takoma Park Maryland, Facilities Master Plan, February 1998.

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Flower Avenue/Piney Branch Road

Montgomery County
- NEWLY IDENTIFIED STATION

TOD Checklist

✓ **Current Station Area Character:**

The proposed station area sits at the top of a ridgeline and features an older retail “Main Street” along Flower Avenue with other strip development and multi-family housing.

✓ **TOD Vision:**

The Purple Line provides an opportunity to greatly improve transit service to a mixed-income, multiethnic community with high transit usage. The area has the structure needed to become a classic compact mixed-use, pedestrian-friendly, transit village. The stream valley park provides a natural boundary that limits additional development. Many of the retail establishments along Piney Branch Road appear to be logical candidates for revitalization.

✓ **Realizing TOD:**

This area is completely built out and has all the physical qualities needed for redevelopment into a compact mixed-use pedestrian and transit supportive community. Rail transit would be a strong catalyst for a revitalization strategy and would provide needed mobility improvements for the area’s population. However, the cost of building the transit facility could be prohibitive. Without the rail transit, transit/pedestrian-oriented redevelopment could still take place with adequate public and private capital investments.

Specific Issues and Considerations at this Location:

- Serving this area would require a more northerly alignment from Silver Spring to the Langley Park station, and would make inner Purple Line rail service to Columbia Union College/Washington Adventist Hospital and Montgomery College much more challenging to achieve.

- Topography will be a major driver in determining whether the Purple Line can be cost-effectively extended here. The topography of this station area, with steep grades and a stream that needs to be avoided, presents a challenge in bringing in transit. Tunneling would be very expensive and would not avoid the grade issue.
- There is a multi-jurisdictional Long Branch Task Force that is focused on community revitalization and affordable housing that should be consulted should transit be considered feasible for this location.
- The community is multicultural, combines middle and lower income populations, and is characterized by high use of walking and bus transit as primary forms of transportation.
- Existing land uses show opportunities for pedestrian scale development.
- The Flower Village Center Overlay Zone is proposed for revitalization and redevelopment. Rail transit could enhance community identity

and create a place that attracts people from outside the neighborhood.

East Silver Spring Master Plan, December 2000.

Recommendations:

County/Local Government:

The county should move forward with plans to revitalize the area in a compact, pedestrian friendly manner.

MDOT Study Team:

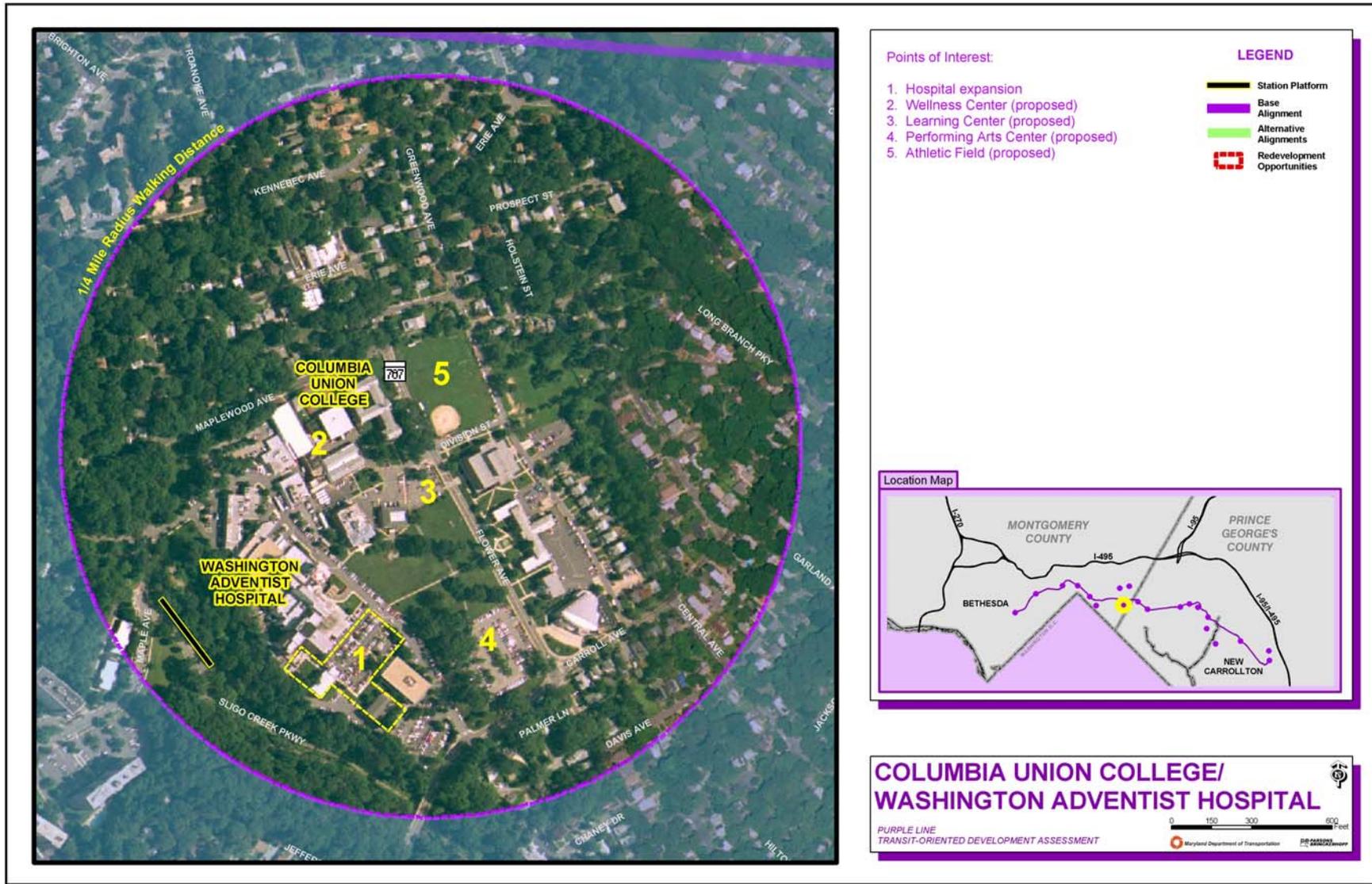
- From a TOD, community revitalization and environmental justice perspective, this station makes a lot of sense. However, the reality of the engineering obstacles will have to be taken into account. These factors need to be assessed in an appropriate level of detail during the environmental study to determine the potential for transit or not.

WMATA:

- Carefully consider the costs and benefits of locating a station here beyond simply a conventional weighing of ridership and capital costs.

Sources:

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Columbia Union College/Washington Adventist Hospital

Montgomery County
- NEWLY IDENTIFIED STATION

TOD Checklist

✓ **Current Station Area Character:**

Small campus development exists as an “island” amid a surrounding, older, single-family detached residential community. Sligo Creek runs through the western edge of the station area.

✓ **TOD Vision:**

Station would serve two major county institutions, Washington Adventist Hospital and Columbia Union College, located in a largely residential community of single-family homes with some multi-family nearby. It is reasonable to expect that a Purple Line station here would not change the nature or character of the surrounding residential neighborhoods.

The key to TOD rests with the pace, timing and nature of expansion plans

for Washington Adventist Hospital and Columbia Union College. At present, with the small scale of planned growth currently envisioned, prospects for TOD appear to be limited.

✓ **Realizing TOD:**

TOD opportunities are limited at this location. Synergies between Montgomery College, the Adventist Health Center, and the University of Maryland—more so than TOD considerations *per se*—suggest locating a new station at this location.

Specific Issues and Considerations at this Location:

- Current planning for the area does not contemplate a future station. It will be important to address parking and design issues as part of a special exception review to allow for TOD-friendly development at Washington Adventist Hospital and Columbia Union College.
- Requires a more southerly alignment from Silver Spring to the Langley Park station, which would make inner Purple Line rail service

to Piney Branch Avenue station locations more challenging.

- Communities surrounding facilities are sensitive to growth, primarily due to traffic issues.
- Very limited institutional parking.

Columbia Union College

- Columbia Union College’s future development plans include a Performing Arts Center, a Wellness Center and athletic field.
- A surface alignment along Maple Avenue could be considered. Maple Avenue has apartments that could be served by transit.
- The college is on track to grow its student population to about 1,600 total students from a total of about 1,000 today in the next ten years.
- Approximately 40% of student body attends adult evening education.
- Metrorail would provide students with access to other area universities as well as Washington, D.C. internships and other opportunities.

- The future of the college appears to depend on its ability to grow.
- Sligo Church, located at Flower and Carroll Avenue, is active on weekends and used by college for many key activities, such as graduation ceremonies.
- The college is strongly interested in a transit connection with Montgomery College as many students use both facilities.

Washington Adventist Hospital

- Hospital has about 1,150 FTEs and about 650 part-time employees
- Employees come and go “24/7”
- About 40%-45% of employees live in Montgomery County, likely within 5 miles of the facility
- About 40% live in Prince George’s County (Riverdale, Hyattsville, Laurel)
- Hospital serves a lot of uninsured patients (\$13-\$15 million a year in uncompensated medical services)
- Closest hospital to University of MD – College Park
- Growth plans include physicians’ offices and outpatient facility,

utility plant expansion, emergency facilities expansion with private rooms on top

Recommendations:

MDOT Study Team

- This station is recommended along an alignment that would serve Montgomery College and provide a direct transit link between the two universities while also providing employees of the hospital with transit access to their facility. This station is less compelling than the Montgomery College station because of the limited land available for development, the residential nature of the surroundings, and limited transit market.
- In lieu of the Purple Line, existing Ride On bus services should be enhanced to provide express/shuttle services between CUC and Montgomery College.

Station Location:

- Should a station be developed, it should be centrally located to both facilities. We suggest a platform off of Flower Avenue south of the

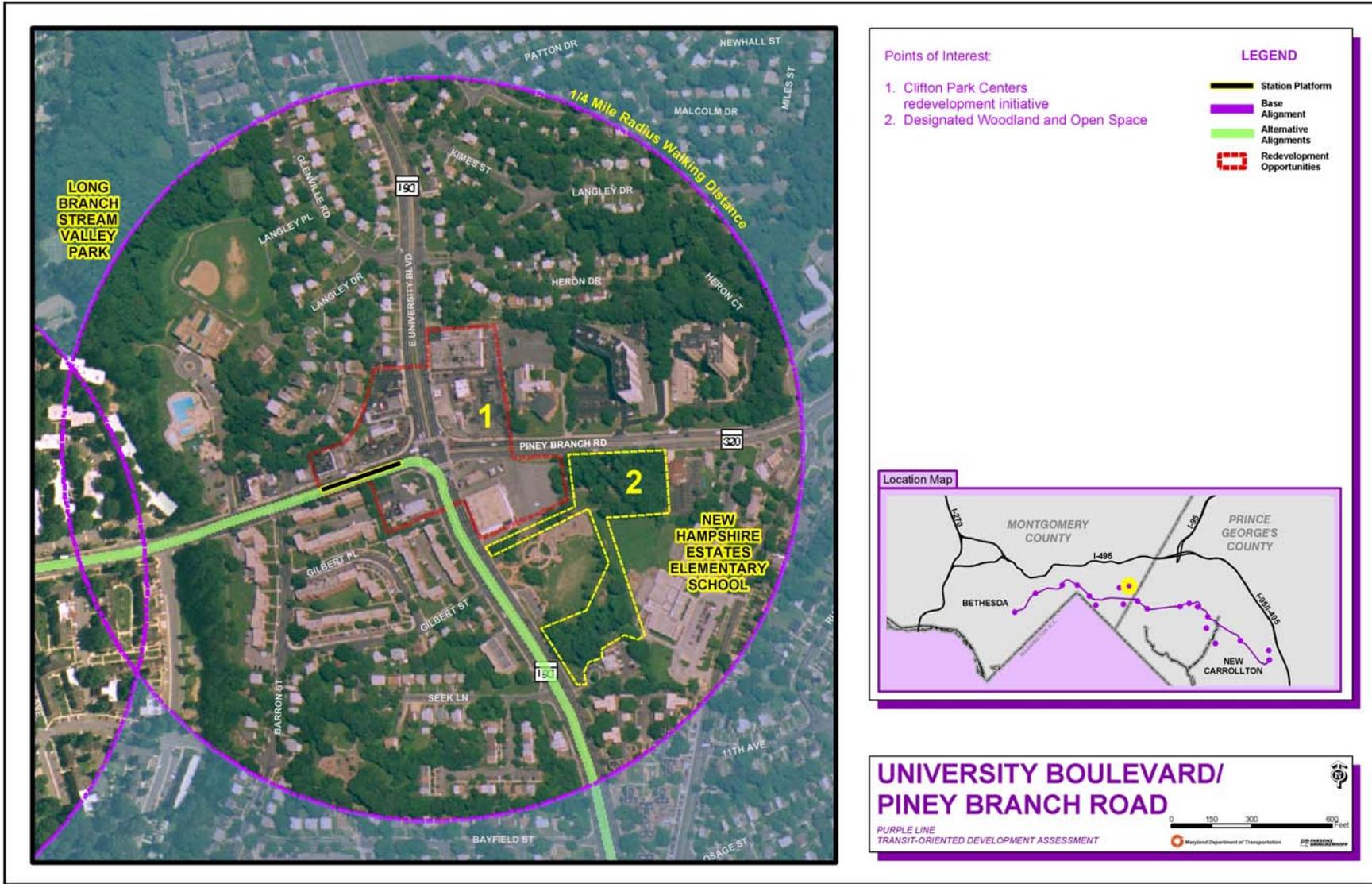
athletic fields and north of the Wilkinson Building. An alternate location to consider is at the north Washington Adventist Hospital entry, at Sligo Creek Parkway and Maple Avenue.

Sources:

Discussion with Mr. Robert Jepson, Regional Director of Communications, Adventist Healthcare, October 28, 2002.

Discussion with Mr. Norman Yergan, Vice President for Advancement, Columbia Union College, October 28, 2002.

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University Boulevard/ Piney Branch Road

Montgomery County
- *NEWLY IDENTIFIED STATION*

TOD Checklist

✓ **Current Station Area Character:**

Older, auto-oriented commercial development is focused on the intersection of University and Piney Branch. The area sits on a ridgeline with Long Branch Stream Valley Park immediately to the west. Both high rise and garden apartments as well as single family houses bound the commercial uses clustered at the four corners of the intersection.

The station area projects an environment that is unsafe for vehicles and transit alike. There is substantial local use of transit even with limited transit facilities and conveniences.

✓ **TOD Vision:**

A station here would be an important catalyst to help with the revitalization of the area. Street improvements are needed to make the road safer for pedestrians and vehicles. Provide for more integrated transit facilities into the community.

The commercial land uses in the area are predominately low intensity, low commercial value, and automobile-oriented. They are prime opportunities for redevelopment.

✓ **Realizing TOD:**

The introduction of the Purple Line would be an important transportation and community-building benefit to this area, help provide an identity and be an important catalyst for a revitalization initiative.

The Purple Line on its own would not transform the real estate market for the area. Continued public sector leadership, planning and investment would be necessary to realize the

promise of creating a mixed income TOD here.

Specific Issues and Considerations at this Location:

- Serving this area would require a more northerly alignment from Silver Spring to the Langley Park station, and would make inner Purple Line rail service to CUC/Washington Adventist and Montgomery College locations more challenging to achieve. This alignment carries with it transit engineering and cost issues caused by steep grades on Piney Branch and the need to cross Sligo Creek, similar to the Flower Avenue/Piney Branch station.
- This community is multicultural, a mix of middle to lower incomes, characterized by high use of walking and bus transit as popular forms of transportation.
- There is a Long Branch Task Force focused on community revitalization and affordable housing for this area as well as Piney Branch and Flower Avenue.

The Task Force should be involved in any detailed station area planning that might occur for this area.

- University Boulevard is a major highway, as is the portion of Piney Branch Road that connects to New Hampshire Avenue.
- Existing land uses are not very supportive of walking and transit, but there are pockets of high density residential that would be ideal markets for light rail transit.
- The location and orientation of a station will need careful consideration to provide the best opportunities for redevelopment and service to the existing residential developments.
- The State Highway Administration (SHA) is engaged in a Neighborhood Conservation project along University Blvd (MD 193) from Piney Branch Road to Adelphi Road. Proposed for consideration is transit in the median with 4 rather than 6 lanes of traffic. Improved pedestrian facilities and a bike lane are also proposed, consistent with the East Silver

Spring Master Plan. Traffic calming will be critical whether or not a station is put in here and should be discussed with SHA.

Recommendations:

County/Local Government:

- Address the pedestrian environment in anticipation of a station and proposed and possible future development. Safe sidewalks should be incorporated on each site, with façade treatments and a continuous building line that supports a strong street presence for new development.
- New development should be planned in a compact, pedestrian-friendly manner so as to invite the Purple Line.

MDOT Study Team:

- In the ongoing Neighborhood Conservation Program initiative, work with the task force to obtain consensus on a strategy that includes light rail in the median and

still provides the pedestrian and bicycle improvements contained in the original streetscape concept. Priority ought to be given to the transit and pedestrian travel movements in the corridor, even if the number of vehicular travel lanes needs to be reduced to accommodate the transit.

- Traffic calming and pedestrian safety improvements appear to be warranted in the short term.
- From a TOD, environmental justice and community revitalization perspective, locating a station here makes a lot of sense. The station is likely to generate high ridership on the Purple Line given the concentration of transit-dependent populations in the station area.
- Engineering obstacles need to be assessed in an appropriate level of detail during the environmental study.
- We recommend using the Long Branch Task Force to identify other potential station sites in the area that could avoid the engineering issues described before and yet

provide service to this vital, highly transit-dependent community.

WMATA:

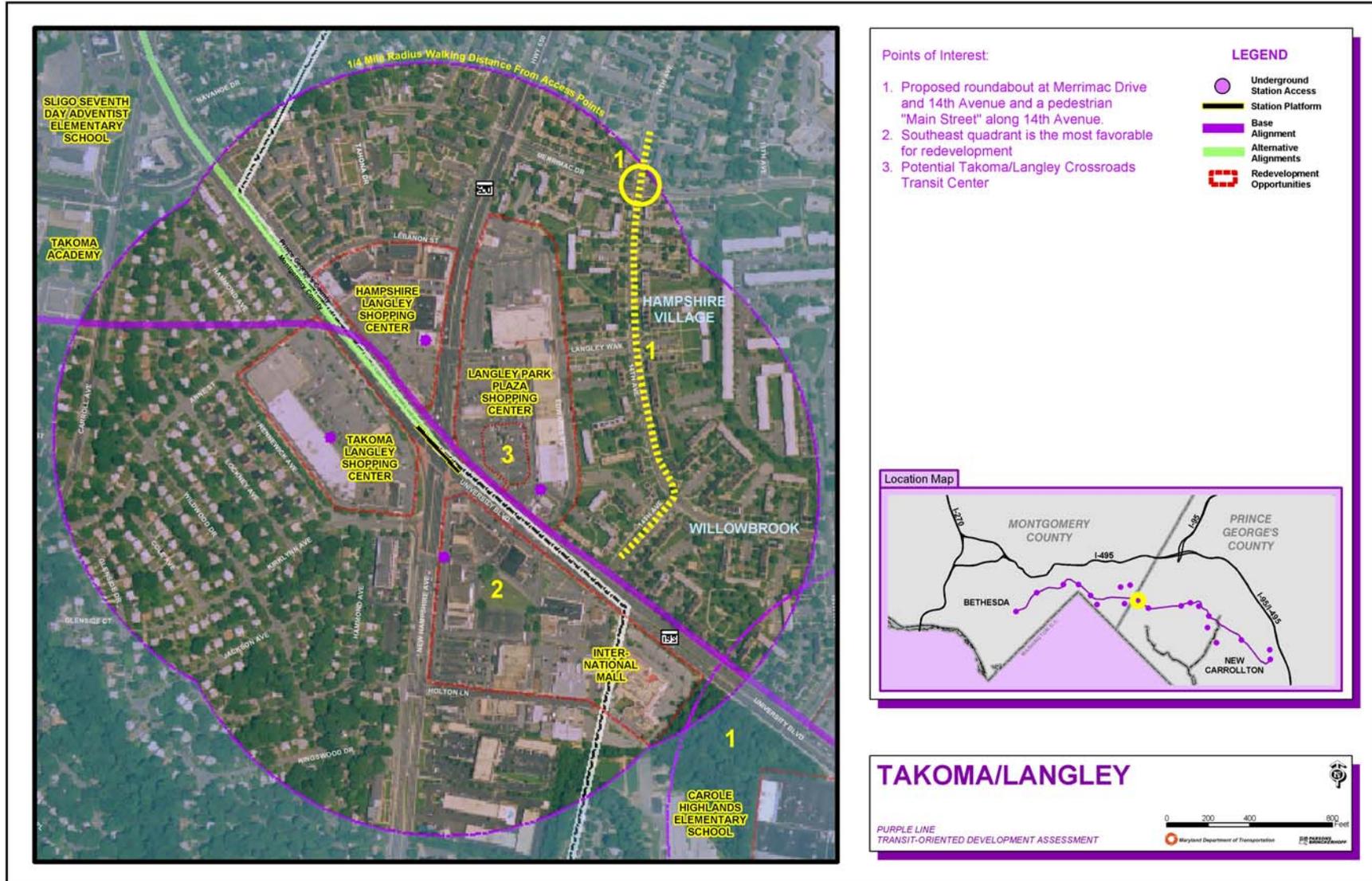
- Carefully consider the costs and benefits of locating a station here beyond simply a conventional weighing of ridership and capital costs.

Station Location:

- We recommend an at-grade station on Piney Branch to the west of University Boulevard. This would place the station in a convenient location to high-density residential dwellings on either side of Piney Branch Road.

Sources:

East Silver Spring Master Plan, December 2000.



Takoma/Langley

Montgomery/Prince George's County
- *POTENTIAL FOR TOD*

TOD Checklist

✓ **Current Station Area Character:**

The intersection of New Hampshire Avenue and University Blvd. is auto-oriented, surrounded with older plaza developments set far back from the road and surrounded by large parking lots. University Blvd. carries a high volume of traffic, splits the station area and creates a hostile pedestrian environment. Heavy foot traffic is confined to narrow sidewalks adjacent to heavy automobile traffic. This area has a high concentration of transit-dependent residents and adjacent residential development is relatively high density.

✓ **TOD Vision:**

The Takoma Langley station provides special opportunities for a public sector led TOD initiative. The need for a transit center and the presence of what is likely to be an underground station provides the chance to strategically acquire land that can later be used for a mixed-income TOD.

Gradual implementation of TOD would call for condensing the expanse of development, bringing new pedestrian-friendly activity into the current parking areas and better connecting the four corners split by these high-volume roads.

✓ **Realizing TOD:**

The transit line would benefit the area by creating a sense of identity to this community and has the potential to be an important catalyst for revitalization into a strong pedestrian and transit-focused place.

The Purple Line on its own will not transform the real estate market for Takoma Langley. Through careful acquisition of real estate for the transit center, station portals, the station and construction phasing there is an opportunity to control a significant amount of land that could be written down and used for TOD. Continued public sector leadership, planning and investment will be necessary to realize the promise of creating a mixed income TOD here.

The design of the transit improvements could have important implications for achieving TOD. An underground station with portals facing away from the street would facilitate pedestrian movements. An above ground station would force greater attention to pedestrian service and traffic calming.

Specific Issues and Considerations at this Location:

- The Takoma Langley Crossroads Transit Center is proposed as part of the Purple Line station. Bus bays and other supportive infrastructure will need to be planned and considered as part of the station design.
- Creation of a compact, pedestrian-friendly center can help re-center and anchor the area in a manner that better serves the needs of local residents. Realizing that vision here will be difficult without leadership and financial support from the public sector. The location of the transit center, station portals and a construction mobilization site at

- Takoma Langley should all be carefully considered in the context of strategically acquiring real estate that can later be used as part of a partnership to jump-start development.
- The area is benefiting from a State Highway Administration (SHA) Neighborhood Conservation Project (MD 193 from Piney Branch to Adelphi) study that aims to provide pedestrian-supportive infrastructure and aesthetics designed to support economic revitalization.
 - The County is engaged in the *Purple Line - International Corridor Planning Study* to address the physical, economic and social development of the corridor from the county line to the University of Maryland. This study should coordinate closely with the Purple Line development process to ensure proper consideration of community needs.
 - MD 193 is a high priority pedestrian/bicycle project in for Prince George's County.
 - The location of the station portals and pedestrian-supportive infrastructure will be important design features to support future TOD.
 - This intersection is a high-accident intersection for both vehicles and pedestrians.
 - The current building and curb cut layouts create a dangerous situation for pedestrians to access the businesses and contribute to an aesthetically cluttered environment.
 - Pedestrian circulation in the area is inhibited by presence of parking lots on 3 of 4 corners of the intersection. The open expanses require a consideration for the orientation of any new in-fill buildings, either facing the street or the existing buildings.
 - Redevelopment opportunities appear numerous from a physical standpoint.
 - A TOD strategy for the area should address the range of incomes represented in the area.
 - Numerous high-density housing units and large transit-dependent population in immediate area. Any TOD strategy needs to attempt to meet the needs of the community without concentrating more low-income housing there. A mixed-income housing strategy for TOD would be preferable.
 - Zoned for commercial and office redevelopment. Recommended land use in existing plans enables mix of uses, rear or side parking and attractive landscaping.
 - Rail spur to White Oak under discussion/evaluation. Station design needs to be oriented such that it does not preclude the possibility of a spur extension to White Oak.
 - Potential employment center and job destination. The County would need to determine a vision and then provide policy and direction to put into Master Plans.
 - Potential to transform 14th Avenue into a vibrant "Main Street" environment (see map). Fifteenth Avenue could benefit from similar

improvements and provide an important link to the proposed Multicultural Service Center at the McCormick-Goodhart Mansion.

- A graduate design studio at University of Maryland's School of Architecture has prepared conceptual plans for the redevelopment of University Boulevard from New Hampshire Avenue to the University of Maryland. Copies of this work will be available in February 2003.

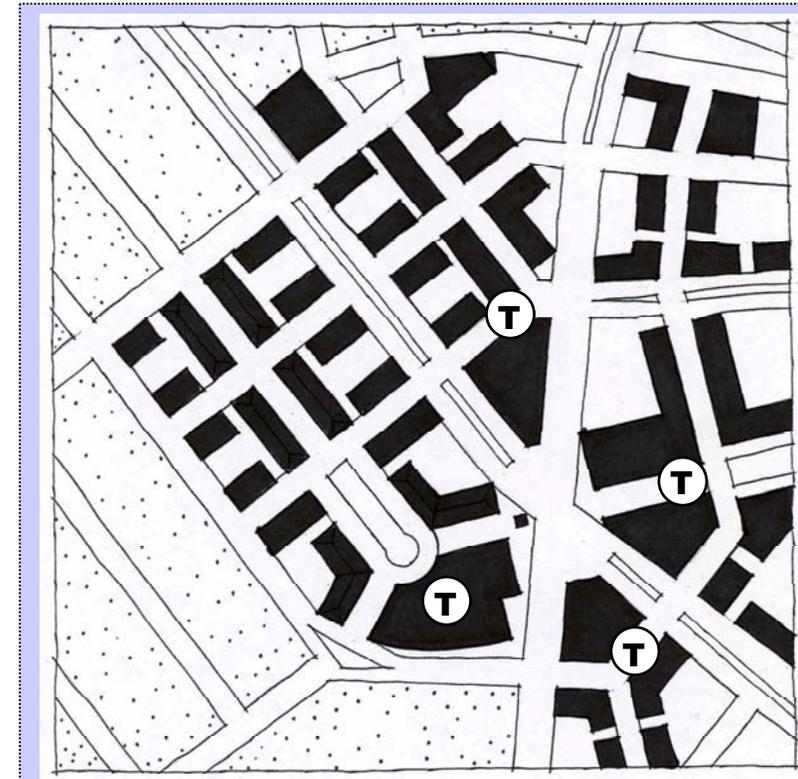
Recommendations:

Montgomery County and Prince George's County:

- Prepare a concept plan and development guidelines, as provided in the Takoma Park Master Plan. Several suggestions for that plan are provided in the statements below.
- Change existing land uses regulations to provide for mixed use, pedestrian and transit supportive zoning.
- Draft development guidelines that create a defined pedestrian-friendly

center to the area. Include minimal setback requirements, building orientations that face the street, landscaping and aesthetic treatments with high quality pedestrian infrastructure, and reduced parking requirements that encourage consolidation of parking facilities into structures located in the rear of commercial, office and residential uses.

- Consider establishment of a corridor benefit assessment district well in advance of Purple Line construction to support local affordable housing efforts.
- Use the ongoing SHA Neighborhood Conservation Program study process to create a pedestrian friendly street that uses state-of-the-art pedestrian signalization treatments, lighting, signage and traffic calming to slow traffic speeds and give preference to the pedestrians.



Conceptual Takoma Langlely Redevelopment. The area offers significant opportunities for traffic calming and the redevelopment of older automobile-oriented retail centers into walkable mixed income TODs. An underground Purple Line station could directly serve each quadrant.

- Use the ongoing Purple Line International Corridor Planning Study to develop a community-based TOD vision that addresses the many issues identified in the International Corridor Issues Identification Study.
- MDOT Study Team:
- Work with the Neighborhood Conservation Program task force to obtain consensus on a strategy that includes light rail in the median and still provides the pedestrian and bicycle improvements contained in the original streetscape concept. The transit and pedestrian travel movements in the corridor should take priority, even if the number of vehicular travel lanes needs to be reduced to accommodate the transit.

General:

- At a minimum, the contributions of a transit-oriented redesign of the corridor for reducing vehicle travel demand in the corridor should be explored in depth.
- Undertake station area planning for the Takoma Langley area. A TOD

station area plan would include the transit center, Purple Line station portals, streetscape improvements, and land uses including mixed-income housing and sub-regional retail.

- Explore the potential of creating continuous pedestrian connectivity between this station area, the proposed transit center and the University Boulevard - Riggs Road station.
- Provide the leadership, financial support and interjurisdictional coordination needed to realize a vision of a compact pedestrian-friendly mixed-use community. The location of the transit center, station portals and a construction mobilization site at Takoma Langley should all be carefully considered in the context of strategically acquiring real estate that can later be used as part of a partnership to jump-start development.

Station Location:

- Recognizing the safety concerns about the current street environment, we support the

concept of an underground station, but feel that an at-grade station should be evaluated and considered. An at-grade station could create high visibility of the transit service and act as a traffic calming measure.

- Should the underground option be selected, the portals should be highly visible and strategically placed to avoid forcing pedestrians to cross the busy roads. Good quality pedestrian crossings and infrastructure are recommended as part of the station area and well beyond on the affected streets.

Sources:

Takoma Park Master Plan, December 2000.

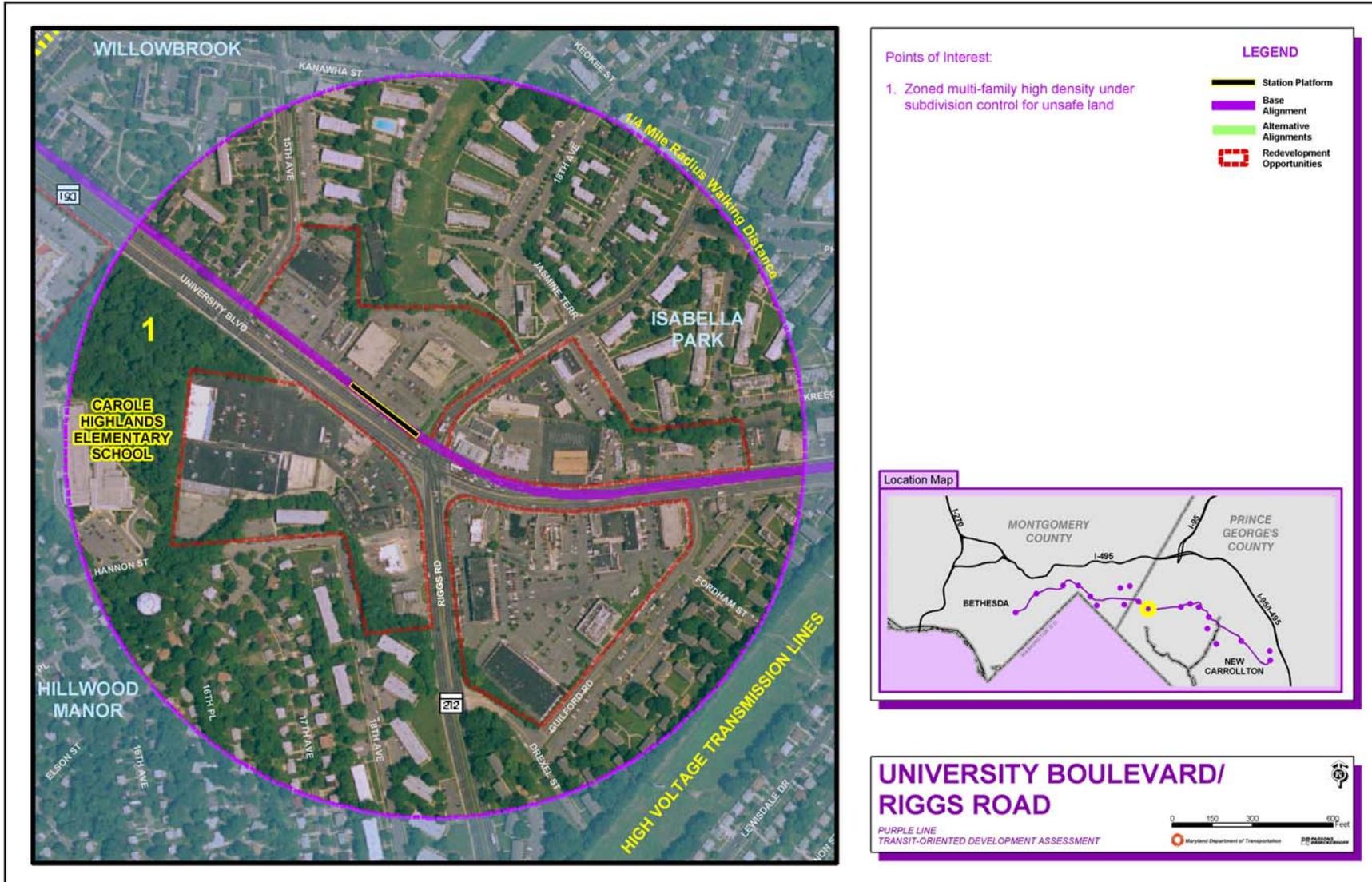
Langley Park - College Park - Greenbelt, Approved Master Plan, October 1989.

Prince George's County Preliminary General Plan, February 2002

International Corridor Issues Identification Study, March 2002

Community Improvement Initiatives in the University Boulevard Area, June 2002.

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University Boulevard/ Riggs Road

Prince George's County
- *POTENTIAL FOR TOD*

TOD Checklist

✓ **Current Station Area Character:**

Older, auto-oriented, multi-family housing and commercial strip development are predominant land uses.

✓ **TOD Vision:**

A transit facility operating in the median of University Boulevard will help to create the sense of identity and focal point needed to direct and strengthen ongoing redevelopment initiatives.

✓ **Realizing TOD:**

The International Corridor Planning Study, SHA Neighborhood Conservation Program study and the Purple Line present an opportunity to coordinate efforts and resources to develop a vision for the area as a compact, mixed-use redevelopment strategy that features the new transit

station as well as other community amenities.

Specific Issues and Considerations at this Location:

- The area is benefiting from a State Highway Administration (SHA) Neighborhood Conservation Project (MD 193 from Piney Branch to Adelphi) study that will provide plans for pedestrian-supportive infrastructure and aesthetics designed to support economic revitalization.
- The County is engaged in the Purple Line - International Corridor Planning Study to address the physical, economic and social development of the corridor from the county line to the University of Maryland. This study should coordinate closely with the Purple Line development process to ensure proper consideration of community needs.
- This station is in one of eight Growth Policy Corridors designated in the Prince George's County General Plan. These corridors call for the development of transit station area master plans to compact, mixed-use development, ensure transit-supportive and serviceable development, require pedestrian and transit-oriented design, and ensure compatibility with surrounding neighborhoods.
- MD 193 is a high priority pedestrian/bicycle project for Prince George's County.
- Existing land uses are not very supportive of walking and transit, but there are pockets of high density residential that would be ideal markets for light rail transit. University Blvd. design is not supportive of pedestrians and would need to be modified to support high pedestrian traffic of local residents.
- Current zoning of C-1 - Local Commercial would benefit from a mixed-use specific overlay zone that could be expanded beyond the current C-1 zoning that is limited to just the intersection area of this station location. Zoning

modification at the immediate vicinity and within ¼ mile would be needed.

- 1970 Plan proposal for a realignment of Riggs Road from University Boulevard to the Northwest Branch would seriously detract from TOD efforts. Considered long range in 1990 Plan.
- The area is a potential location for university-oriented housing. University of Maryland staff have expressed interest in keeping student housing within walking distance to campus. The transit link, however, might encourage other university-related entities to locate in this area, and University staff have also expressed willingness to work with the Prince George's County Redevelopment Authority or other appropriate entities in developing a marketing program.
- A graduate design studio at University of Maryland's School of Architecture has prepared conceptual plans for the redevelopment of University

Boulevard from New Hampshire Avenue to the University of Maryland. Copies of this work will be available in February 2003.

Recommendations:

Prince George's County:

- Undertake a community station area planning study or concept plan in conjunction with the International Corridor Study to guide the redevelopment and transformation of the area to more of a pedestrian-oriented main street. This could include a vision for a civic focal point at one of the four corners to act as an anchor for other development. This could be done with or without the Purple Line.
- The planning study should consider modifying existing zoning to allow for the redevelopment of the area into a compact mixed-income center that meets the needs of the existing community and welcomes the future Purple Line.
- Design requirements or guidelines should be considered to bring

buildings up to the street, locate parking on the side or back of the building, require active ground floor uses, and orient building entrances to the street, the transit facility and the pedestrian network.

- Consider establishment of a corridor benefit assessment district well in advance of Purple Line construction to support local affordable housing efforts.

MDOT Study Team:

- Work with the task force of the ongoing Neighborhood Conservation Program study to obtain consensus on a strategy that includes light rail in the median and still provides the pedestrian and bicycle improvements contained in the original streetscape concept.
- Give priority to transit and pedestrian travel, even if the number of vehicular travel lanes needs to be reduced to accommodate the transit.
- At a minimum, the contributions of a transit-oriented redesign of the corridor for reducing vehicle travel

demand in the corridor should be explored in depth.

General:

- A number of positive steps are underway to start the transformation of the University Blvd/Riggs Road station area. Achieving success will require a concerted effort and active leadership from the public sector. A multi-pronged strategy with the Purple Line International Corridor Study to re-plan the land uses and giving priority to transit and pedestrian improvements are all part of a package that can proceed in advance of the Purple Line.
- Explore the potential of creating continuous pedestrian connectivity between the Takoma Langley station area and proposed transit center and this station.
- Independent of the timing of the Purple Line re-anchoring the area as a compact mixed-income pedestrian-oriented center makes sense and should move forward.

Station Location:

- The location of the station is subject to discussion over a future TOD design. We suggest a platform on MD193 just west of Riggs Road.

Sources:

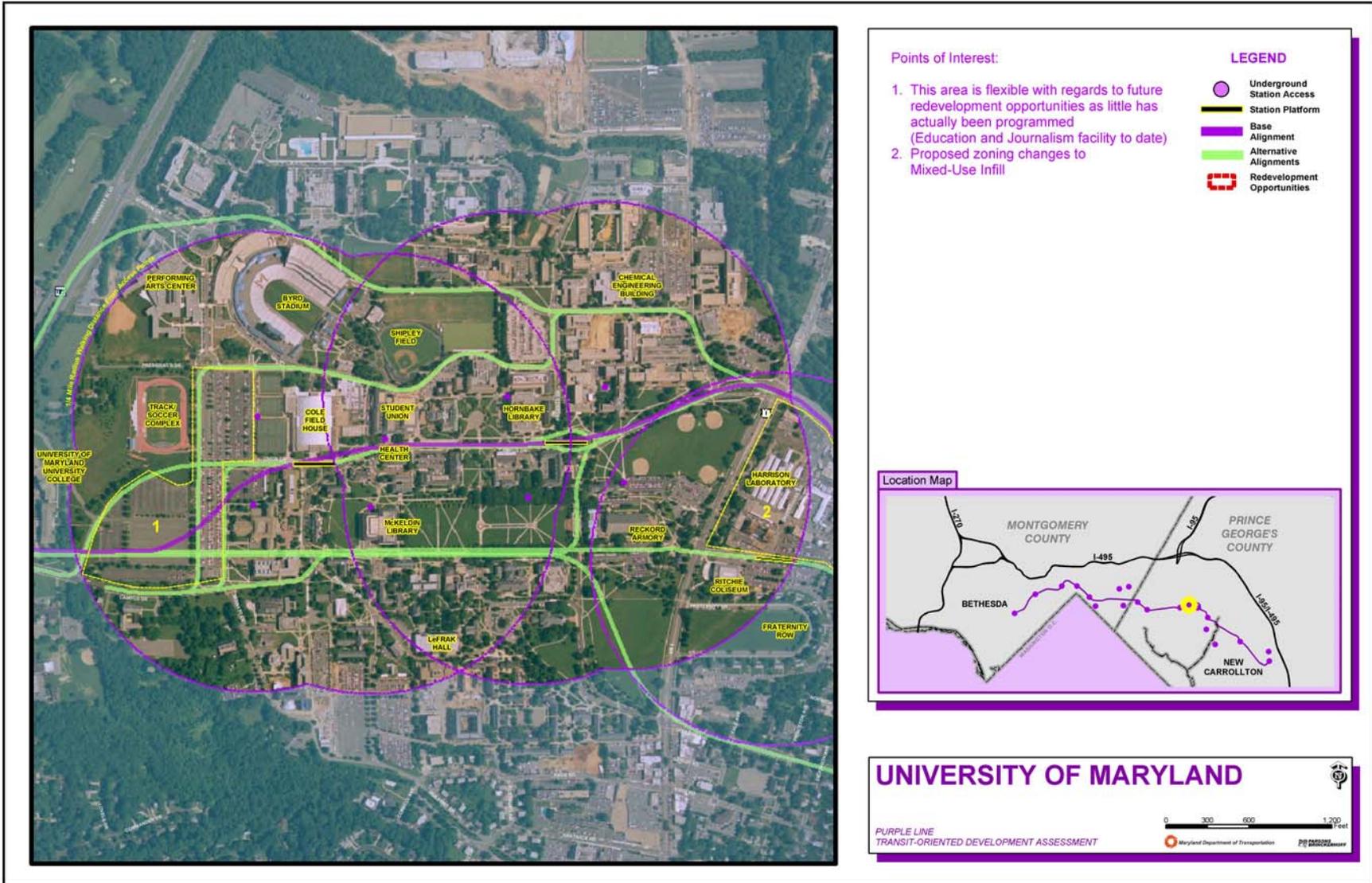
Langley Park - College Park - Greenbelt, Approved Master Plan, October 1989.

Prince George's County Preliminary General Plan, February 2002.

International Corridor Issues Identification Study, March 2002

Community Improvement Initiatives in the University Boulevard Area, June 2002.

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University of Maryland, West/Central Campus

Prince George's County
- UNIVERSITY OF MARYLAND / COLLEGE
PARK

TOD Checklist

✓ **Current Station Area Character:**

This is a confined large college campus environment with 33,000 university students, challenged by a high percent of students/faculty arriving by single-occupant vehicle, limited on-campus parking and roadways. Currently only 7% of trips to campus are by transit. By its very nature, the campus itself caters primarily to pedestrian travel.

✓ **TOD Vision:**

The university has approved and is undertaking a comprehensive facilities master plan that contains expansion plans throughout their campus, including a plan to develop university-owned property in the City of College Park. The University is very interested in expanding the use of transit by students and employees to access their facilities.

The vision for the area is of a cluster of additional academic buildings organized around extensions of a classic open space system. If the Purple Line proceeds, future University facility plans are flexible to include bringing buildings closer to the station location and moving replacement parking further from the transit node.

✓ **Realizing TOD:**

The University setting is not one that invites “traditional” transit-oriented development for residential and commercial land uses and there is no well-established American model for transit-access to universities in suburban settings. The introduction of transit onto the campus should influence the orientation and location of future facilities, as provided in the University Facilities Master Plan.

Surface or Subway

One of the most important decisions about serving the UMD with the Purple Line is whether:

TRANSIT ON UNIVERSITY CAMPUSES



Portland State University.

A modern streetcar runs through the middle of the university at the surface.



San Diego State University.

A new light rail line will soon serve San Diego State with an underground station and surface bus transit mall in the middle of the campus.

- The Purple Line passes through the university campus underground with a subway station, or
- The Purple Line passes through the campus on the surface as part of a well-designed transit mall with a station as part of central plaza.

Both options have advantages, disadvantages and recent university precedents. Portland State University (an urban university on the edge of downtown Portland, Oregon) has a new rail line that runs at grade through the middle of the campus. San Diego State University has a new underground light rail line under construction in the middle of their campus. The station also connects to a surface transit mall where university buses connect to San Diego's light rail transit.

A surface alignment could introduce a "European style" transit mall into the middle of the campus and provide a visual amenity.

An underground station provides the benefits of serving the campus while

maintaining the visual qualities of the campus setting.

Specific Issues and Considerations at this Location:

- At issue is whether to develop an at-grade or underground station (or set of stations). There are preliminary indications of support for a single underground station. However, there is clearly a willingness to entertain other alternatives subject to reasonable tests of their consistency with and supportiveness of campus quality of life and long-range campus-access goals.
- An at-grade alignment may impact campus traffic and must mitigate any limitations placed on current road capacity in the campus.
- A transit mall concept is a possibility, but needs to be clearly defined.
- University policy is to try to constrain parking demand as the campus develops, and future development of the campus core will primarily occur on existing

surface parking lots. With the Purple Line alignment anticipated to involve considerable land currently occupied by surface parking, replacement parking structures may be required.

- A campus way finding system to supplement new station(s) would be required
- There are currently 12,000 beds/33,000 university students
- Current mode split of 7% transit. University clearly interested in reduced SOV use on campus, as indicated in the University of Maryland Facilities Master Plan.
- The campus Facilities Master Plan calls for limited traffic on Campus Drive in the future. It also includes a commitment to increasing the transit orientation of campus, while enhancing the pedestrian environment.
- The University Facilities Master Plan includes a transit plan that assumes Campus Drive as the Purple Line alignment, and integrates bus shuttle services along the alignment. Current University

thinking calls for a multi-modal interface with the Purple Line and shuttle service at the west/central campus location. The goal is to create a balance of both a good transit link and new development potential accessible from the station(s).

- The University Master Plan includes future developments west and east of the central campus. The developments farthest west, closest to the University's major athletic sites, are projected for implementation in the plan's out years (15-20 years).
- The University and City of College Park are on record in support of the three-stop concept for College Park included in the P-6 evaluation for the I-495 Capital Beltway HOV and transit study.
- Empty land and Cole Field House are potential locations for new, transit-oriented development. The Cole Field House location would be on the edge of a significant developable area (existing surface

parking) while still an easy walk to campus facilities.

Recommendations:

The University of Maryland Campus holds the potential to be one of the most important stops on the Purple Line. Across America, university students and activities have proven to be important generators of transit ridership.

Station Location:

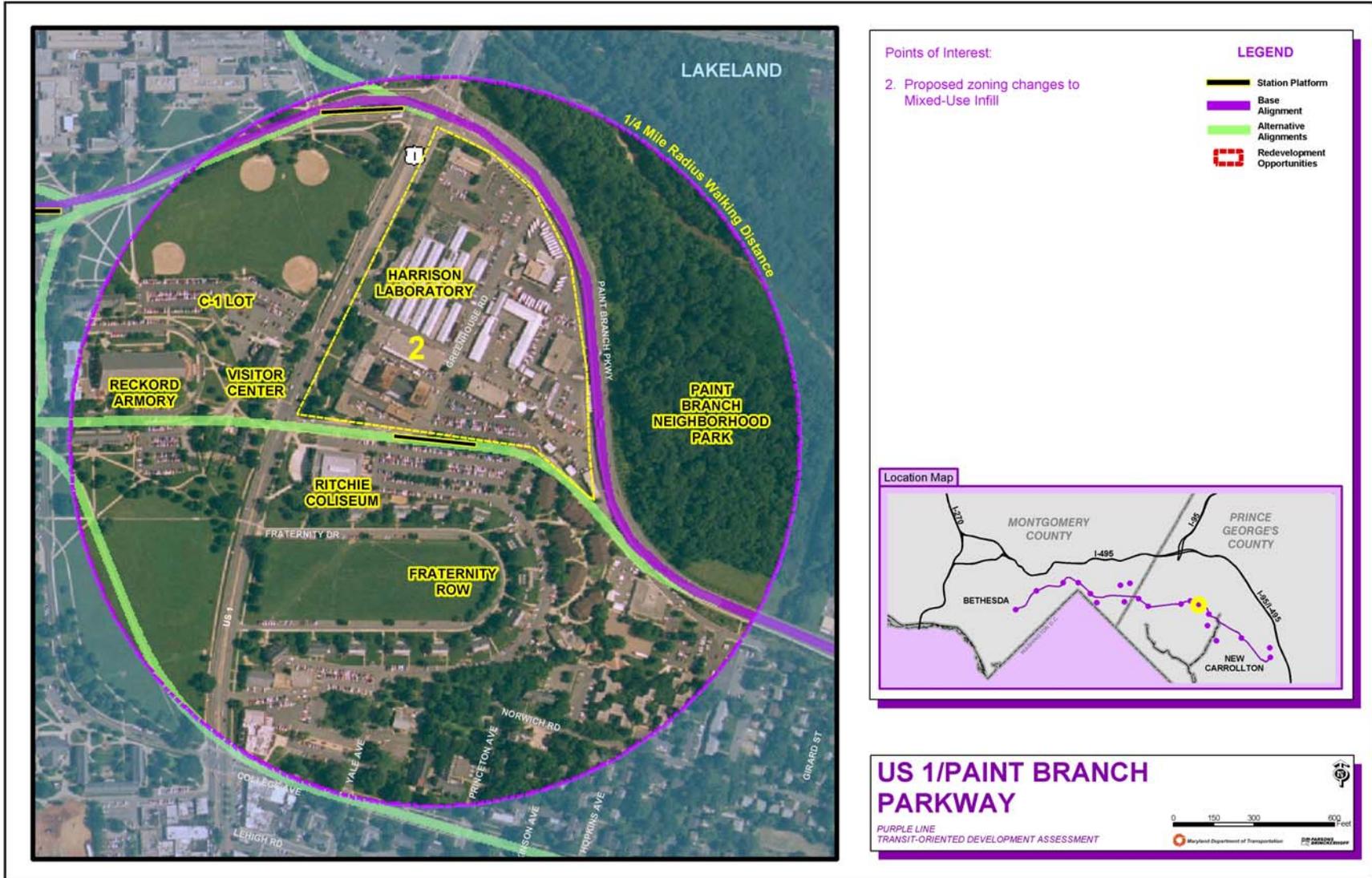
- A station on the central campus should be located as close as possible to the heart of the campus.
- The University of Maryland campus is ideally suited for either surface or an underground alignment. A surface alignment is preferable from cost, perception of improved public safety, and visibility standpoints. An underground alignment provides the advantage of faster travel times for Purple Line riders and less visual impact on today's campus image. We recommend both options be carried

forward into detailed project planning:

- An underground alignment through the campus with two stations, one serving the current west side athletic and other venues; the other more centrally located near the student center. A third station, located along Route 1 is also proposed (see next station profile for details).
- An at-grade alignment through campus with consideration of a transit mall concept along Campus Drive to facilitate the integration of the proposed bus shuttle service with the Purple Line.

Sources:

University of Maryland, Facilities Master Plan 2001-2020, January 2002.



US 1/Paint Branch Parkway, East Campus

Prince George's County
- UNIVERSITY OF
MARYLAND/COLLEGE PARK

TOD Checklist

✓ **Current Station Area Character:**

The US 1 corridor serves as a visual edge for much of the university. The pattern of development outside of university ownership tends to be automobile-oriented. This station would be a major interface between the City of College Park and the University of Maryland. This station is an optional location for service to the University of Maryland in conjunction with the other campus stations.

✓ **TOD Vision:**

The station provides the greatest opportunity to create a compact "transit-village" At the East Campus of the University of Maryland by feeding off the strategic location of the site's proximity to the US 1 gateway. The station location supports the redevelopment/ transportation goals of

the City of College Park and the University.

The station can serve as an important catalyst in facilitating the transformation of this part of US 1 into a pedestrian-friendly front door to the university. The station area could complement the service provided through centrally located stations on the campus.

✓ **Realizing TOD:**

The "triangle" of university property located along Route 1 is targeted for mixed use redevelopment and could provide an important catalyst for creating a walkable village serving the university, College Park and energizing additional transit-oriented redevelopment of the corridor.

Much care and attention will be necessary to knit together the uses along US 1 to create a pedestrian-friendly environment.

Specific Issues and Considerations at this Location:

- The Transportation and Circulation recommendations presented in College Park US 1 Corridor Sector Plan call for accessible and safe circulation for pedestrians, bicyclists, motorists and transit users. Implementation of these goals will be critical for providing adequate access to the station and providing the basis for a TOD model for redevelopment of the corridor.
- Much of the current development in the vicinity of the station is automobile-oriented. The Adopted College Park US 1 Sector Plan includes recommended zoning changes and Development District Standards that can facilitate creating TOD in the area.
- A mixed-use town center is proposed for the SE corner of Paint Branch and Rt. 1. It is anticipated that about 1.5 million square feet of new development will be accommodated. Additional development sites within walking distance include parts of Lot C-1 on the west side of US 1, several sites

north of US 1 and, within the main campus nearby.

- Alignment choices will affect the station location. The ultimate choice should consider an alignment and station location that balances the needs/impact upon UMD facilities and the City of College Park.
- A kiss and ride location may be required at this location and this must be designed in a manner that is sensitive to the historic district and campus character of the area.

Recommendations:

General:

- The stop should provide for safe and convenient at-grade pedestrian crossing of US 1
- Station area planning for the area should be considered as part of the next phase of the Purple Line to help guide the transition of the station area to a compact walkable village that complements the needs of the University, the City of College Park and the Purple Line.

Station Location

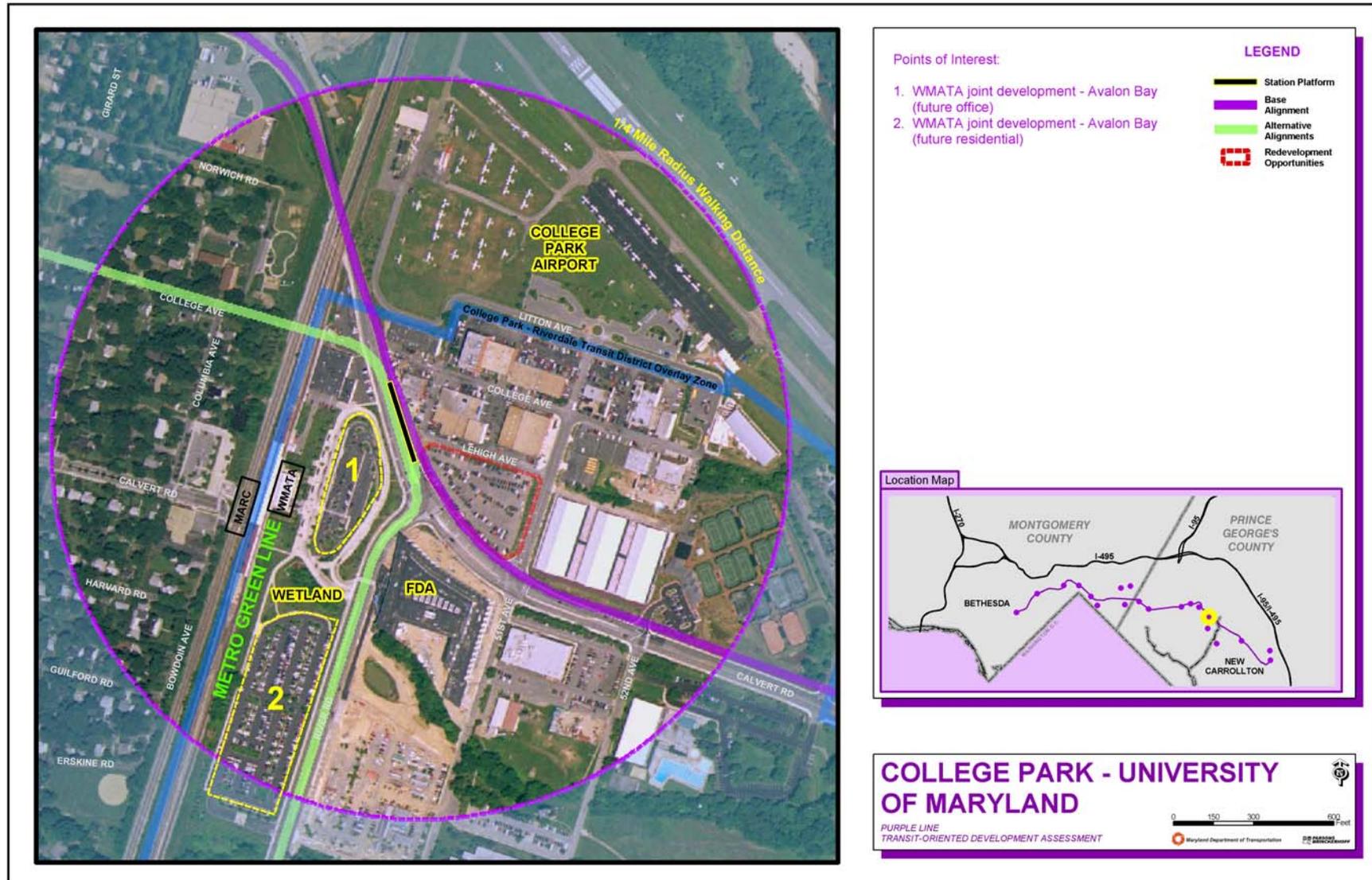
- Consider investigating two locations for the station - one near Paint Branch and US 1 (the "northern" location), which has the advantage of proximity to the existing science area of the Northeast campus district, and the second closer to parking lot C-1 and the visitor center (the "southern" location). This location could have a portal directly at the visitor center as well as in the midst of the new development area and would provide for a shorter crossing between campus and the UM/College Park Metro station. It is also closer to the existing College Park business district. Both locations provide for the integration of one or two portals into the new east campus development.

Sources:

Adopted College Park US 1 Corridor Sector Plan and Endorsed Sectional Map Amendment, October 2001.

University of Maryland, Facilities Master Plan 2001-2020, January 2002

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College Park/University of Maryland

Prince George's County
- *POTENTIAL FOR TOD*

TOD Checklist

✓ **Current Station Area Character:**

This station is a high activity, multimodal transit station. Currently served by Metrorail, MARC, and local buses. Station area serves recently developed Food and Drug Administration federal office site and is the focus of two developments, a research center and a mixed-use residential/office transit-oriented development. The historic College Park Airport is located in the northeast quadrant of the station area. The WMATA tracks serve as a hard edge through the middle of the station area. The west side of the station area is stable and not expected to change in character.

The area to the south of the station in the Transit District Overlay Zone (TDOZ) has great potential for future TOD if the Purple Line is extended south along River Road.

✓ **TOD Vision:**

Unlike most stations on the Purple Line, there are a number of prime development parcels within the eastern station area. WMATA is working with a private company, Avalon Bay, to develop a residential and office project on existing surface parking lots and a bus transfer area.

The design of the Purple Line needs to occur in a manner that embraces both TOD and transit functions.

✓ **Realizing TOD:**

The development anticipated for this site will be mixed use. The design of the Purple Line will need to carefully balance welcoming TOD and accommodating the variety of transit functions available at the site.

Specific Issues and Considerations at this Location:

- A southern alignment down River Road has been identified as a way to serve both the undeveloped land in the southern part of the TDOZ and

make a transition to other stations via Riverdale Road. (see following station profile)

- Proposed joint development and FDA expansion are important considerations for the station location and orientation. (See map.)
- The Transit District Development Plan and TDOZ for the College Park Station balances a number of objectives and needs. From a purely TOD perspective, the TDOZ appears to permit uses other than those that maximize the connection to transit. The TDOZ primarily focuses on three areas defined as:
 - Mixed Use with Residential Component - The only residential component of the TDOZ is recommended for the parcel of land where the right-of-way and River Road converge.
 - Commercial Mixed Use (Office/Retail/Hotel/Light Industrial) - This component is located south of the College Park Airport.

- Planned Employment - Located in the southern portion of the TDOZ, bisected by River Road. The plan calls for “suburban campus” building orientations. There is a density cap from previous subdivision approvals in this area.
- As per TDOZ recommendations, former Maintenance Yard site in the NE corner of the overlay district has been redeveloped as a recreational facility. Plans called for indoor ice-skating and golf facilities, including outdoor tennis courts. While these uses fill an important community need, they are highly land intensive and not particularly transit-friendly.
- Transit transfers between buses, MARC, the Purple Line and Metrorail Green Line are very important considerations for station location and orientation. Locating the Purple Line station to maximize transfers could have the effect of limiting future opportunities for easy and direct pedestrian connectivity between the TOD and the Purple Line.

Recommendations:

City of College Park and Prince George’s County:

- Orient new construction to the existing development.
- Promote TOD on remaining, available parcels.
- Strengthen the Transit District Development Plan with specific design guidelines that support street-front development, pedestrian support requirements, and parking requirements that encourage shared and consolidated parking and placement of parking at the rear of structures throughout this location.

WMATA

- The College Park Purple Line station should be strategically located to provide good access to both development and other transit resources. The perception should be that the station provides direct transit transfers, but also direct service to proposed developments.
- The Avalon Bay joint development project should similarly be planned to welcome and provide a

perception of direct connectivity with the transit resources, particularly the light rail, Metrorail and local bus.

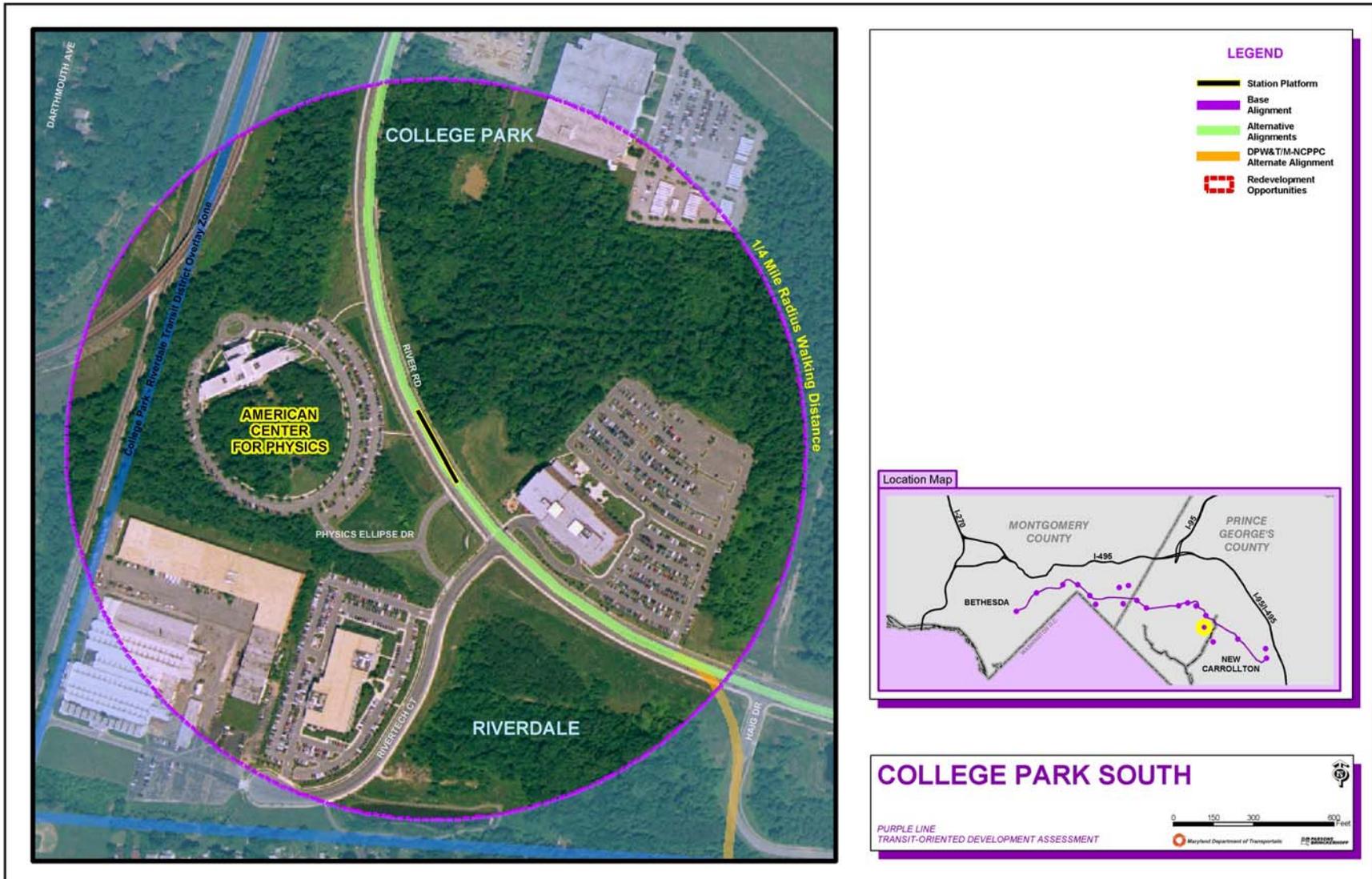
Station Location:

- Provide direct access to the planned development while also keeping in close proximity to existing transportation. This plan incorporates direct physical pedestrian connections between transit facilities, even though the station platform is not immediately adjacent to them.

Sources:

College Park - Riverdale, Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone, 1997.

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College Park South

Prince George's County
- POTENTIAL FOR TOD

TOD Checklist

✓ **Current Station Area Character:**

This station would be located along River Road to the south of the multimodal College Park transit station described in the previous profile. The University of Maryland is planning to develop the area as a high technology jobs center.

✓ **TOD Vision:**

This station would serve a number of available development parcels in the county's TDOZ. This area is currently zoned for a "suburban style" research campus. The introduction of the transit resource provides the opportunity to rethink that vision into one that is more pedestrian and transit-oriented. A research-focused mixed-use development could support users such as hotels, restaurants, housing and retail in addition to the employment.

✓ **Realizing TOD:**

A rethinking of the current TDOZ guiding development in this area, combined with the development of a station area plan could seal the prospects for a successful pedestrian friendly research "triangle".

Specific Issues and Considerations at this Location:

- The Transit District Development Plan for this area of the TDOZ includes a provision for an employment-based development. The plan calls for "suburban campus" building orientations that could be transformed into a transit-oriented mixed-use destination that serves the immediate uses as well as the University. There is a density cap from previous subdivision approvals in this area that would have to be revisited.

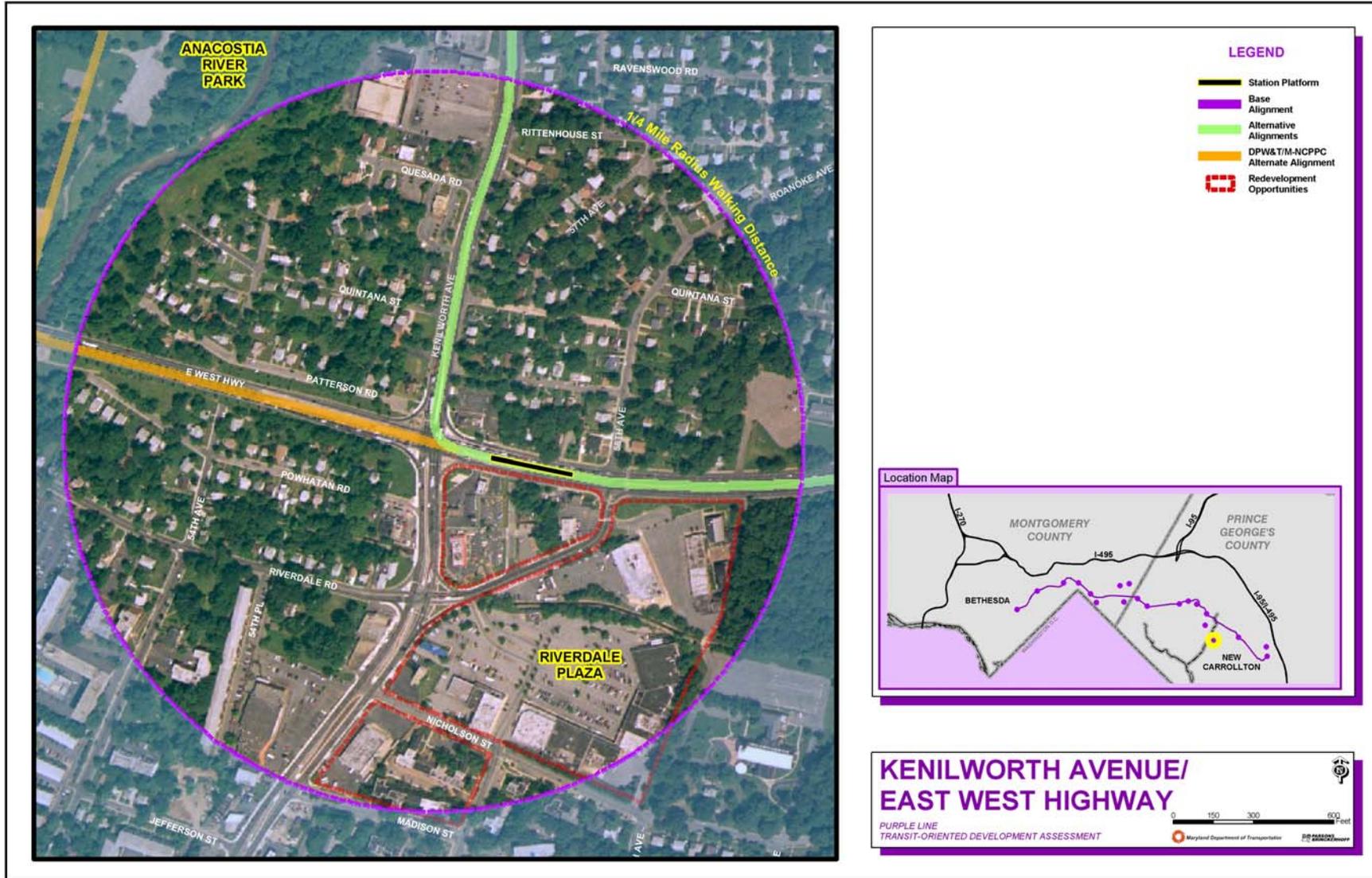
Recommendations:

City of College Park and Prince George's County:

- Strengthen the Transit District Development Plan with specific design guidelines that support street-front development, mixed use development, transit-appropriate densities and building heights, pedestrian support requirements, and parking requirements that encourage shared and consolidated parking and placement of parking at the rear of structures.
- Promote "College Park South" as a research "triangle" employment center with additional supportive developments, such as housing, a hotel and restaurants. Development of this area as a research technology center is a University of Maryland priority.

Sources:

College Park - Riverdale, Transit District Overlay Zone, 1997.



Kenilworth Avenue/ East West Highway.

Prince George's County
- *NEWLY IDENTIFIED STATION*

TOD Checklist

✓ Current Station Area Character:

Area characterized by older suburban single-family housing and shopping and offices.

✓ TOD Vision:

This area has features that could be redeveloped, such as an older strip shopping center.

✓ Realizing TOD:

This area currently lacks the densities and mix of uses that typify transit-oriented communities. A land use vision that complements and welcomes the future transit facility would be critical to ensuring successful transit and TOD.

Specific Issues and Considerations at this Location:

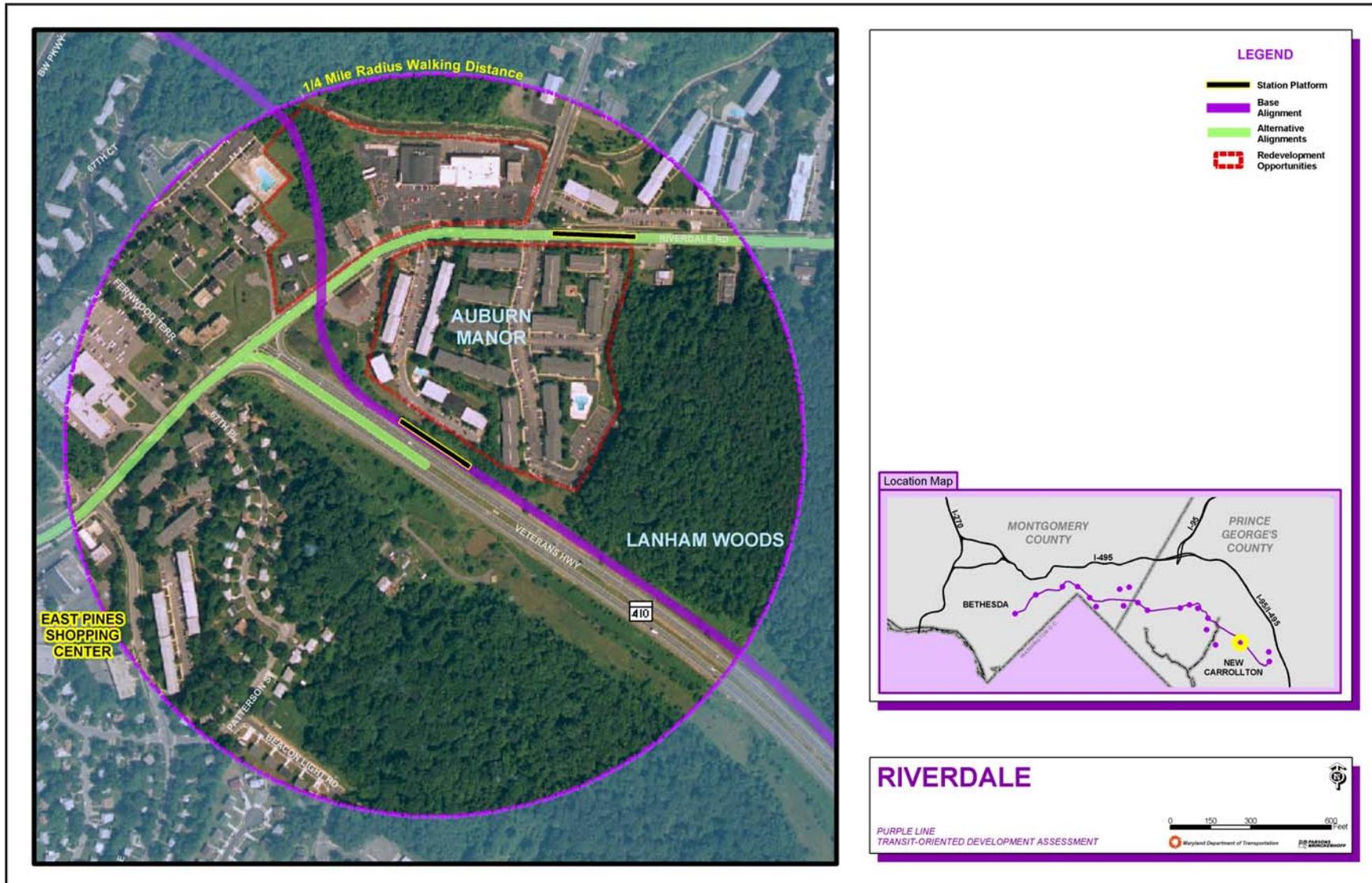
- Station proposed as possible alternative to Riverdale Station as is a station location at the East Pines Shopping Center, closer to MD 450. Both locations offer the potential for integrating a modest amount of parking that could be shared with a transit-supportive development due to good quality highway accessibility.
- This station forces a different alignment from University of Maryland/College Park to proposed Riverdale station. Another alignment was discussed, using River Road, which has more traffic and slower speeds than Riverdale Road.
- The vision for TOD and transit at this location is unknown. The county should take the lead in promoting this as a station site, if desired, and helping to define applicable markets for transit service and redevelopment.
- High traffic speeds and auto-oriented environment are hostile to

pedestrians. Zoning would need to be changed to permit pedestrian and transit supportive development.

- Infill opportunities for future growth and redevelopment of gray fields in southeast sector.
- Proximity of floodplain for the Northeast Branch of the Anacostia River.
- Station envisioned to serve existing uses with some redeveloped areas. The ridership potential is relatively low, however. Spacing between station stops, rather than ridership, drew interest to this location.

Recommendations:

- Not a strong candidate for a station stop. However, if a station were developed, it should be placed to serve Riverdale Plaza or East Pines Shopping Center in hopes that the shopping areas would be magnets for redevelopment. Parking integrated into a TOD redevelopment may improve the transit market at this location.



Riverdale

Prince George's County
- *POTENTIAL FOR TOD*

TOD Checklist

✓ **Current Station Area Character:**

The Riverdale station area has been developed in a very low-density manner relative to the rest of the corridor with the exception of some scattered, auto-oriented multi-family housing. The Briar Ditch drainage area and large stands of trees are dominant features in the station area. Highway access to this location is good.

✓ **TOD Vision:**

The Riverdale station does not appear to be a prime candidate for TOD. The station area appears to offer very limited development or redevelopment opportunities.

The major function of a station appears to be to provide a park and ride.

✓ **Realizing TOD:**

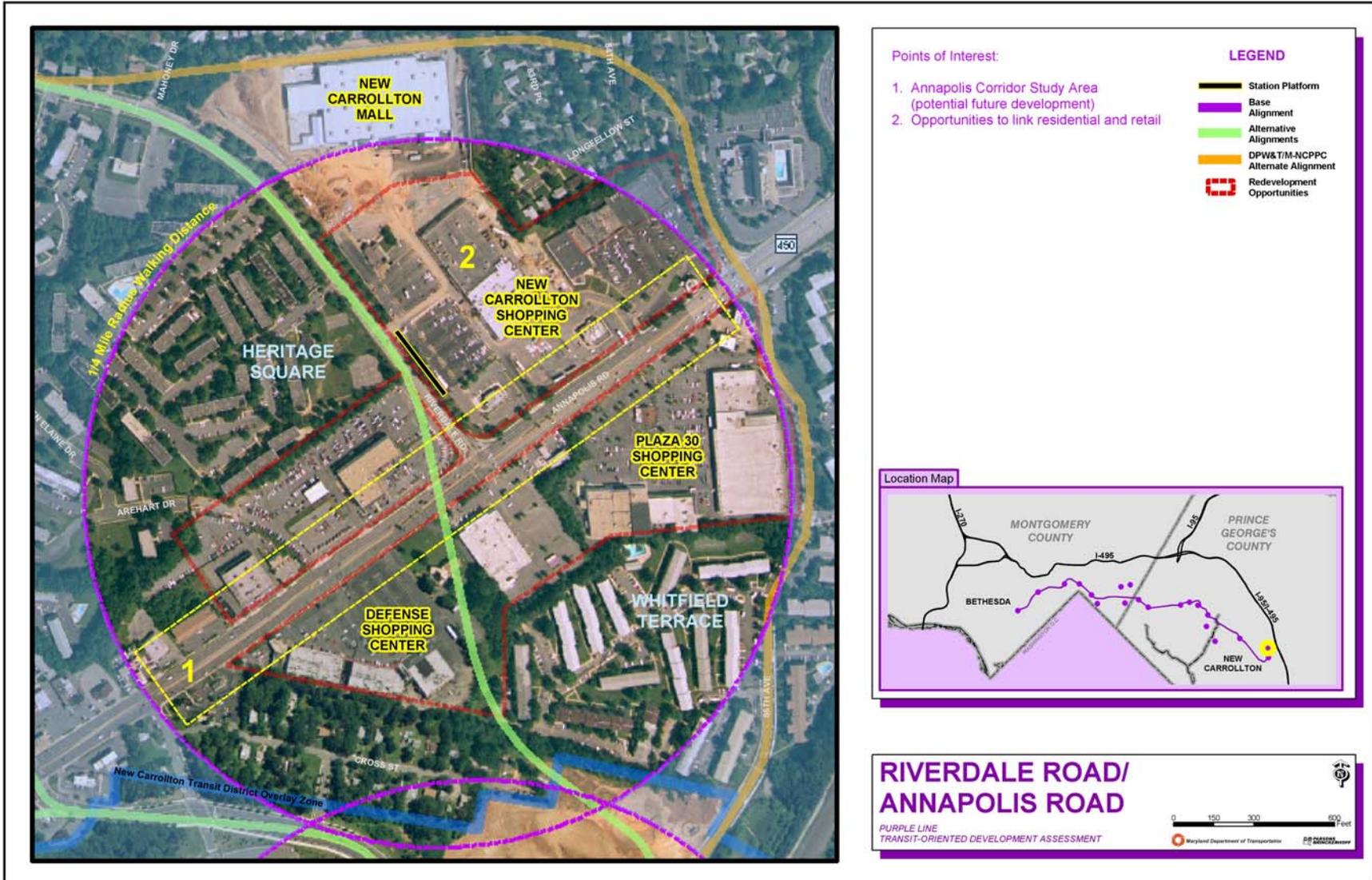
The preconditions for realizing TOD at Riverdale involve a conscious decision to revisit existing plans and intensify development within walking distance of the station.

Specific Issues and Considerations at this Location:

- Current arrangement of land use is pretty scattered and auto-oriented - not conducive to pedestrian travel or transit use. A decision to replan the area to allow intensification to transit supportive densities is likely to meet considerable community opposition.
- There is limited land available for future transit oriented development. A gas station and retail store may be candidates for redevelopment.
- Highway access to this area is good, which may offer opportunities to expand the vision for the station to include a park and ride lot.
- Older housing properties could use transit to encourage better maintenance and redevelopment.

Recommendations:

- WMATA and MDOT should revisit whether to include Riverdale as part of the Purple Line.



Riverdale Road/ Annapolis Road

Prince George's County
- *NEWLY IDENTIFIED STATION*

TOD Checklist

✓ **Current Station Area Character:**

The station area contains a number of stable automobile-oriented retail uses on both sides of MD 450, including the New Carrollton Mall and is surrounded by somewhat dense mutable family development.

✓ **TOD Vision:**

This area has modest potential for TOD development. The county is studying the area.

✓ **Realizing TOD:**

A well-done Transit District Overlay Zone (TDOZ) with strong urban design guidelines, pedestrian, parking and other transit-supportive requirements is recommended to ensure TOD.

Specific Issues and Considerations at this Location:

- The County will study this area as part of the Prince George's County Planning Department's MD 450 Annapolis Road Planning Study, which will commence in the spring of 2003.
- In order to take advantage of TOD development opportunities in this area, zoning changes from C-S-C to M-X-T would be necessary to encourage a mix and intensification of land uses as needed to support transit as well as TOD.
- This location might be a good candidate for intercept parking incorporated into a redevelopment of one or more of the area shopping centers with the transit station.

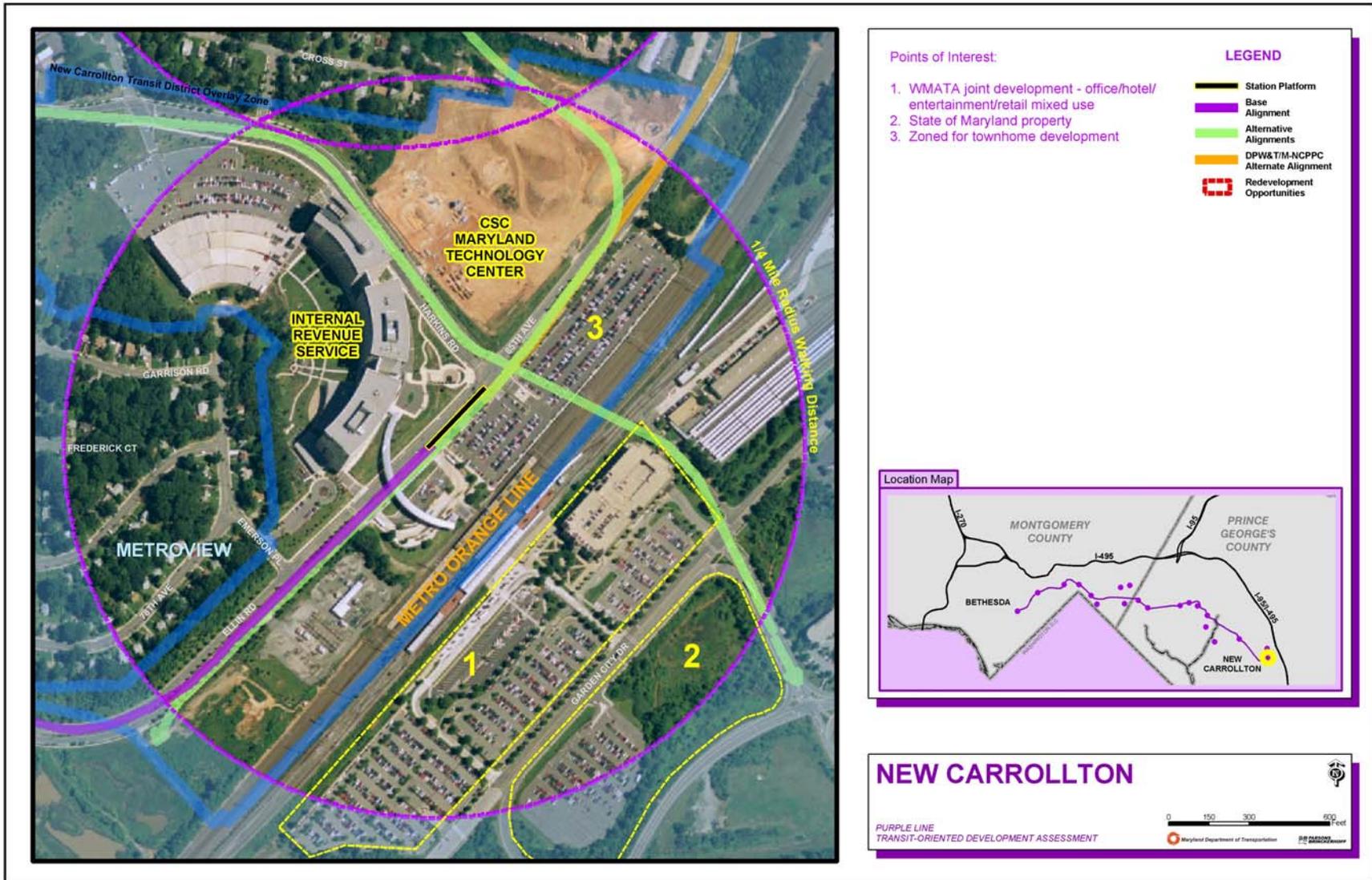
Recommendations:

MDOT Study Team:

- We do not recommend a station here as a replacement for New Carrollton, but it might be a good replacement for the station proposed at Riverdale.

Prince George's County:

- Consider transit and TOD as part of the Annapolis Road Planning Study. Should the concept seem viable, a station area plan should be developed that maximizes the use of the area's existing development resources. Appropriate zoning and streetscape improvements would be needed to support and bring about higher density, pedestrian friendly development.



New Carrollton

Prince George's County
- *POTENTIAL FOR TOD*

TOD Checklist

✓ **Current Station Area Character:**

End station of the Metrorail Orange Line. Also serves the MARC Penn Line with additional connection to Amtrak Acela Regional trains on the Northeast Corridor. The station area includes two large office buildings: the Internal Revenue Service building connected to the station by a long elevated pedestrian walkway and the Computer Sciences Corporation (CSC) Building. These developments have not been favorable to creating a pedestrian friendly environment nor allowed for commercial activity at the street level. The existing transit line serves as a hard edge through the middle of the site.

✓ **TOD Vision:**

The station holds significant promise to transition into an exemplary TOD. There is a significant amount of land in public ownership around the station

that is either vacant or dedicated to transit parking. This land holds the key to whether the future character of the station area can be redefined into a more pedestrian-oriented and transit-friendly manner. WMATA has a proposed joint development on remaining WMATA property. The station area is within a TDOZ and is a designated Metropolitan Center in the Prince George's County General Plan.

✓ **Realizing TOD:**

The future of TOD at this station depends on the joint efforts of the State, WMATA and local officials to make use of available State-owned land, guide development of the joint development proposed on WMATA land, and strengthen the TDOZ with zoning and land use policies that support transit and the pedestrian to offset the current development trends that characterize this station.

More so than any other decision, WMATA's Joint Development project will have significant impact on the future character of the station area. If New Carrollton is to realize the

promise of a TOD, it is critical that the development project occur in a manner that meets TOD principles. The location of the WMATA replacement parking will also be a critically important issue in setting the nature and feel of the station area.

▪ **Specific Issues and Considerations at this Location:**

- While the station area has a high level of transit accessibility and large new office buildings, the nature and pattern of development is automobile-oriented. The pattern of development has occurred in a manner that is transit "hostile" in that it is adjacent to the transit property, but gated parking areas separate the buildings from the transit facilities and entrances to the buildings are not visible from the transit service area.
- The Prince George's County General Plan designation as a Metropolitan Center targets the station area for increased

concentration of development in a transit-supportive manner.

- The TDOZ calls for mixed uses adjacent to the station but recent development has favored a dominance of office space. An introduction of more residential development is recommended for the areas just outside of the immediate station vicinity to help energize the area outside of office hours.
- In addition to the Joint Development site, there is a significant amount of land around the station dedicated to transit parking. The WMATA parcel on the west side of the rail line and the MTA parcel on the eastside can play an important role in defining the future character of the station area. To achieve TOD next to the station MTA should explore a land swap with WMATA in order to locate the parking further away from the station and open-up the parcel for a TOD.
- Depending on travel time, the ability to transfer directly to the

Purple Line at New Carrollton could redirect inbound commuters from MARC/Amtrak to Silver Spring/Bethesda rather than having those riders reach the Red Line at Union Station.

- TDOZ pedestrian circulation plan only addresses Harkins and Ellen Road. Maximum sidewalk width, saved for the distance from station to adequately serve pedestrian traffic to the TDOZ is recommended to extend 100-350 feet. The site designs favor a commuting oriented station, rather than a self-sustaining district.
- New Carrollton is probably one of the most concentrated locations of “high end” office development in the County. The further development of the station area as an intense transit-friendly mixed-use community can have strategic importance for what happens at the other transit stations in the County.
- Look at options for locating stations on the other side of the rail tracks to cluster the mode choices and promote new development.

Recommendations:

County/Local Government:

- Modify current TDOZ guidelines to “force” transit supportive developments and not to approve transit adjacent development designs like those recently implemented.
- Revise the New Carrollton TDOZ assure that new development allowed in the station area is designed and oriented to transit in a pedestrian-friendly manner, contains a mix of uses within the station area, and reduces parking requirements to reflect the presence of transit.

General:

- Prince Georges County and the state of Maryland should work closely with WMATA to assure that any joint development on WMATA land occurs in a manner that supports the transformation of the station area into a walkable mixed-use community. That will require close attention to issues including

site design, land use mix, the pedestrian environment and the scale and location of replacement parking.

Prince George's County Preliminary General Plan, February 2002.

- A high-quality pedestrian-oriented design and intermodal connectivity are critical at the terminal, no matter which alignment is selected.
- MDOT and WMATA ought to conduct a “land swap” of the land they own at this location to incubate TOD at this station site.
- In order to change the nature of the station area, serious consideration should be given to developing the Purple Line station with no new parking.

Station Location:

- Consider the needs for extension of the alignment to the east/south.

Sources:

New Carrollton Transit District Development Plan, April 1989.

Bladensburg, New Carrollton and Vicinity, Approved Master Plan, May 1994.