



## **Purple Line TOD Study**

**Part 1: Existing Conditions**

**Part 2: Market Analysis**

**Part 3: Recommendations**

**Part 4: Appendices**

**May 2013**



**The Maryland-National Capital Park and Planning Commission**

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# Abstract

**TITLE:** Purple Line TOD Study, Parts 1-4

**AUTHOR:** The Maryland-National Capital Park and Planning Commission

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**ABSTRACT:** This document contains text, maps, and illustrations that together present general recommendations for future transit-oriented development and pedestrian/bicycle improvements for five Purple Line stations to be located at sites outside of areas covered by recently approved sector and transit district plans. The five stations are Riverdale Road (Beacon Heights), Riverdale Park, M Square (River Road), College Park-University of Maryland, and West Campus (University Hills).

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# Executive Summary DRAFT

## Overview

Prepared by the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC), in collaboration with the consultant team led by Design Collective, the Purple Line TOD Study sets forth development concepts and strategies to maximize the transit-oriented development (TOD) potential and accessibility of five planned Purple Line stations in Prince George's County:

- Riverdale Road (Beacon Heights)
- Riverdale Park
- M Square (River Road)
- College Park-UMD
- West Campus (University Hills)

While Prince George's County anticipates eleven stations as part of the Purple Line, the study's scope focused on the five station areas for which no new or updated sector or transit district development plans have been prepared since the 2002 General Plan was approved.

The intent of the study is to advance the long-term goals defined by the 2009 *Approved Countywide Master Plan of Transportation* and to inform the efforts of the Maryland Transit Administration (MTA) as it prepares and refines the Purple Line alignment, station location and design, and environmental impact statement.

Building on the completed Purple Line 2010 *Bicycle Access and Bicycle Hub Location Study*, the 2011 *Corridor Access Study (CAST)*, and the 2009 *Central Kenilworth Avenue Revitalization Study*, the Purple Line TOD Study evaluates current conditions and market prospects within a half-mile radius of the five stations to craft:

- Development concepts
- Short- and long-term redevelopment strategies
- Open space and infrastructure recommendations
- Zoning templates to guide future rezoning recommendations
- Implementation recommendations
- Urban design guidelines

## Community Outreach and Participation

A comprehensive and strategic public outreach program informed the Purple Line TOD study. The study employed a range of communication tools to facilitate and broaden community participation, including a project web site, newsletters, media advisories, bilingual e-mail notices and flyers, and a business survey. These efforts supplemented the input and feedback received during 12 stakeholder workshops, targeting local residents and business and property owners; municipal briefings with the Town of Riverdale Park; and coordination meetings with key agency partners: the Department of Parks and Recreation, the Maryland Department of Transportation (MDOT), the Prince George's County Department of Public Works and Transportation (DPW&T), and the Washington Metropolitan Area Transit Authority (WMATA).

## Phases

The study consisted of four phases. The purpose of the first two phases was to prepare for and solicit community feedback on the opportunities and

challenges of promoting TOD and neighborhood revitalization around each of the five stations. The third phase focused on envisioning how the station areas might evolve over the upcoming two decades to effectively capitalize on the Purple Line. During this phase, stakeholders reviewed proposed land use and urban design changes; pedestrian, bicyclist, and road improvements; station characteristics; and new amenities and open spaces. The final phase refined each of the station's development concepts and identified implementation strategies.

## Background

The Purple Line is a proposed 16-mile, 21 station, light-rail transit line extending from New Carrollton in Prince George's County to Bethesda in Montgomery County. The Purple Line will provide the Washington

metropolitan region's first circumferential rail transit service by providing connections at four Metrorail transfer stations: Bethesda and Silver Spring (Red Line), College Park-UMD (Green Line), and New Carrollton (Orange Line). The transit line comprises 21 planned stations: 11 in Prince George's County and 10 in Montgomery County. MTA is charged with the design, construction, and operation of the Purple Line.

On October 7, 2011, Governor Martin O'Malley announced that the Federal Transit Administration (FTA) gave its approval for the Purple Line to move forward and enter the Preliminary Engineering (PE) phase. During this phase, MDOT is refining conceptual station area plans, schedules, and cost estimates; working with affected communities to develop measures to mitigate outstanding concerns and issues; and preparing the light rail's final environmental impact statement (FEIS). The PE phase will conclude during summer 2013 with a record of decision by the FTA. If the FTA gives MDOT the go-ahead to begin final design, construction of the Purple Line could begin as early as 2015 with the start of service coming as early as 2020.

## Station Recommendations

### *Riverdale Road (Beacon Heights)*

The Riverdale Road (Beacon Heights) station area represents a stable residential community with more than 6,000 residents (approximately 1,750 households). Commercial development, including the East Pines and Wildercroft Shopping Centers, convenience retail, and three gas stations, is oriented toward MD 410 (Riverdale Road), an existing arterial road and key connector to two vehicular thoroughfares: the Baltimore-Washington Parkway and MD 410 (Veterans Highway).

While there is limited demand for new office and retail in the short term, established businesses would benefit from façade enhancements once the Purple Line begins operation. Longer-term redevelopment potential within a half-mile radius of the proposed station is concentrated at the county's Police Department's Special Operations Division and Park Police Headquarters facility and at the existing East Pines Shopping Center.

Recommendation highlights for the Riverdale Road (Beacon Heights) station area include:

- Constructing an at-grade station that is accessible, well-lit, and connected to local bus and shuttle services.
- Over the medium- to long-term, redeveloping the Police Department's Special Operations Division and Park Police Headquarters facility and the existing East Pines Shopping Center with pedestrian-friendly, mixed-use development, featuring two- to five-story multifamily residential over targeted ground-floor retail.
- Concentrating new neighborhood-serving commercial uses along Riverdale Road between 67th Court and Fernwood Terrace and between 66th Avenue and 67th Avenue.
- Integrating new public spaces as redevelopment occurs, including a station plaza at the intersection of Riverdale Road and 67th Avenue and a community square at the police facility site.

### **Riverdale Park**

The Riverdale Park station area is home to approximately 9,000 residents (2,400 households) and is defined by a patchwork of uses, including single-family and multifamily neighborhoods, a commercial core, an extensive open space network, and three historic sites: the Browning-Baines House, Riverdale House Museum, and Riverdale Baptist Church (Refreshing Spring Church of God). The Central Kenilworth Avenue business corridor dominates the core area with three aging shopping centers, neighborhood-serving retail, and storefront office uses.

Two vehicular thoroughfares—MD 410 (East West Highway/Riverdale Road) and MD 201 (Kenilworth Avenue)—traverse the study area, providing commuters with access to regional corridors while also creating barriers to pedestrian and bicycle connectivity.

While market analyses reveal limited demand for new office and retail offerings, the Purple Line TOD Study recommends enhancing established businesses through façade improvement programs and proactively retaining retail and entertainment anchors, such as Rinaldi's Riverdale Bowl, which serve as a regional draw. Longer-term redevelopment opportunities within a half-mile radius of the proposed station include Riverdale Plaza Shopping Center, Kenilfair Plaza, several large, commercial properties along Riverdale Road and Kenilworth Avenue, and a number of multifamily properties.

Recommendation highlights for the Riverdale Park station area include:

- Ensuring the design of the station reflects the cultural diversity and vibrancy of the surrounding communities.
- Encouraging redevelopment opportunities to capitalize on the elevated nature of the Riverdale Park Station.
- Concentrating new two- to five-story, mixed-use development within a core four-block area.
- Lining Kenilworth Avenue, Riverdale Road Extended, and the proposed extension of 56th Avenue with ground-floor retail and populating

upper floors of new development along Kenilworth Avenue with neighborhood-serving office.

- Ensuring a balanced mix of housing types designed to meet the needs of residents at all stages of life.
- Transforming Riverdale Road Extended to Greenvale Parkway into an east-west greenway and public amenity, connecting the area to the Anacostia Tributary Trail System.
- Integrating new public spaces, such as a plaza and pocket park near the proposed station and a community green opposite St Bernards Roman Catholic Church.
- Retaining and strengthening existing businesses through coordinated planning, technical and financial assistance, and marketing programs.
- In the short-term, converting Kenilworth Avenue into a shared-use street with wide outside travel lanes for shared vehicular and bicycle use and widened sidewalks; improving lighting, landscaping, and bus stops; and redesigning the intersection at Rittenhouse Street.
- In the longer-term, incorporating designated bike lanes onto Kenilworth Avenue, East West Highway, and Riverdale Road.

### **M Square (River Road)**

The M Square station area falls within the municipal boundaries of the City of College Park and the Town of Riverdale Park. Public land predominates with the State of Maryland, M-NCPPC, Washington Metropolitan Area Transit Authority (WMATA), and the federal government claiming ownership of more than 90 percent of the land area. While the area serves as a major county employment and research park, it also includes the Riverdale Park Historic District as well as significant parkland.

Parts of the study area are subject to the height and notification requirements of Aviation Policy Area (APA-6) and the development standards and guidelines of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone*. In addition, approximately 131 acres are encumbered by covenants between the Town of Riverdale Park and ACP Industries. These restrictions, in conjunction with current federal tenant security needs, create hurdles to shifting the development pattern of the Town of Riverdale Park and the City of College Park from suburban and autocratic to more urban and transit oriented.

Kenilworth Avenue and River Road connect area commuters to larger transportation corridors, such as the Baltimore-Washington Parkway to the east, I-495 to the north, and East West Highway to the south. The MARC Camden Line and the Metro Green Line provide critical transit access, while the Anacostia Valley Trail System runs to the east, connecting to larger greenway networks north and south.

The commercial office market presents an opportunity for additional development in the M Square station area. New office development in this area prior to and following the construction of the Purple Line could result in up to 230,000 and 160,000 square feet of new development, respectively. Such growth is projected to support up to 9,000 square feet of retail and be complemented by approximately 90,000 square feet of flex/industrial

space. Available development sites will capture the bulk of newly generated residential demand for multifamily units. In the midterm, the M Square Research Park could enhance its competitiveness in the regional office market by creating a more appealing and active environment featuring new restaurants, public open spaces, trails, and residential uses.

Recommendation highlights for the M Square (River Road) station area include:

- Ensuring the design of the station highlights the area's importance as a key employment, research, and technology center in the county.
- Supporting infill office and research facilities within the M Square Research Park in addition to new office development north of the extended Rivertech Court.
- Fostering a concentrated but vibrant mix of uses, including pedestrian-friendly retail, restaurants, and residential development, around the proposed station and framing University Research Court, Haig Drive, and Rivertech Court.
- Incorporating pocket parks and greens to address office workers' desires for outdoor seating and eating areas as well as to accommodate community activities for future residents.
- Integrating new and enhanced trail connections into the station area and the Anacostia Tributary Trail System.
- Reviewing development regulations for their compatibility with TOD principles.

### **College Park-UMD**

The College Park-UMD station area also falls within the municipal boundaries of the City of College Park and the Town of Riverdale Park. Bisected by the Metrorail/MARC line, the area is defined by two distinctly different development patterns. To the west lie the historic districts of Old Town College Park and Calvert Hills, home to approximately 620 households and concentrated commercial and institutional properties along US 1 (Baltimore Avenue) and Paint Branch Parkway. To the east, the established small block and street pattern gives way to an office/industrial park environment, the historic College Park Airport and recreation facilities.

Similar to the neighboring M Square (River Road) station area, the majority of the land within the College Park-UMD station area is publicly owned. Parts of the College Park-UMD study area are subject to the height and notification requirements of Aviation Policy Area (APA-6), the development standards and guidelines of the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone*, and the development covenants between the Town of Riverdale Park and ACP Industries. These restrictions (in conjunction with current federal tenant security needs), despite the proximity of the College Park-UMD Metro and MARC Stations, create impediments to a more pedestrian- and transit-oriented environment.

Paint Branch Parkway, which serves as a gateway to the University of Maryland-College Park (UMD), travels through the station area as do a series of bus routes. The Metro and MARC stations provide residents, employees, and students critical links to points north and south.

Market forces will drive development in the College Park-UMD area contingent upon the availability of developable land and the opportunity to expand existing office complexes. In addition to approved applications, market analyses suggest a demand for up to 46,000 square feet of office, a limited number of new retail offerings, and 1,200 units (housing dynamics are heavily influenced by the area's proximity to UMD) prior to the opening of the Purple Line. The proposed Purple Line and WMATA's joint development is expected to further stimulate demand, resulting in steady office and residential growth through 2025.

Recommendation highlights for the College Park-UMD station area include:

- In the short term, advancing the redevelopment plans for the WMATA-owned site between the Metrorail and MARC rail lines and River Road proposes two 6-story buildings with ground-floor retail and a 5-story multifamily building wrapping structured parking.
- In the longer term, encouraging major holdings along River Road, Paint Branch Parkway, and College Avenue to redevelop as a mix of office and residential development with ground-floor retail.
- Encouraging new multifamily development north of Paint Branch Parkway along 51st Avenue and at WMATA's proposed mixed-use development.
- Concentrating targeted ground-floor retail along Paint Branch Parkway, River Road, and River Road Extended north of Paint Branch Parkway.
- Restoring the greenway extending from River Road to the Anacostia Tributary Trail System.

### **West Campus (University Hills)**

The West Campus station area comprises a mix of existing residential development—the 331-unit Graduate Hills apartment complex and the established neighborhoods of University Hills and Adelphi—and commercial and institutional properties, including several M-NCPPC- and university-owned facilities and religious institutions. The orientation of the area toward UMD is noteworthy and suggests new development be closely coordinated with the university's master plan of development.

Major vehicular thoroughfares—Adelphi Road and MD 193 (University Boulevard)—bisect the station area with commuters and students relying on Campus Drive to connect to these corridors and US 1 (Baltimore Avenue) to the east.

While the market does not currently support new retail or office development, infrastructure and streetscape improvements and targeted (re)development, accompanying the construction of an accessible and integrated Purple Line station, have the potential to reposition the West Campus station area as a credible alternate gateway to the UMD-College Park campus.

Recommendation highlights for the West Campus station area include:

- Ensuring that design and development are consistent with the area's role as a western gateway to UMD.

- In the longer term, concentrating a mix of uses—multifamily development with ground-floor retail and restaurants—at the proposed station and at other key locations along Campus Drive.
- As demand warrants, supporting the redevelopment of residential parcels west of Adelphi Road as new apartments and/or townhouses.
- Minimizing the impact of new development on the natural environment through sustainable design.
- Incorporating new pocket parks adjacent to residential buildings to provide areas for community activities.
- Constructing a new pedestrian/bicycle greenway along Turtle Creek connecting to UMD’s expanded botanical gardens.

### **Zoning Template**

The Purple Line TOD Study created a zoning template, consisting of station-specific zoning plans and TOD zoning standards, to help inform future planning efforts and encourage transit-oriented, mixed-use development consistent with the development concepts envisioned by stakeholders. The template and accompanying station-specific zoning plan diagrams are intended to provide a basis for future zoning revisions to achieve the goal of TOD redevelopment; to provide attractive and safe places to live, work, shop, dine, and play; and to provide convenient and safe pedestrian and bicycle access to transit.

The zoning template has been applied to the five Purple Line stations discussed in this report to illustrate specific applications. However, the broader intent is for this template to be applicable to all areas served by fixed-guideway (Metro, commuter rail/Amtrak, light rail, and future rapid bus) transit within Prince George’s County.

### **Implementation Strategies**

The study identifies implementation strategies and alternative funding sources to support existing and new commercial businesses and services along the proposed Purple Line and provide mixed-income housing opportunities at a variety of price points. These include providing technical and financial assistance, mitigating construction-related impacts, promoting affordable federal housing tools, expanding and marketing state/local affordable housing programs (including foreclosure prevention and code enforcement), and identifying funding sources.



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# Purple Line TOD Study

## Part 1: Existing Conditions

May 2013



The Maryland-  
National Capital  
Park and Planning  
Commission

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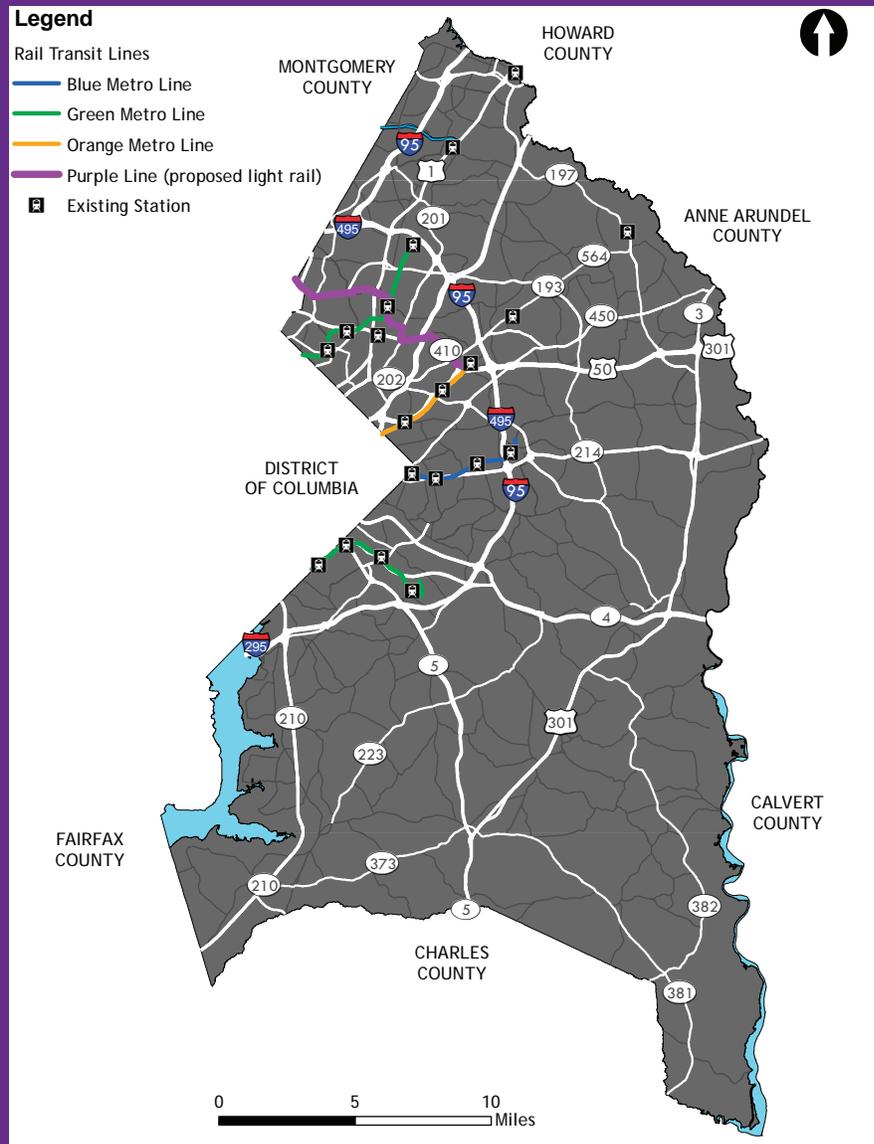
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## Overview

As part of Governor O'Malley's "Smart, Green & Growing" initiative, the proposed Purple Line will provide additional transportation options in the congested corridor between New Carrollton and Bethesda. The Purple Line, a planned 16-mile, light rail transit (LRT) line, has 11 of its 21 stations in Prince George's County.

*"The Purple Line will be an environmentally friendly option that will reduce gridlock and connect citizens to economic opportunities throughout the region."*

— Governor O'Malley

The Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission

(M-NCPPC), along with a consultant team, is working with local residents, business owners, and other key stakeholders to develop transit-oriented community plans for five Purple Line station areas. This effort is referred to as the Purple Line TOD Study.

The Purple Line TOD Study will conclude in January 2013 with the presentation of the final draft study report to the Planning Board. This document comprises the study report and is divided into three parts: Part 1: Existing Conditions, Part 2: Market Assessment, and Part 3: Recommendations. The key transit-oriented development recommendations from this study will serve as the basis for future sector plans, transit district development plans, and sectional map amendments in the areas surrounding the five targeted Purple Line stations.

# 1.1 Background

The Purple Line is a proposed 16-mile, east-west, LRT line extending inside the Capital Beltway from New Carrollton in Prince George’s County to Bethesda in Montgomery County. The Purple Line will provide the Washington metropolitan region’s first circumferential rail transit service by providing connections at four Metrorail transfer stations: Bethesda and Silver Spring (Red Line), College Park-UMD (Green Line), and New Carrollton (Orange Line). The Purple Line is designed to promote economic development and transit mobility options in southern Montgomery County and northern Prince George’s County.

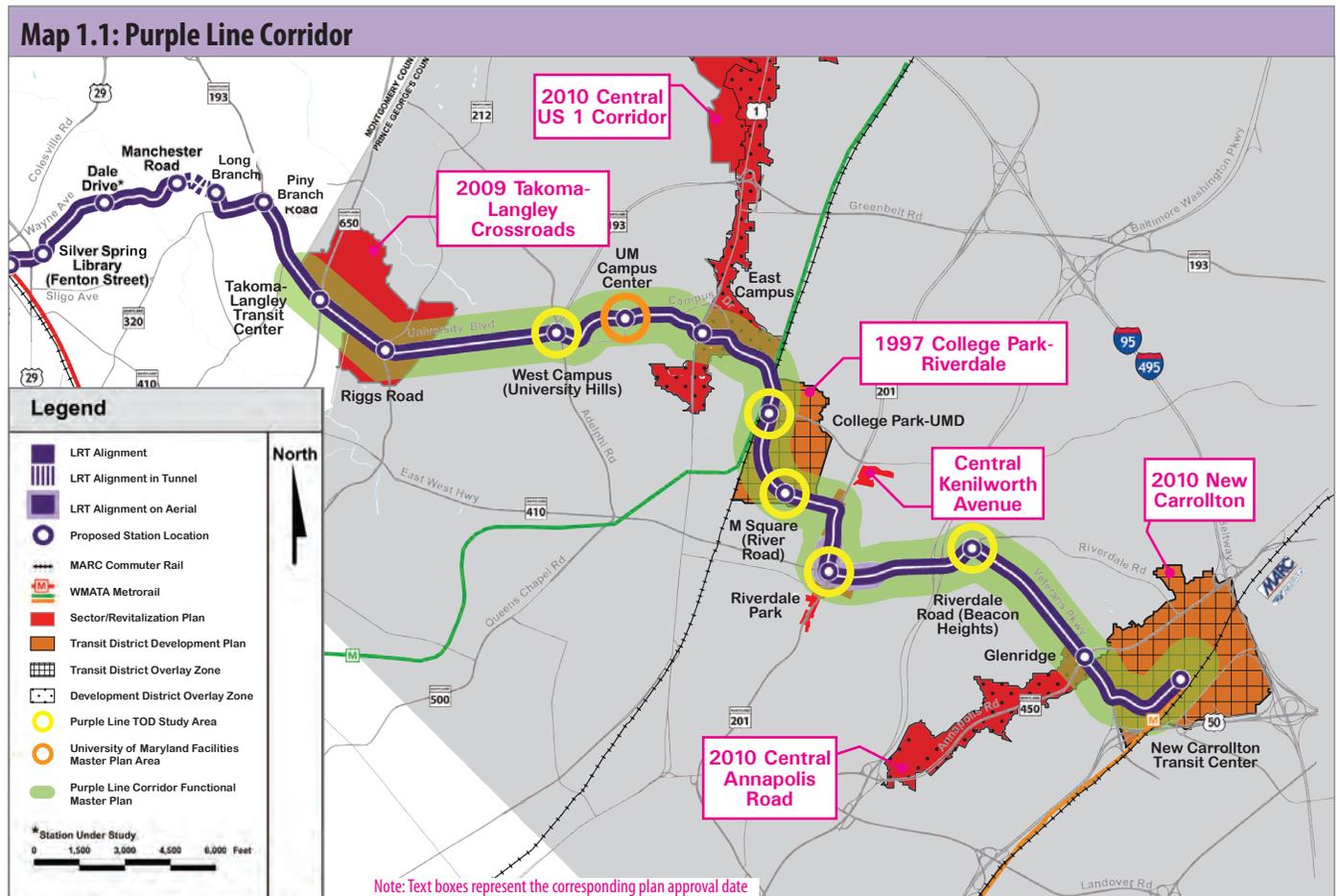
The Purple Line will connect existing mixed-use employment centers in Bethesda and Silver Spring with emerging development centers in Prince George’s County. Purple Line LRT service will also facilitate faster and more convenient east-west travel between these communities for people who depend on public transit for work and nonwork trips. Finally, the Purple Line will provide more direct access to MARC commuter rail service at the New Carrollton and College Park-UMD Metro Stations, to Amtrak intercity rail service, and to intercity bus service at the New Carrollton Metro Station.

On October 7, 2011, Governor Martin O’Malley announced that the Federal Transit Administration gave its approval for the Purple Line to move forward

and enter the Preliminary Engineering (PE) phase. The Maryland Transit Administration (MTA) has begun PE and preparation of a final environmental impact statement.

Through the PE phase, MTA is currently refining conceptual station area plans and working with affected communities to develop measures to mitigate outstanding concerns and issues. While MTA is focused on the location of specific stations and the Purple Line route, M-NCPPC’s efforts are focused on transit-oriented development (TOD) plans surrounding the currently proposed station locations.

Map 1.1 shows the Purple Line Corridor in relation to several approved sector plans, transit district development plans, and a community revitalization plan. These plan areas are identified on the map. Six of Prince George’s County’s eleven Purple Line stations will be located in small-area plans that have been approved since the completion and approval of the 2002 *Prince George’s County Approved General Plan*. The five Purple Line stations that are the focus of this study are in locations governed by a pre-2000 small-area plan (1997 College Park-Riverdale Park) or in locations where no small-area plan has ever been prepared.



## 1.2 Previous Plans and Studies

Since 1990, Prince George's County has approved three master plans and a transit district development plan that cover the communities through which the Purple Line will run. Each master plan is intended to provide a general vision of future development within its area, including public facilities, living (residential) areas, and commercial activity areas. In addition, the county approved its general plan in 2002 and a functional master plan for green infrastructure in the county in 2005. Each of these plans is discussed in more detail below:

### ***1990 Langley Park-College Park-Greenbelt Approved Master Plan (October 1989) and Adopted Sectional Map Amendment***

The study area of the 1990 Langley-College Park-Greenbelt Master Plan encompasses areas mostly to the north of this Purple Line planning study area. However, the plan targeted five key properties (now, largely, M Square) for development of up to 2.5 million square feet of employment in a 60/40 split of research/development to general office. The plan includes a comprehensive inventory of existing conditions, demographic and socioeconomic indicators, land use and zoning, and streets and transportation systems. The plan outlines specific recommendations for land use and rezoning; new streets, roadways, intersection improvements, and capital infrastructure projects; historic preservation; and public facilities. The plan includes sectional map amendments.

### ***1994 Planning Area 68 Approved Master Plan and Sectional Map Amendment***

The 1994 Planning Area 68 Master Plan contains maps and supporting text, zoning proposals, and a vision for the future of the Riverdale community (now Riverdale Park) and areas along River Road and north to Paint Branch Road (at that time, Calvert Road). The plan addresses very conceptual strategies for neighborhood preservation (including Riverdale Park), commercial and employment, transportation, trails and parks, natural resource protection, and public facility needs for the study area. The plan calls for the M Square area to be an employment center.

### ***1994 Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment***

The 1994 Bladensburg-New Carrollton and Vicinity Master Plan contains maps and supporting text that update and supersede a number of previously prepared plans and includes a new sectional map amendment. The northern portion of the master plan study area includes land east of Kenilworth Avenue, north to Good Luck Road, along East West Highway, and along Riverdale Road and Veterans Parkway. The plan includes analyses of population, employment, land use, and zoning information. The plan addresses study areawide and neighborhood specific recommendations for rezoning, economic development incentives, façade and commercial property improvement programs, community organizations and partnerships, transportation system and transportation demand management programs, trails, and streetscape and urban design guidelines.

### ***1997 Approved Transit District Development Plan (TDDP) for the College Park-Riverdale Transit District Overlay Zone (TDOZ)***

The 1994 College Park-Riverdale TDDP includes maps, text, and supporting graphics documents to guide land use and zoning policy and development within the designated TDOZ, the area today known largely as M Square, bounded by the rail corridor to the west, the College Park Airport to the north, the Northeast Branch of the Anacostia River parkland to the east, and Tuckerman Lane to the south. This area is, essentially, the same area that encompasses the Purple Line study areas of College Park-UMD and River Road stations. Use and development of all land and the issuance of all permits in the TDOZ are controlled and guided by the TDDP. TDDP is anchored, in large part, by the College Park Metro Station. Key plan objectives include creating an attractive, pedestrian-friendly transit district; enhancing local economic development; regulating conceptual and detailed site plan submission requirements; and changing zoning to allow mixed-use.

### ***2002 Prince George's County Approved General Plan***

The 2002 General Plan outlines comprehensive recommendations for guiding future development. The 2002 General Plan includes specific goals, objectives, strategies, and actions for development patterns within the three tiers (Developed Tier, Developing Tier, and Rural Tier) and for centers and corridors; environmental infrastructure, transportation systems, and public facilities; economic development; housing and community character elements; revitalization, urban design, and historic preservation; and implementation.

The 2002 General Plan recognizes the importance of revitalizing and growing centers and corridors. Regional centers are served by bus and rail and may be appropriate locations for mixed-use, higher density housing, and employment. Community centers should also be served by transit; provide community-oriented services, land uses, and activities; and may include mixed-use and higher intensity development.

Among many policies for the Developed Tier, which includes the five Purple Line station areas, the 2002 General Plan encourages medium- to high-density, mixed-use, transit- and pedestrian-oriented development; suggests incentives and regulations (zoning, flexible design standards, etc.) that encourage infill development; recommends improving the image and mix of uses along major roadways (design guidelines, infill, zoning for commercial uses, land assembly, etc.); and recommends an integrated transportation system that promotes development and revitalization, assigning high priority in the Capital Improvement Program (CIP) for pedestrian and transit infrastructure. The 2002 General Plan explicitly establishes TOD as an important goal, suggesting density, diversity, and design as important TOD principles.

### ***2005 Countywide Green Infrastructure Plan***

The 2005 Green Infrastructure Plan defines green infrastructure as "a contiguous network of environmentally sensitive areas, including waterways, wetlands, woodlands, wildlife habitats, and other natural areas of countywide significance." The plan sets forth goals, objectives, and policies for preserving, protecting, and enhancing these elements. The Northeast and Northwest

Branches of the Anacostia River are recognized as important resources and are targeted as needing protection. The plan advocates that, in areas where important green infrastructure exists, flexible design standards should be considered that will, among other objectives, minimize impervious surfaces, maximize utilization of a property, establish new linkages, minimize ecological impacts, minimize road impacts, enable public access (visual and/or physical) to the preserved areas, and increase stream buffers.

### **2008 Envision Prince George's**

*Envision Prince George's*, launched in late 2008 by M-NCPPC, is a multiyear initiative designed to create and implement a long-term vision for the county based on the viewpoints of the entire community.

*Envision Prince George's* is an open and inclusive process that invites anyone who lives or works in the county to look ten or twenty years in the future and think about what they want the county to be. *Envision Prince George's* engages all stakeholders, including individuals and groups from across the county, as active participants and provides them with opportunities for direct input through innovative education activities, interactive community forums, online discussions, and a countywide town meeting.

At the end of the public engagement process, an action agenda was produced based on the informed priorities of thousands of people across the county. Of the 14 long-term goals established by the action agenda, the goal to focus development in transit-oriented, mixed-use, walkable, and bikeable communities is the most relevant to the Purple Line TOD Study. The main objectives of this goal include:

- Increase growth near Metro stations and transit centers
- Increase walking to transit hubs
- Increase bicycle use to/around transit hubs
- Make pedestrian and bicycle routes central to transportation plans
- Make riding the bus more satisfying
- Provide workforce housing at transit centers
- Build a strong mixed-use constituency.

### **2008 A Technical Assistance Panel Report—College Park Metrorail Station Area Urban Land Institute (ULI) Washington**

The City of College Park, along with Prince George's County, invited ULI Washington to convene a technical assistance panel (TAP) to study the development potential of parcels within a five-minute walk of the College Park-UMD Metro Station. The approach included a highest and best-use analysis of the 11-acre area bordered by Paint Branch Parkway to the south and west, College Park Airport to the north, and the Anacostia Tributary Trail System to the east. The study area for the College Park Metro Station area ULI TAP report falls within the half-mile radius of the proposed Purple Line College Park-UMD station. The ULI TAP recommended mixed-use redevelopment of the site, including residential, office, hotel, and retail. Additionally, the panel recommended a change to the current TDOZ, which does not allow residential or reduced parking ratios within the study area.

### **2009 Central Kenilworth Avenue Revitalization Study (CKAR)**

Focused on the Riverdale Park area, the *Central Kenilworth Avenue Revitalization Action Plan* engaged a broad spectrum of community stakeholders and identified issues confronting the area, researched best practices and solutions to those issues, developed a prioritized action plan of solutions, and developed partnerships with local, municipal, county, and state stakeholders having an ability to implement solutions. Action steps, established in response to issues identified by the community, that have an influence on the Purple Line TOD Study include converting the stormwater management ditch into a more natural stream/community amenity; developing plans for the rehabilitation and/or redevelopment of Kenilfair Plaza; implementing comprehensive streetscape improvements to the Kenilworth Avenue Corridor from River Road to Edmonston Road; and developing plans for the rehabilitation and/or redevelopment of Riverdale Plaza.

### **2009 Countywide Master Plan of Transportation Bikeways and Trails**

The 2009 Countywide Master Plan of Transportation Bikeways and Trails summarizes broad complete streets and trails, bikeways, and pedestrian mobility policies. The plan establishes policies for, among numerous items, pedestrian connections to TOD features and transit stations; linkages to schools, parks, recreation areas, commercial areas, and employment centers; construction of sidewalks in neighborhoods where none are provided; signage and wayfinding; theme-based marketing of major hiker/biker/equestrian trails; and on-road bicycle lanes for all new roads and roadway improvements where practical.

### **2009 Approved Countywide Master Plan of Transportation**

The 2009 Master Plan of Transportation outlines countywide goals, policies, and strategies to guide appropriate planning, funding, and implementation of an efficient multimodal transportation infrastructure system. The plan includes and recommends the Purple Line Preferred Alternative (PA) and a new interchange at East West Highway and Kenilworth Avenue. No other major transportation infrastructure investments are suggested within the Purple Line TOD Study area.

### **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment**

The 2010 Central US 1 Corridor Plan includes a comprehensive analysis of existing conditions, market and demographic conditions, transportation and traffic, and previous plans including the 2002 General Plan and the 1990 Langley-College Park-Greenbelt Master Plan. Among many recommendations, the plan suggests concentrations of walkable nodes, pedestrian and TOD, integration of the natural environment and green infrastructure, and an improved and balanced transportation network with complete streets. The plan suggests a need for reformed development regulations; in which a form-based code replaces conventional use-based zoning. The plan recommends development of an attractive, safe pedestrian and bicycle network of trails, much wider sidewalks, clearly marked bicycle lanes, streetscape improvements, and similar enhancements. Additionally, the plan suggests a

robust effort to help preserve and revitalize area neighborhoods that continue to be impacted by traffic, development pressure, safety, and neglect. Similar recommendations may be evaluated for appropriateness at the four Purple Line station areas as part of this Purple Line planning effort.

The study area of the sector plan does not extend east of the rail corridor and, therefore, does not include any areas that coincide with the five station areas of this Purple Line study area. The plan anticipates significant amounts of development, particularly within east campus, creating some market competition for development that may be contemplated within the College Park-UMD and M Square (River Road) station areas.

### **2010 New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment**

The New Carrollton Approved TDDP contains text and maps of the approved TDDP for New Carrollton, including zoning, land use, and development regulations for New Carrollton and vicinity. Recommendations within the TDDP amend land use, urban design, and zoning elements within previous plans and amend the sectional maps.

While the New Carrollton study area does not include areas that coincide with the five station areas of this Purple Line study area, it is an important terminus of the Purple Line and is planned to be a highly urbanized TOD. This document outlines an approach for development, including general provisions for development, submittal requirements, land use and zoning (overlay) recommendations, site plan requirements, required infrastructure improvements, and design guidelines. Specific sectional map amendments are described, including zoning changes.

### **2010 Phase 1: Purple Line Bicycle Access and Bicycle Hub Location Study**

Completed in 2010, Phase 1: Purple Line Bicycle Access and Bicycle Hub Location Study included a bicycle access study that identified potential locations for bikeways and sidewalks along the entire segment of the Purple Line in Prince George's County. The study also formulated complete street principles for the areas surrounding future transit stations. The Phase 1 study recommendations established a baseline for the more extensive work performed under the Phase 2 study (see below).

In developing the Purple Line TOD station area improvement recommendations, it is recognized that safe and convenient bicycle access including signage and secure bicycle parking is important for improving intermodal connectivity to high-quality transit service, such as the Purple Line, as bicycling is a primary access mode to transit and frequently used to make the 'last mile' of a trip using rapid transit. During this current Purple Line TOD planning effort, the recommendations from Phase 1 will be reviewed and updated based on conversations with key stakeholders and potential land use changes.

### **2011 Phase 2: Purple Line Corridor Access Study (CAST) - Recommendations Report**

Phase 2 of the Purple Line CAST was completed in June 2011. This study evaluated multimodal access to the eleven planned Purple Line LRT stations

within Prince George's County. The study's focus was on existing conditions, opportunities, and challenges at each station site, including properties within a half-mile radius. The final report included recommendations that addressed pedestrian, bicycle, and bus transit access based on sector plans, master plans, other studies, and a review of existing conditions and needs.

The Phase 2 effort considered a broad range of improvements from sidewalks to bike routes to American with Disabilities Act (ADA) upgrades, as well as intersection improvements, bus stop upgrades, enhanced lighting, and traffic calming. As part of the current Purple Line TOD Study planning efforts, specific recommendations from the Phase 2 study will be developed and expanded, including, but not limited to:

- Emphasizing a core five-minute walking isochrone.
- Parking supply and demand management strategies related to new development and neighborhood streets.
- Access management needs related to existing roadway connections and commercial properties.
- Bus circulation/stop relocations.
- New roadway connections/traffic controls.

## 1.3 Purple Line TOD Study

### Overview

The Prince George's County Planning Department of M-NCPPC, along with a consultant team led by Design Collective, Inc., conducted a comprehensive TOD study. This study focuses on the planned Purple Line LRT Corridor within Prince George's County and on the five station locations in areas where no sector plan for transit district development has been approved. These stations include Riverdale Road (Beacon Heights), Riverdale Park, M Square (River Road), College Park-UMD, and West Campus.

The intent of this study is to advance the long-term goals and objectives defined by *Envision Prince George's* and the 2009 Master Plan of Transportation that support sustainability and transit-oriented mixed-use communities as well as support and inform the efforts of the MTA, which is currently working on the Purple Line PA. The Purple Line TOD Study builds on the completed Phase 1 and 2 Purple Line CAST studies and evaluate current conditions, issues, and TOD opportunities within the Purple Line Corridor.

As part of this study, development strategy plans were created for each of the five stations. These plans address future land use, zoning, development opportunities, and constraints. TOD market and economic feasibility and general fiscal impact analyses were completed as a part of this study. The study also includes planning and policy options for attracting TOD; preliminary infrastructure, services, and needs assessment; initial TOD concept plans for station areas; opportunities for community revitalization and reinvestment; and an implementation framework plan.

A major component of this three-part report includes the description of a broad-based and inclusive community engagement plan that enabled resident, business, and property owner collaboration and participation that helped to shape the five station development strategy plans. (See Chapter 2, Community Outreach Campaign, page 17.)

Lastly, a zoning template was created as part of this study that will guide the formulation of zoning amendments and be part of future sector plans and sectional map amendments or TDDPs and TDOZ map amendments.

### Purpose of Existing Conditions Report

The "Existing Conditions Report" for the Purple Line TOD Study documents pertinent conditions, issues, TOD opportunities, and constraints along the corridor and at each of the study's five proposed Purple Line stations. This report outlines the key considerations that will inform development plans for the stations. The report is based on previous plans and research, site visits, strengths, weaknesses, opportunities, threats analysis, and community input.

### Market Summary

The full market analysis for the Purple Line TOD Study is contained within a section entitled "Part 2: Market Analysis." Below is a summary of the findings.

**Residential:** Locations along the proposed Purple Line present opportunities for additional infill development and redevelopment within established communities.

The conclusions for the market analysis for the proposed Purple Line suggest that new residential development could include one to two new moderate-density apartment complexes (75 to 150 units per building) at each proposed station area except College Park-UMD, which might support more extensive rental apartment development with up to 2,670 new apartment units by 2025. The existing residential community occupies much of the existing land area in both Riverdale Road (Beacon Heights) and Riverdale Park; however, there are several opportunities to redevelop the existing shopping centers and create mixed-use alternatives that incorporate rental housing.

**Office:** With the creation of a mixed-use environment with access to public transit and amenities, including restaurants, public open space, and some residential options that enliven the space after the business day, projected office growth could increase by 40 percent in the M Square (River Road) and College Park-UMD station areas. This increase would result in approximately 45,000 to 50,000 square feet of annual demand for office space or 725,000 to 735,000 square feet by 2025.

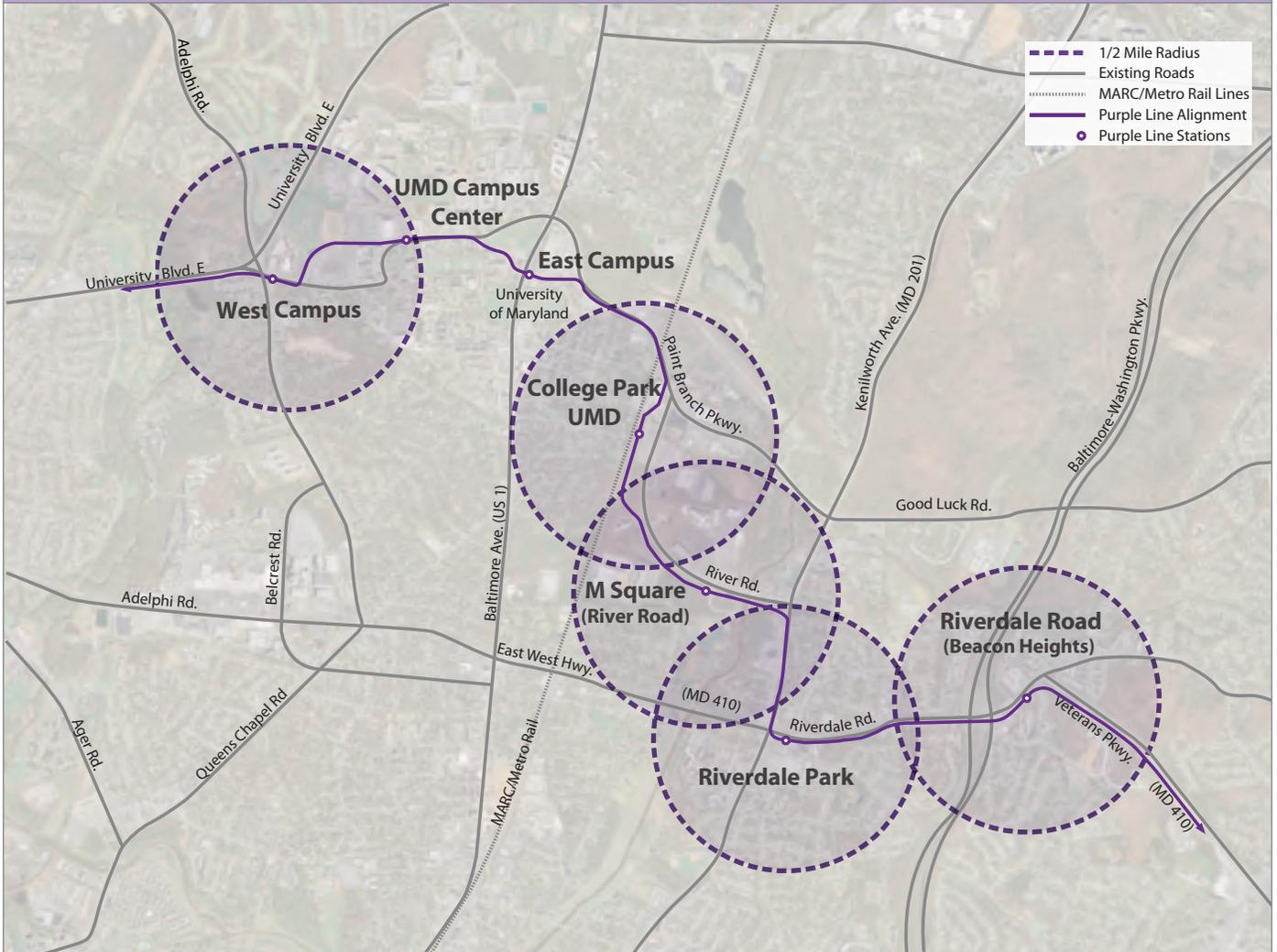
**Retail:** Much of the existing retail environment along the proposed Purple Line is in older style commercial shopping centers for retailers that cater to the local resident base. The Riverdale Road (Beacon Heights) station area does not have sufficient unmet retail demand at this time to support new retail development due to the extensive competition offered by area shopping centers and big box retailers. In Riverdale Park, the current configuration of older shopping centers should be adapted to incorporate mixed-use alternatives while reducing the retail offerings. In the M Square (River Road) and College Park-UMD station Purple Line areas, the retail potential for ancillary restaurants and service providers to serve the daytime population represents an opportunity.

**Hotel:** Finally, the market analysis suggests that the College Park submarket is prime for the addition of a new hotel with a walkable environment within a mixed-use development. The College Park UMD station area will offer both direct access to the university campus via the proposed Purple Line and access to Washington, D.C., via the Metro.

### Document Components

The "Existing Conditions Report" comprises two sections; the Community Outreach Process and Station Area Existing Conditions. The Community Outreach chapter highlights the public outreach efforts and describes the community introductory workshops. This chapter concludes with a summary of the community input and provides a list of common themes voiced by the stakeholders. The station area existing conditions chapter documents existing conditions for each of the five stations, including zoning, land use, area properties, green infrastructure, and environmental issues. Also included in this chapter are the study area's traffic and transportation existing conditions with a summary of needs and proposed improvements. This chapter summarizes previous planning efforts and catalogs the current MTA station locations and the Purple Line PA route. This chapter also records community input on issues, constraints, and opportunities specific to each station. The "Existing Conditions Report" concludes with an outline of next steps and future components of the study.

Map 1.2: Station Locations and Study Area Diagram



## 2. Community Outreach

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## Overview

Laying a solid foundation for Purple Line Station TOD plans could not have been accomplished without including a wide range of people and perspectives. The study team employed various and strategic methods to launch an effective public outreach and involvement process.

The public outreach strategy was designed to educate stakeholders about the study and to encourage those who will be most directly affected to participate in the process. Citizens who participated represent a diverse population around the Purple Line station areas, including residents, business and property owners, elected officials, and public agency representatives.

## 2.1 Outreach Campaign

A community engagement process was designed to educate and engage residents, community groups, and local businesses as key participants in the Purple Line TOD study. A variety of tools were used to facilitate community outreach in the study area to provide citizens and the media with timely information and ensure opportunities for receiving feedback.

### Web Site

The project web site, located at [www.pgplanning.org/purplelinetod.html](http://www.pgplanning.org/purplelinetod.html) was launched in October 2011. The web site was designed to engage stakeholders with general information about the study and how it fits within the overall context of previous planning that has occurred in the area. The web site provided an overview of the project, interactive maps, an up-to-date workshop schedule, opportunities to join the mailing list, and links to previous study reports. For each workshop, copies were posted of the presentation, table discussion, and comment sheet summary. The site also featured bilingual project materials.

### Letter Mailings

M-NCPPC used mailing lists to send letters to property owners identified in tax records. These workshop announcements were sent to property owners in each of the station areas.

### E-Mail Notices

Bilingual e-mail notices were sent using Constant Contact, an e-mail distribution channel, to an extensive and growing database of participants, organizations, businesses, elected officials, and other interested citizens. The e-mail notices included an "RSVP Now" link. Recipients were encouraged to forward the e-mail notice to others, which helped to spread the word about upcoming workshops.

### Flier Distribution

Fliers about the workshop meetings were distributed to apartment buildings, businesses, and door-to-door to houses throughout the project area.

### Media Advisories

News advisories about the workshops were regularly distributed by M-NCPPC to local television and radio stations; daily, weekly, and local newspapers; wire services; and to online publications inviting the public to attend the workshops.

### FAQ

The project FAQ, also translated to Spanish, answered basic questions about the project: What happened during Phases 1 and 2? How can the public become involved? Where do we send our questions or comments? What is the project schedule? The FAQ also provided project contact information and explained how to get involved by going to the web site and participating in upcoming workshops.

### Newsletter

A newsletter was distributed by M-NCPPC to the public after each series of workshops. Each newsletter described the purpose of the workshops and presented a summary of community input. Additional resources were listed for readers to learn more about the Purple Line and similar light-rail projects in other parts of the nation. Each newsletter also encouraged continued public involvement by providing the project web site address, contact information, and an updated schedule of community workshops.

### Purple Line TOD Survey

The purpose of the Purple Line TOD Study survey was to understand workers' daytime habits, their use of nearby Riverdale Park and College Park retail establishments, and their ideas for future uses to benefit the M Square area. The survey was for workers in the M Square area only. Invitation to participate letters, which provided a link to the online survey, were e-mailed to staff contacts of M Square area businesses and institutions. These contacts agreed to be liaisons that would disseminate the letters to fellow employees. The survey was open for participation from January 31, 2012–February 15, 2012.

## 2.2 Community Workshops Summary

<b>Table 2-1 Community Workshops—Schedule</b>	
<b>Workshop</b>	<b>Date</b>
<b>Study Initiation</b>	<b>August 15, 2011</b>
<b>Phase 1: Project Introduction and Background</b>	<b>August 2011–January 2012</b>
<b>Riverdale Road (Beacon Heights) Station</b> Introduction Community Workshop	November 15, 2011, 6:30 to 8:30 p.m. Beacon Heights Elementary School 6929 Furman Parkway, Riverdale, MD 20737
<b>Riverdale Park Station</b> Introduction Community Workshop	December 7, 2011, 6:30 to 8:30 p.m. St. Bernard’s Catholic Church, Candlelight Room 5700 Saint Bernards Drive, Riverdale, MD 20737
<b>College Park-UMD and M Square (River Road) Stations</b> Introduction Community Workshop	December 13, 2011, 6:30 to 8:30 p.m. Department of Parks and Recreation Administration Building 6600 Kenilworth Avenue, Riverdale, MD 20737
<b>West Campus Station</b> Introduction Community Workshop	January 11, 2012, 6:30 to 8:30 p.m. Hyattsville Library 6530 Adelphi Road Hyattsville, MD 20782
<b>Phase 2: Study Area Analysis</b>	<b>September 2011–March 2012</b>
<b>Riverdale Road (Beacon Heights) Station</b> Introduction Community Workshop 35 participants	November 15, 2011, 6:30 p.m. to 8:30 p.m. Beacon Heights Elementary School 6929 Furman Parkway, Riverdale, MD 20737
<b>Riverdale Park Station</b> Introduction Community Workshop 50 participants	December 7, 2011, 6:30 p.m. to 8:30 p.m. St Bernards Roman Catholic Church, Candlelight Room 5700 Saint Bernard Drive, Riverdale, MD 20737
<b>College Park-UMD and M Square (River Road) Stations</b> Introduction Community Workshop 17 participants	December 13, 2011, 6:30 p.m. to 8:30 p.m. Department of Parks and Recreation Administration Building 6600 Kenilworth Avenue, Riverdale, MD 20737
<b>West Campus Station</b> Introduction Community Workshop 29 participants	January 11, 2012 6:30 to 8:30 p.m. Hyattsville Library 6530 Adelphi Road, Hyattsville, MD 2078

<b>Table 2-1 Community Workshops—Schedule</b>	
<b>Workshop</b>	<b>Date</b>
<b>Phase 3: Visioning and Preliminary Development Plans</b>	<b>January–March 2012</b>
<b>Riverdale Road (Beacon Heights) Station</b> Visioning Community Workshop	February 15, 2012, 6:30 to 8:30 p.m. Beacon Heights Elementary School 6929 Furman Parkway, Riverdale, MD 20737
<b>Riverdale Park Station</b> Visioning Community Workshop	January 25, 2012, 6:30 to 8:30 p.m. St. Bernard’s Catholic Church, Candlelight Room 5700 Saint Bernards Drive, Riverdale, MD 20737
<b>College Park-UMD and M Square Stations</b> Visioning Community Workshop	February 1, 2012, 6:30 to 8:30 p.m. Department of Parks and Recreation Administration Building 6600 Kenilworth Avenue, Riverdale, MD 20737
<b>West Campus Station</b> Visioning Community Workshop	February 8, 2012, 6:30 to 8:30 p.m. Hyattsville Library 6530 Adelphi Road, Hyattsville, MD 20782
<b>Phase 4: Final Development Plans, Implementation Strategies, and Report</b>	<b>March–June 2012</b>
<b>Riverdale Road (Beacon Heights) Station</b> Preliminary Alternative Development Plans Community Workshops	March 21, 2012, 6:30 to 8:30 p.m. Beacon Heights Elementary School 6929 Furman Parkway, Riverdale, MD 20737
<b>Riverdale Park Station</b> Preliminary Alternative Development Plans Community Workshops	April 18, 2012, 6:30 to 8:30 p.m. St. Bernard’s Catholic Church, Candlelight Room 5700 Saint Bernards Drive, Riverdale, MD 20737
<b>College Park-UMD and M Square (River Road) Stations</b> Preliminary Alternative Development Plans Community Workshops	April 4, 2012, 6:30 to 8:30 p.m. Department of Parks and Recreation Administration Building 6600 Kenilworth Avenue, Riverdale, MD 20737
<b>West Campus Station</b> Preliminary Alternative Development Plan Community Workshop	April 11, 2012, 6:30 to 8:30 p.m. Hyattsville Library 6530 Adelphi Road, Hyattsville, MD 20782

## 2.3 Introduction Community Workshops

The first round of community workshops took place between November 15, 2011, and January 11, 2012. They served as an introduction to the Purple Line TOD study for the 86 residents, business owners and organizations, organization representatives, and elected representatives who attended. Each workshop began with a presentation that gave a study overview, introduced the project team, outlined outreach methods, presented a site and market potential overview of the station areas, and highlighted TOD opportunities. Participants discussed their views with the M-NCPPC project team and consultants about how this important planning effort could help improve the quality of life in their communities.

From these workshops a number of opportunities and community priorities emerged from community comments and are summarized by the following themes:

### Local Economic Development

Participants view the Purple Line as an opportunity to attract needed businesses and services to the community and advocated for mixed-use and TOD development, affordable housing, and new retail and restaurants. The new stations would also improve residents' access to regional employment centers such as Washington, D.C. Business and property owners highlighted the importance of addressing possible negative impacts to homes and businesses along the alignment.

### Safety and Access

Participants identified walkable streets, reduced crime, improved traffic flow, and enhanced multimodal access as priorities. Recommendations included installing traffic lights and traffic-calming devices in key locations, addressing congestion and parking demands, and adding sidewalks, biking paths, and lighting. Providing safe connections to the stations is also important.

### Community Amenities

Residents want more vibrant neighborhoods that include recreational opportunities such as a skate park, pools, more green spaces, and community centers. It is also important to recognize and preserve the cultural and historic resources in the area. Participants stated that public art should reflect the community, and youth need more options for activities.

### Open Spaces and Natural Environment

Community priorities include protecting and connecting to the park trails, creating new open spaces and reducing impervious cover. Participants also advocated for enhanced buffering to address potential noise impacts.



Community workshop opening presentation



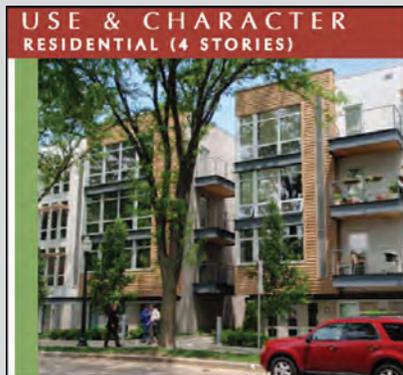
Community workshop opening presentation



Community workshop small group discussions

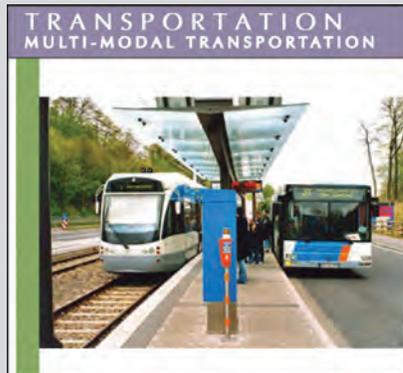


Community workshop small group discussions



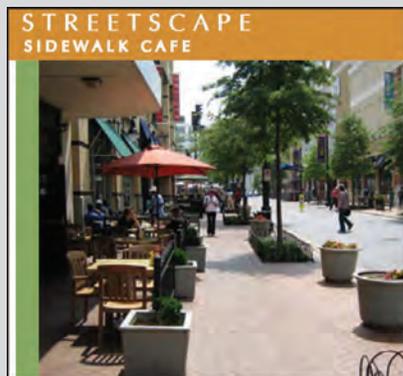
**USE & CHARACTER**  
RESIDENTIAL (4 STORIES)

Uses and architectural character



**TRANSPORTATION**  
MULTI-MODAL TRANSPORTATION

Mobility, connectivity, and access



**STREETSCAPE**  
SIDEWALK CAFE

Streetscape Character



**AMENITIES & ACTIVITIES**  
OPEN SPACE

Amenities and Open Spaces

## 2.4 Visioning Community Workshops

The second round of community workshops took place between January 25 and February 15, 2012. At these workshops, 95 local residents, business owners, representatives of civic and homeowner associations, and elected officials had an opportunity to envision TOD near the planned light-rail station in their community. Each presentation summarized community input from the first round of workshops and gave an analysis of existing conditions within the station areas. At the table discussions, participants began defining an overall vision for their community and gave input on the station identity, streetscape, architectural character, uses and services, and community amenities.

Participants focused on five topics at the table discussions:

### Uses and Architectural Character

The mix of uses should include retail, restaurants, new single-family housing, and grocery stores. In addition to a variety of restaurant choices, workers in the M Square area request convenience stores and pharmacies. Participants emphasized the importance of retaining existing businesses and addressing the potential negative impacts. The police headquarters provides an opportunity for recreational uses such as for a center, pools, and tennis courts. To prevent overwhelming the communities with new development, set building height limitations with the greatest densities and heights anticipated at the College Park-UMD and in the existing office parks at M Square.

### Mobility, Connectivity, and Access

Participants wanted safe, pedestrian-friendly connections through neighborhoods and to the Metro stations; coordinated bus and shuttle service with the Purple Line; improved pedestrian crosswalks and lighting; incorporated buffered bike lanes along the major roads—Veterans Parkway, Riverdale Road, River Road, Kenilworth Avenue—and improved connections to the trails; and traffic lights placed on River Road to slow down traffic.

### Station Character and Identity

Participants preferred that stations be gateways into the community, reflecting the diversity of residents, the existing community character, and area historical landmarks. Lighting and adequate shelter is important in providing safer stations. Directional signage should be incorporated into the station design.

### Streetscape Character

Create a walkable environment with wider sidewalks, buffered from traffic with landscaping, and shade trees. Participants called for more benches and lighting for pedestrians and public transit users. Area workers preferred covered picnic tables for eating outside, especially in the M Square area.

### Amenities and Open Spaces

Active open spaces and civic plazas were identified by participants as desirable additions near stations. Park space should comprise seating areas. Residents also highlighted the need to provide space for adolescents and for children, such as parks and playgrounds located a safe distance from roads. Community activities include movie nights, concerts, and farmers' markets.

## 2.5 Preliminary Concept Plans Community Workshops

The third round of community workshops were held between March 21 and April 28, 2012. At these workshops, 95 participants reviewed and discussed redevelopment scenarios for the five station areas. Workshop attendees included representatives from community organizations and elected representatives. The scenarios presented potential land use changes, pedestrian and road improvements, urban design recommendations for the stations, and the immediate surroundings. Participants viewed the scenarios in the display area, discussed details, and asked questions.

Participants discussed their concerns and provided recommendations and feedback on the scenarios:

### Land Use Type and Architectural Character

Neighborhood-serving businesses that offer local jobs, products, and services along with diverse, affordable housing options help to revitalize and improve the quality of life for the surrounding communities. New development is expected to provide viability and activity in Riverdale, College Park-UMD, and M Square areas. Residents around the Riverdale Road station site, in particular, expressed concern about potential negative impacts to the Terrace Apartments and homes along Riverdale Road from the Purple Line alignment.

Community recommendations included:

- Residential multifamily and multigenerational housing with larger number of bedrooms or town house units.
- Ground level retail and office space above retail along Riverdale Road, 58th Avenue, and Kenilworth Avenue.
- Recreation center.

### Transportation

Improving access and safety for pedestrians, bicyclists, and vehicles is key in forming healthy communities and a sustainable business climate. Participants showed overwhelming support for the recommendations. Implementing traffic calming measures on East West Highway is essential for safety and improving traffic flow.

Community recommendations include:

- Neighborhood Parking Monitoring Program.
- Intersection improvements to Riverdale Road at 66th and 67th Avenues.
- New streets, including a connection from the Cafritz development site to River Road south of the College Park-UMD station.
- On-street bike lanes and bicycle racks, lockers, and rentals at the station.
- Bus stop shelters, benches, and real-time transit information.



Community workshop open house



Community Workshop Open House



Community Workshop Open House



Community Workshop Open House

## Station Access and Character

Throughout the study, participants stressed the need for safe and walkable streets through the neighborhoods. Participants were pleased with the pedestrian lighting. It is also important to plan for an open and accessible area for community use under the raised Riverdale Park Station. Anticipating an increase in transit use, residents insisted that transit service should be upgraded accordingly.

Community recommendations included:

- Sidewalk connections to stations
- Pedestrian lighting
- Bicycle racks, lockers, and rentals at stations

## Streetscape Character

The proposed network of sidewalks and lighting provide pedestrians and cyclists with safe routes and improved connections to stations and businesses.

Community recommendations included:

- New sidewalks, pedestrian lighting, and trees.
- New connections from Patterson Street to Veterans Parkway.
- Bus stop upgrades, relocations, and amenities including shelters and benches.

## Amenities and Open Spaces

Participants envisioned the planned open space networks for community uses with features including civic plazas, interactive water fountains, and farmers' markets. Preserving historic resources and environmentally sensitive areas continue to be of importance to residents.

Community recommendations included:

- Green space along Riverdale Road.
- Community plaza on 67th Avenue.
- Recreation center on Eastpine Drive.
- Pedestrian amenities, including more seating, picnic tables, lighting, and trash cans.
- Trail connections to Northeast Branch, Rhode Island Avenue Trail, and River Road.

# 3. Station Area—Existing Conditions

3.1	Riverdale Road (Beacon Heights)	27
3.2	Riverdale Park	43
3.3	M Square (River Road)	61
3.4	College Park-UMD	77
3.5	West Campus	95

## Overview

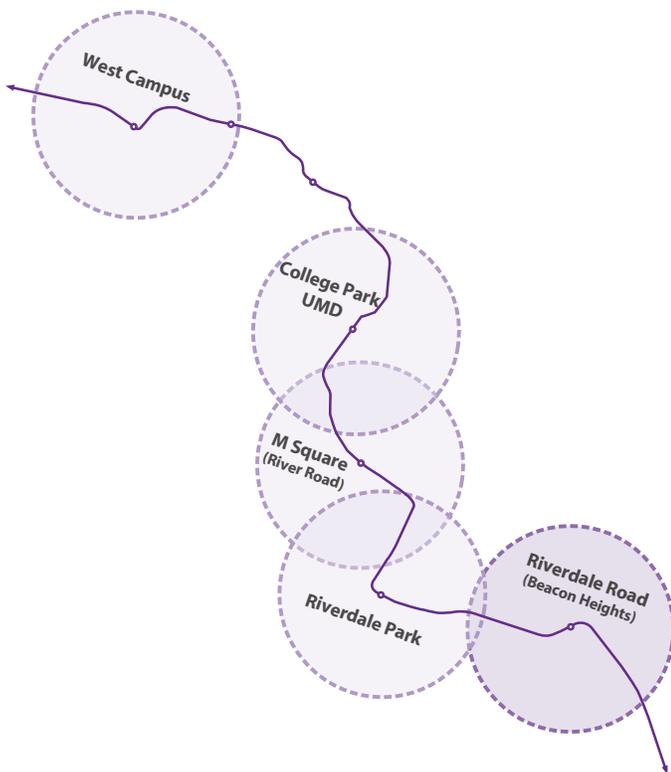
The following chapter documents the existing conditions of the five areas surrounding the Purple Line stations of Riverdale Road (Beacon Heights), Riverdale Park, M Square (River Road), College Park-UMD, and West Campus. Each station section begins with a description of the area character and a summary of existing zoning, land use, area properties, open space, and environmental conditions surrounding the station.

A traffic and transportation assessment, on a station by station basis, includes roadway type; functionality and related amenities; pedestrian facilities (e.g., sidewalks); bicycle facilities; transit services (bus and Metrorail); and parking.

A summary of previous plans and studies that potentially influence each station study areas is included.

A summary of community input from the public workshops held for each station includes common themes related to issues, concerns, and redevelopment opportunities.

Lastly, each station section concludes with the current MTA Purple Line PA route and station location plan, along with a description of impacts to the existing transportation system and surrounding development area.



### 3.1

## Riverdale Road (Beacon Heights)

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<b>Zoning</b>	<b>30</b>
<b>Land Use</b>	<b>31</b>
<b>Area Properties</b>	<b>32</b>
<b>Open Space</b>	<b>33</b>
<b>Environmental Conditions</b>	<b>34</b>
<b>Area Traffic and Transportation</b>	<b>35</b>
<b>Previous Plans and Studies</b>	<b>38</b>
<b>Station Location and PA Route</b>	<b>40</b>

## Introduction

The TOD study area centered on the proposed Riverdale Road (Beacon Heights) Purple Line station extends outward a half-mile from the station stop, as is shown in Map 3.1 on the facing page. A half-mile represents an average 10-minute walk. The inner circle represents a quarter-mile radius or an average 5-minute walk.

Major vehicular thoroughfares, including the Baltimore-Washington Parkway and Veterans Highway run through the study area. Area commuters use Riverdale Road to connect between and access these larger thoroughfare corridors.

The Riverdale Road (Beacon Heights) station area represents a stable residential community with more than 6,000 residents in approximately 1,750 households. This station area gained 982 new residents over the last decade. According to data from the 2000 U.S. Census, the residents within the Riverdale Road area have a median age of 29.8 with one-third of residents under the age of 20. In the Riverdale Road (Beacon Heights) neighborhood, the tenure splits almost evenly with 51 percent owner households. The housing stock consists of mainly single-family detached houses and townhouses with only a few garden style multifamily buildings. The average household size within the Riverdale Road station area is 3.52, much larger than the Prince George's County average household size of 2.78 persons per household. A closer review of the demographics suggests the Riverdale Road residents are aging in place, with nearly one in five homeowners over the age of 65 and an additional 14.8 percent between the ages of 55 to 64. The median household income in the Riverdale Road station area is below the Prince George's County median household income of \$68,575, reaching only \$60,100; this may reflect the larger portion of households on fixed incomes within the immediate station area.

Assets within the half-mile radius of the proposed station, with the potential for redevelopment, include several large parcels with close proximity to the proposed station. Two of these parcels are the 5.49 acre, county-owned facility directly across Riverdale Road from the proposed platform and the existing East Pines Shopping Center, on 2.62 acres, at the southeast corner of the intersection of 66th Avenue and Riverdale Road.



East Pines Apartments



County and Park Police Headquarters building

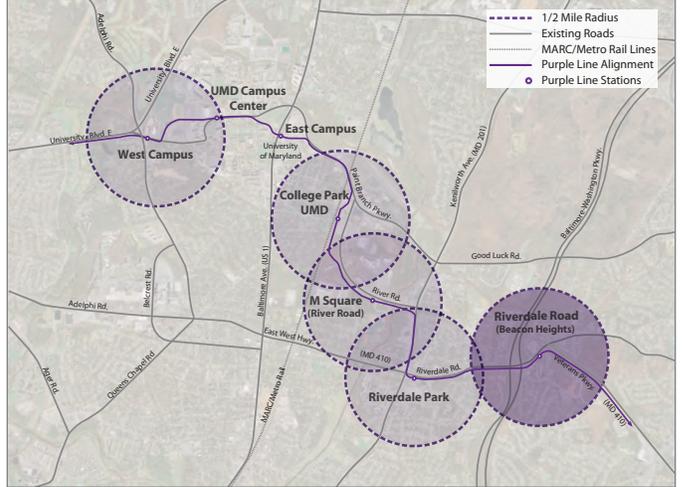


East Pines Shopping Center

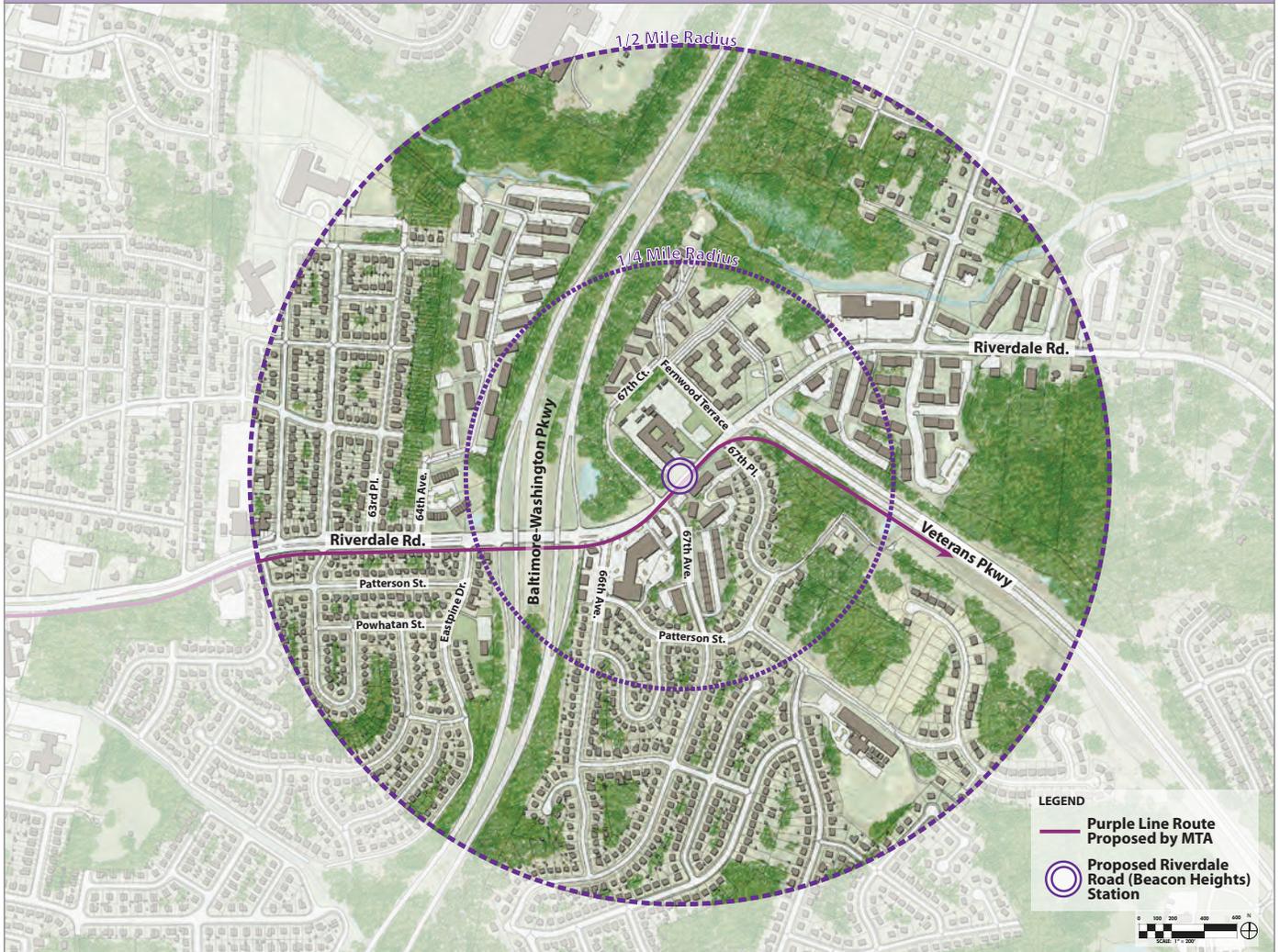


Exxon Gas Station on 67th Ave. and Riverdale Rd.

**Map 3.1 Study Area Location**



**Map 3.2 Riverdale Road (Beacon Heights) Station Study Area—Existing Conditions**



# Zoning

The existing zoning classifications predominantly allow for low- and medium-density residential, with some low-density commercial. The zoning is typical single use (or Euclidean zoning) where each land use is separated from one another (i.e., residential is separated from commercial), with very limited mixing. For example, residential zones allow for few exceptions to the use zoned property (such as allowances for funeral parlors and bed and breakfast inns), per the Prince George’s County Zoning Ordinance and Use Table, Section 27.

The existing zoning codes within the half-mile radius of the proposed station include:

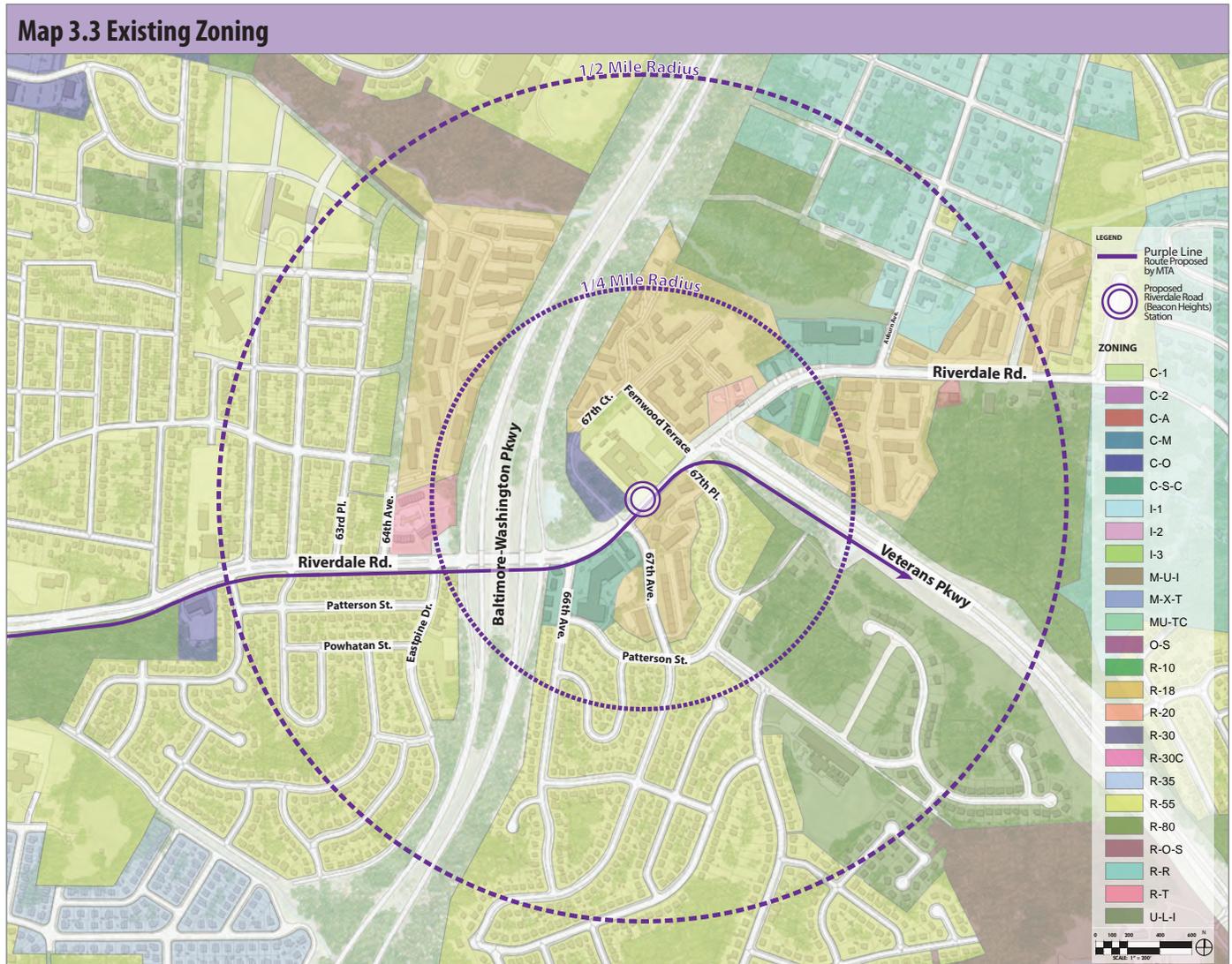
**Residential:**

- R-10: Multifamily High Density Residential
- R-18: Multifamily Medium Density Residential

- R-20: One-Family Attached Residential
- R-55: One-Family Detached Residential
- R-80: One-Family Detached Residential
- R-R: Rural Residential
- R-T: Residential Townhouse

**Commercial:**

- C-0: Commercial Office
- C-S-C: Commercial Shopping Center



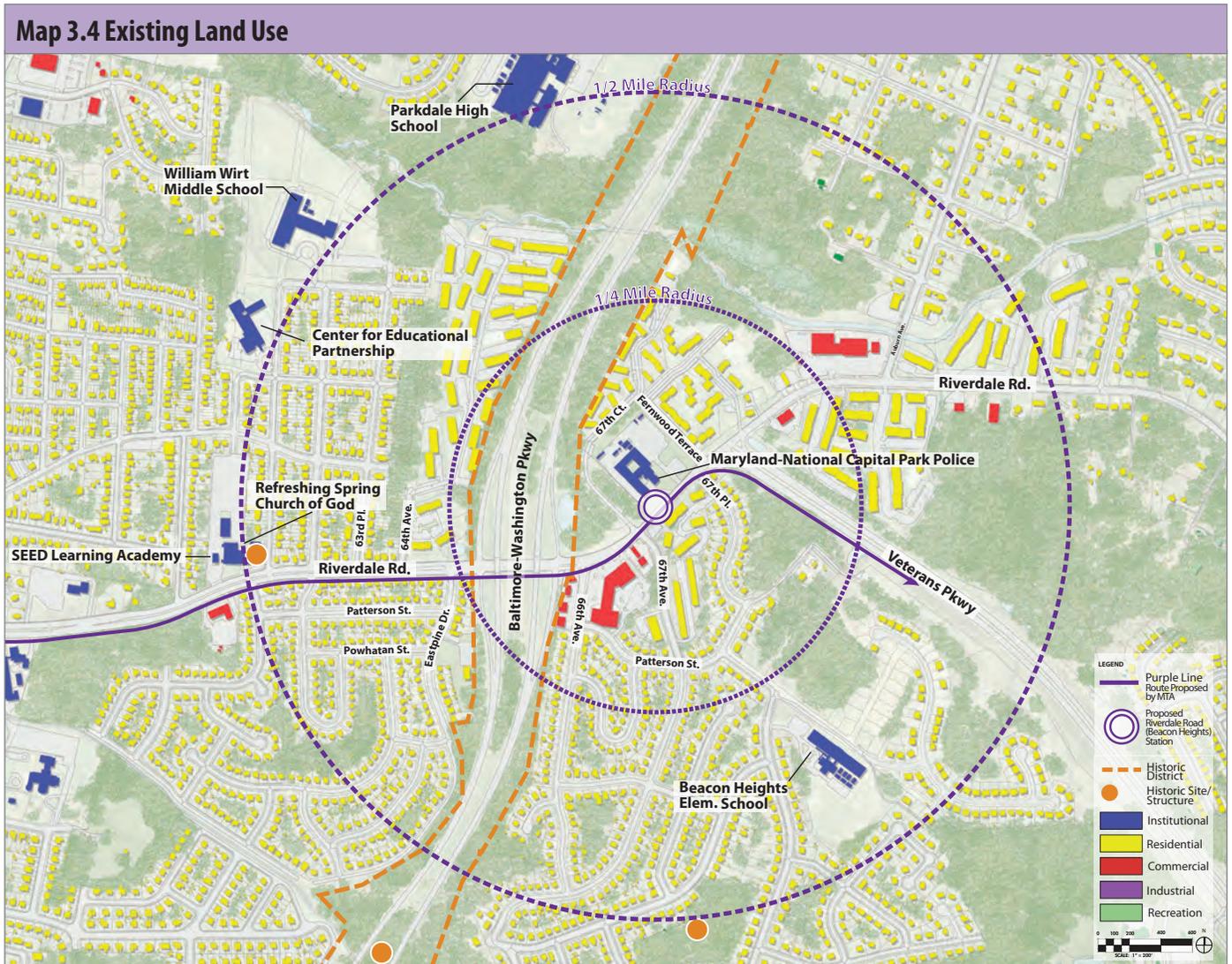
# Land Use

The Riverdale Road (Beacon Heights) study area within a half-mile of the proposed station area is dominated by residential; the area mainly comprises low-density and medium-density residential. Approximately two-thirds of the 1,750 housing units are single-family (detached and attached) homes. The remaining multifamily units are typically garden apartment buildings.

The commercial uses are located on, or bordering, Riverdale Road and include one-story and two-story retail and office buildings. The East Pines Shopping Center parcel, within a quarter-mile of the proposed station, is 2.62 acres. East Pines Shopping Center, constructed in 1959, is approximately 56,000 square feet. The shopping center is anchored by neighborhood retail, including an ethnic grocer, three ethnic restaurants, pawn shop, pharmacy, and the Word of God church.

Institutional uses include the Maryland-National Capital Park Police Prince George's County Division building, located on Riverdale Road midway between

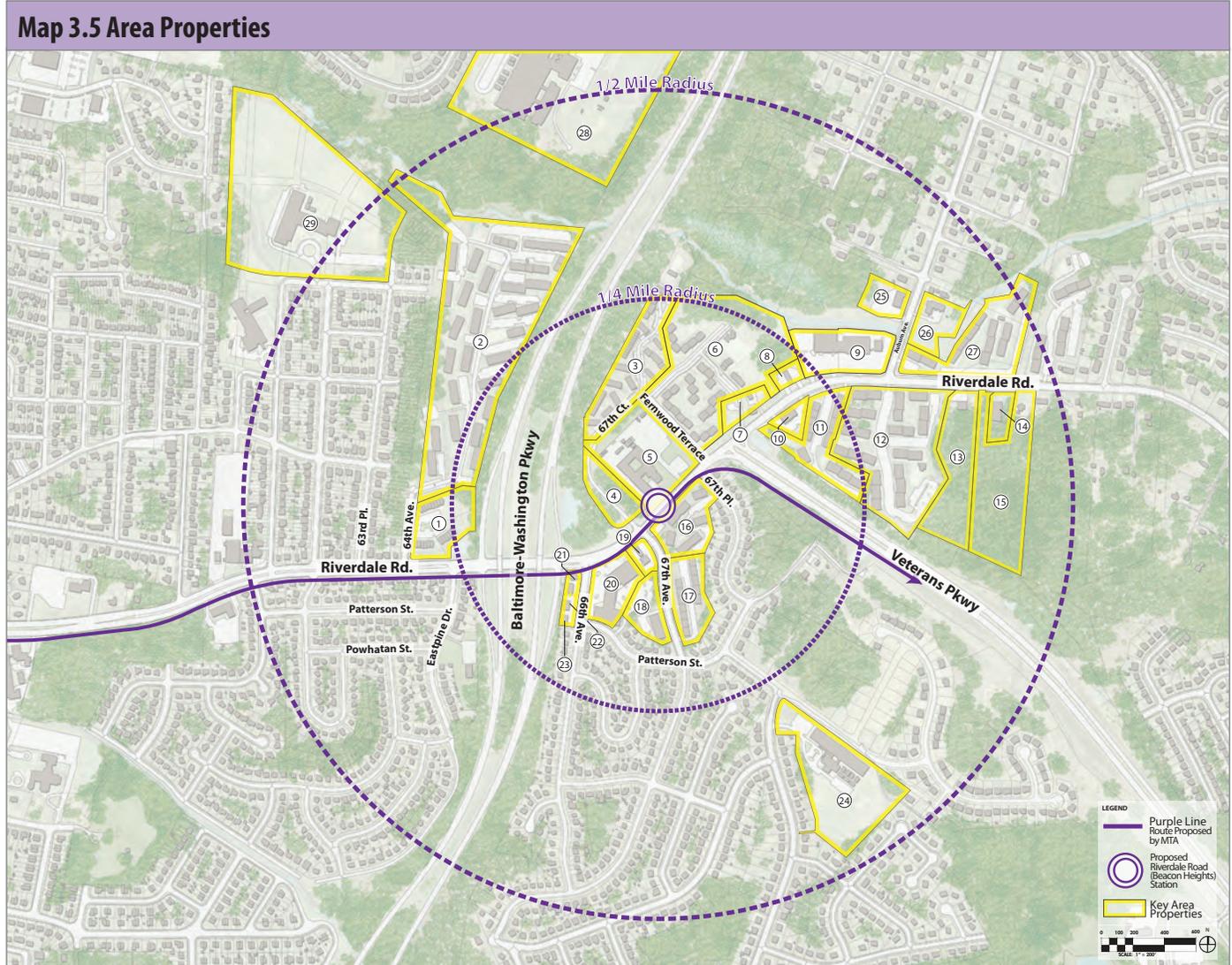
the Baltimore-Washington Parkway and Veterans Parkway; and Beacon Heights Elementary School, located southeast of the proposed station. The county and Park Police parcel, directly across the street from the proposed station, is 5.94 acres.



# Area Properties

The following area properties diagram locates and identifies all properties (excluding residential single-family lots and parkland) within the half-mile study area of the proposed Riverdale Road (Beacon Heights) station. For this study, properties will be evaluated for potential redevelopment based on such factors as proximity to the proposed station, access, ownership, and property size.

- |                                     |                                |                                     |
|-------------------------------------|--------------------------------|-------------------------------------|
| 1. River Park Condos                | 9. Wildercroft Shopping Center | 17. East Dale Apts.                 |
| 2. Parkview Gardens Apartments      | 10. "Drive-In" Liquors         | 18. Parkview Gardens Apts.          |
| 3. Prince Georgetown Townhomes      | 11. Wildercroft Terrace Apts.  | 19. Exxon Gas Station               |
| 4. Vacant—Private Daniel Cushing    | 12. Auburn Manor Apts.         | 20. East Pines Shopping Ctr.        |
| 5. County & Park Police Hdqtrs.     | 13. Riverdale Woods LLC        | 21. Sunoco Gas Station              |
| 6. New Carrollton Woods Apts.       | 14. Potomac Electric Power Co. | 22. Super Convenience Store         |
| 7. Private Residence Trimble Stacey | 15. Riverdale Woods, LLC       | 23. Laundromat                      |
| 8. Texaco Gas Station               | 16. East Pines Terrace Apts.   | 24. Beacon Heights Elementary       |
|                                     |                                | 25. Church of Christ Wildercroft    |
|                                     |                                | 26. First Vietnamese Baptist Church |
|                                     |                                | 27. Riverdale Village Apartments    |
|                                     |                                | 28. Parkdale High School            |
|                                     |                                | 29. William Wirt Middle School      |



# Open Space

The Open Space Diagram, shown below, locates existing parks, playground, trails, and recreation centers within and surrounding the half-mile radius study area as potential amenities for future development. Several community and neighborhood parks are located within the half-mile radius of the proposed Riverdale Road (Beacon Heights) station. Parks located within the half-mile radius include:

**Madison Hill Community Park**, which borders two academic recreation fields to the north and south.

**East Pines Neighborhood Recreation Center**, with surface tennis and basketball courts.

**Cherry Hill Cemetery Historic Site**

Parks located just outside of the half-mile radius include:

**Riverdale Hills Neighborhood Playground**, with a variety of playground equipment.

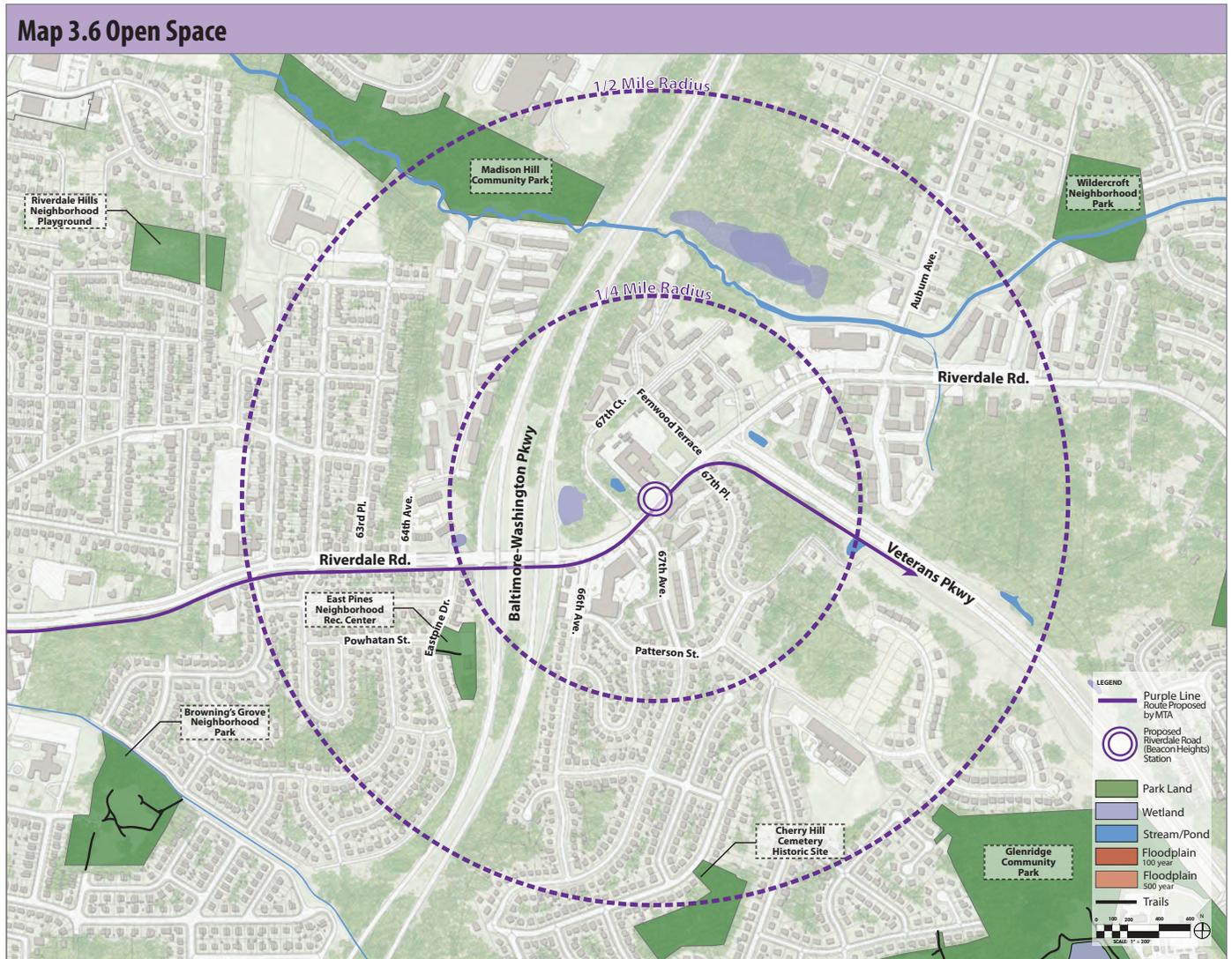
**Wildercroft Neighborhood Park**, with surface tennis courts.

**Browning's Grove Neighborhood Park**, comprising passive recreation space, surface courts, playground equipment, and gathering pavilions.

**Glenridge Community Park**, which contains a combined baseball and football field, playground equipment, gathering pavilions, and trails.

While the peripheral area contains a variety of recreation options and parks, these open spaces are not linked by a greenway system and connecting trails, and bike paths are infrequent and do not form an interconnected network.

While not "open space" in a recreational sense, the Baltimore-Washington Parkway is a National Park Service property and considered a "backyard" green parkway and commuter route for the Washington, D.C./suburban Maryland area.

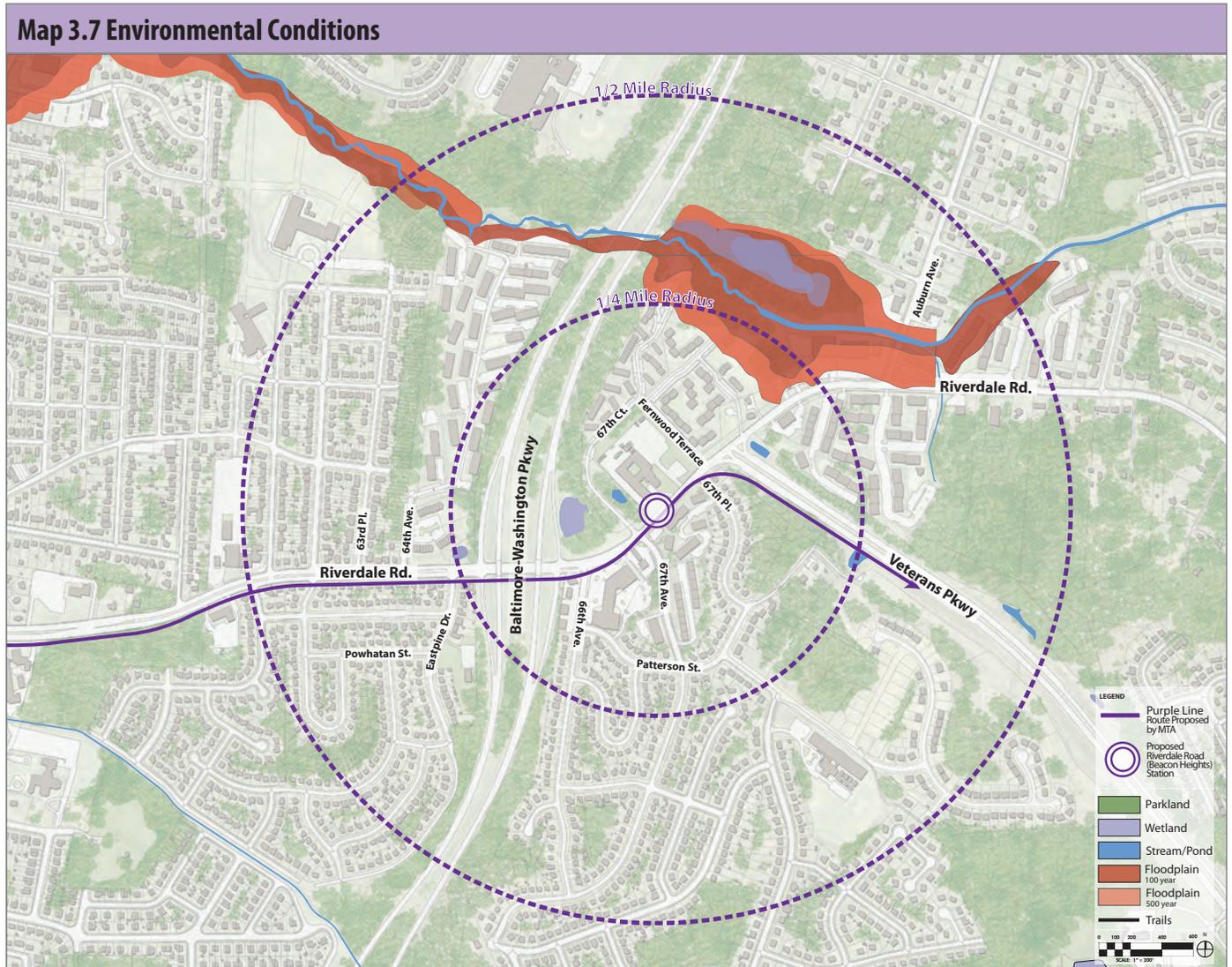


# Environmental Conditions

The Environmental Conditions Diagram, shown below, locates existing hydrologic features such as wetlands, streams, ponds, and flood plain areas within and surrounding the half-mile radius study area as potential constraints on future development.

Within the quarter-mile radius of the proposed Riverdale Road (Beacon Heights) station, only minor hydrologic features are located. A wetland, east of the Baltimore-Washington Parkway northbound on-ramp at Riverdale Road, is located in a forested area on a vacant parcel. Extending further out from the proposed station location, between the quarter-mile and the half-mile radii, a stream runs through the area behind Wildercroft Shopping Center. This area has a significant wetland north of the stream, which is within the Federal Emergency Management Agency (FEMA)-sited floodplains. The designated

100 year and 500-year floodplains within the half-mile radius are mostly confined to the stream basins, but east of the Baltimore-Washington Parkway, a large portion envelops mainly forested area. In this area, the floodplains do encroach on existing buildings, including Wildercroft Shopping Center on Riverdale Road.



# Area Traffic and Transportation

## Overview

The traffic and transportation assessment for Riverdale Road (Beacon Heights) includes roadway types, functionality and related amenities, pedestrian facilities (e.g., sidewalks), bicycle facilities, transit services (bus and Metrorail), and parking. Major deficiencies/needs such as gaps and barriers in the non-motorized transportation network are documented and summarized.

## Roadways

The Riverdale Road (Beacon Heights) study area street network largely comprises narrow two-lane, two-way undivided residential streets. Exceptions are 66th Avenue and a portion of 67th Avenue, which are one-way streets, and Riverdale Road and Veterans Parkway, which are larger roadways. MD 410 (East West Highway, Riverdale Road, and Veterans Parkway) is a four- to six-lane divided and undivided principal arterial that runs in an east-west direction from New Hampshire Avenue to Annapolis Road, carrying an average daily traffic (ADT) volume of 37,000 to 40,000 vehicles as far east as Baltimore-Washington Parkway. Only one residential street had measured traffic volumes available; 67th Avenue carries an average daily traffic volume of 3,350 vehicles. All available ADT volumes were obtained through Maryland State Highway Administration's (MDSHA) internet Traffic Monitoring System (TMS).

Regarding roadway maintenance responsibilities, all numbered roadways in the study area such as MD 410 (East West Highway) and MD 201 (Kenilworth Avenue) are maintained by MDSHA. Named roadways such as River Road and Paint Branch Parkway are maintained by the county.

## Pedestrian Accommodations

Within the study area, sidewalks are provided on both sides of the street for the full length of the roadway along Riverdale Road and throughout newly developed areas in the southeast section. Partial sidewalks are provided on all of the streets northwest of the Riverdale Road Bridge over the Baltimore-Washington Parkway. Nearly all of the roadways south of Riverdale Road and west of Beacon Place have no sidewalks.

*Noted Deficiencies.* There are many gaps in the sidewalk network throughout the residential areas. Multiple curb cuts for driveways result in continually varying sidewalk alignments. Most existing sidewalks are located at or very close to the back of the curb, providing minimal buffer from vehicular traffic and an uninviting walking environment. Lighting is provided at most intersections but is sparse along stretches of Riverdale Road and in some residential areas. There is no lighting provided at a pedestrian scale such as lower pole-mounted fixtures (14' +/- high).

The intersections along Riverdale Road handle high volumes of vehicle traffic, resulting in long crossing distances and multiple points of conflict for each pedestrian crossing movement. Most crosswalks appear to be faded. Not all intersections provide consistent amenities, including push buttons and countdown signals. Curb ramps are generally provided at intersections

through the study area; however, many do not meet current ADA standards for accessible design.

## Bicycle Accommodations

There are currently no designated bicycle facilities such as bike lanes or paths within a half-mile radius of the proposed Riverdale Road (Beacon Heights) Purple Line Station.

*Noted Deficiencies.* There is no bicycle network, bicycle signage, or bicycle parking provided in the study area. Though there are many local residents within short bicycle trips of commercial destinations, the connecting roadways are undesirable for bicyclists without dedicated space for bikes.

## Transit Service

Bus stops are located along Riverdale Road and Auburn Avenue throughout the study area; most stops have no amenities such as benches or shelters. The area is served by Metrobus routes 84 and F4/F6. Metrobus Route 84 stops in New Carrollton, Edmonston, Bladensburg, Peace Cross, Mt. Rainier, and Rhode Island Avenue-Brentwood Metro Stations. Metrobus Route 84 has a peak hour headway of 20 minutes. Metrobus Route F4/F6 serves Silver Spring, Takoma Park, Prince George's Plaza, and New Carrollton Metro Stations. In addition, Metrobus Route F6 serves the UMD and has a peak hour headway of 30 minutes. The F4 route has a peak hour headway of 15 minutes.

*Noted Deficiencies.* Existing bus stops lack amenities such as shelters and real-time transit information.

## Parking Regulations

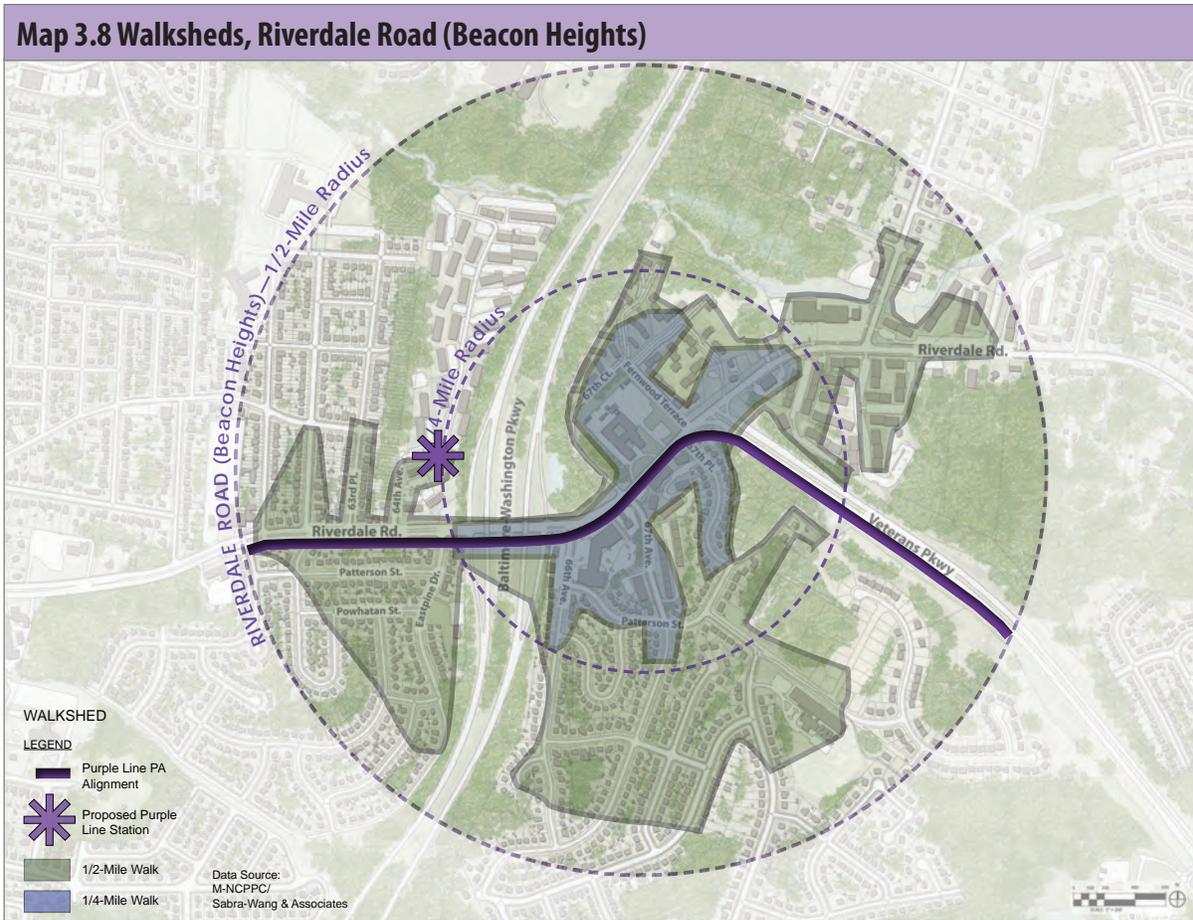
Approximately 1,400 parking spaces exist within a half-mile radius of the proposed Purple Line station. The majority of parking occurs on-street and in two apartment complexes north of Riverdale Road; the Prince Georgetown Apartments and the New Carrollton Apartments provide off-street permit parking. There are 'No Parking' restrictions along Riverdale Road and Veterans Parkway. Otherwise, on-street parking is free and unrestricted on all residential streets.

## Recommended Public Improvements

A review of short-term and long-term state, county, and local plans such as the Consolidated Transportation Plan, CIP, Highway Needs Inventory, Constrained Long-Range Plan, and Master Plan of Transportation was performed to identify both funded and unfunded transportation projects for each mode of travel (other than the Purple Line). There are currently no pipeline projects within a half-mile radius of the proposed Riverdale Road (Beacon Heights) Station.

(See plan diagrams and tables on following pages for additional traffic and transportation assessments for Riverdale Road (Beacon Heights).)

The walksheds for Riverdale Road (Beacon Heights) are shown both as radial perimeters (circles) and as isochrones (free form shapes) based on actual predicted walking travel times from the station platform. The importance of



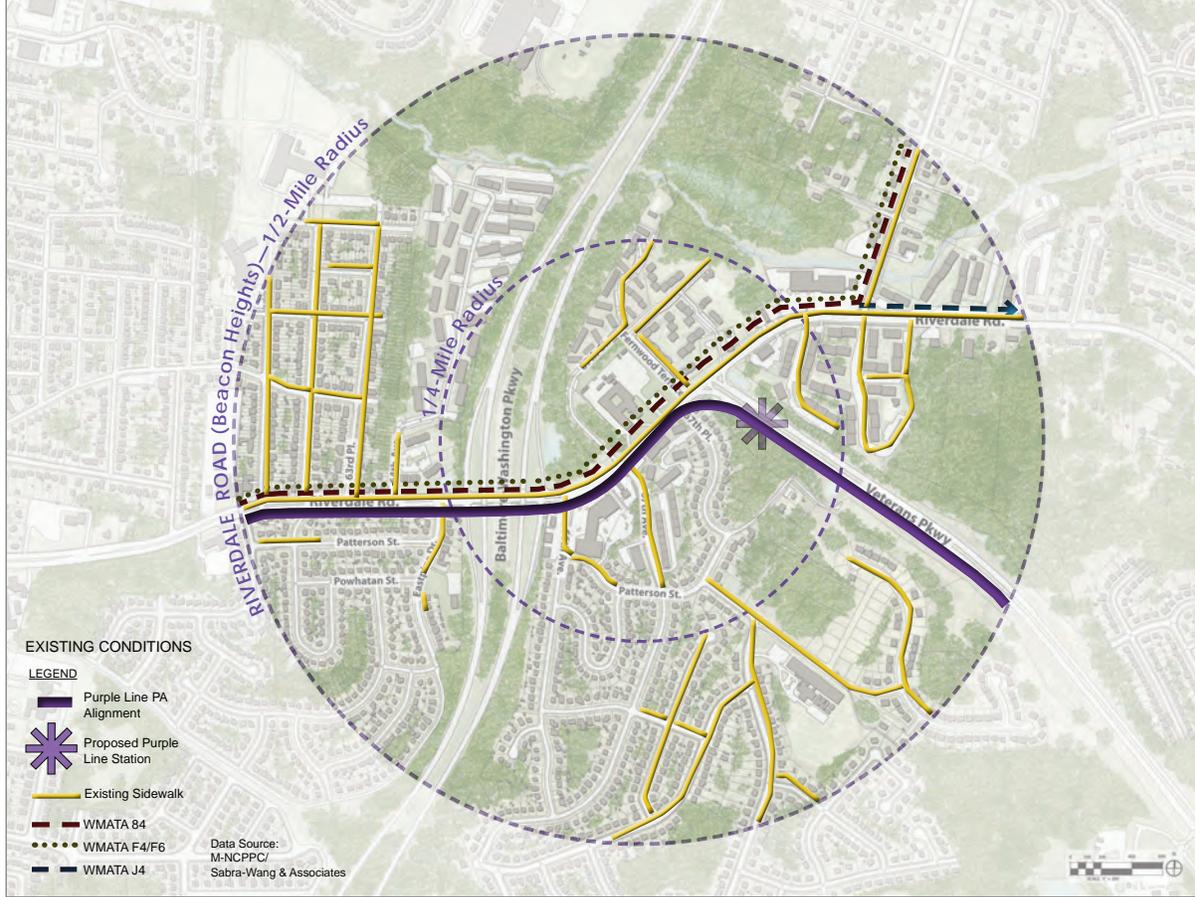
the isochrone boundary is to illustrate the actual walking time based on the current configuration of the roadway network and the provision of pedestrian facilities.

The isochrone is much smaller than the generic walkshed circle as the former reflects gaps and barriers in the existing nonauto transportation network. Barriers affecting pedestrian travel times within the study area include Baltimore-Washington Parkway, which pedestrians cannot cross at grade. Veterans Parkway and some intersections along Riverdale Road reduce the isochrone due to high volumes of vehicle traffic, resulting in long crossing distance and multiple points of conflict between pedestrians and vehicles.

While not affecting walking travel times, the pedestrian experience is eroded by gaps in the sidewalk network. These gaps occur throughout the residential areas including partial sidewalks on streets northwest of the intersection of Riverdale Road and Baltimore-Washington Parkway and no sidewalks along streets south of Riverdale Road and west of Beacon Place. Many of the sidewalks within the residential areas have multiple curb cuts for driveways, resulting in continually varying sidewalk alignments.

As part of the planned station access improvements, the goal will be to recommend specific improvements that will expand the isochrone for each station area.

**Map 3.9 Existing Transportation Conditions, Riverdale Road (Beacon Heights)**



## Previous Plans and Studies

### 1994 Bladensburg, New Carrollton and Vicinity (PA 69) Approved Master Plan and Sectional Map Amendment

The proposed Purple Line station area of Riverdale Road (Beacon Heights) falls within the northern portion of the Bladensburg, New Carrollton, and Vicinity Master Plan. The master plan noted that neighborhoods along the East West Highway Corridor, among others, continued to show signs of neglect and disrepair, particularly in many of the apartment complexes. Many neighborhoods in this general area were not planned with, and do not have, sidewalks; lack diversity of housing types; and have insufficient transitions between commercial and residential uses. The master plan calls for new development to include a diversity of housing types, styles, and densities; more meaningful open space; stronger connections and interface with commercial development; and densities and building heights that create a more compatible and smoother transition from new to existing development.

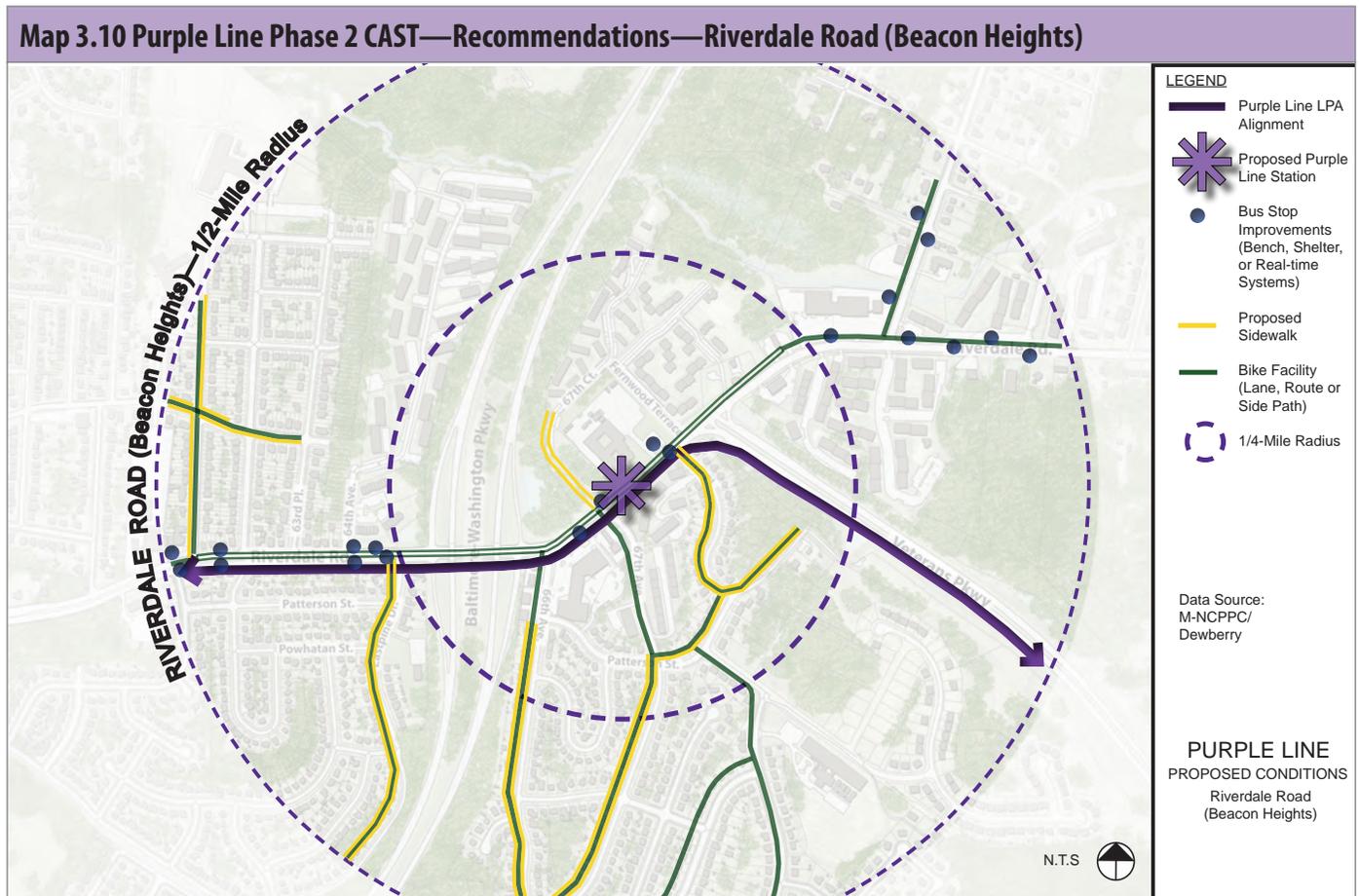
### 2011 Purple Line Phase 2 CAST

Access improvements to this station included roadway, pedestrian, bicycle and access to transit improvements. Roadway improvement recommendations included new traffic signals along MD 410, added turn lanes to enhance vehicle

and pedestrian safety, and access from neighborhood streets. Pedestrian network improvements included crosswalk striping, new amenities at signalized intersections (push buttons, priority phasing, and ADA ramps), widened sidewalks, and new lighting to enhance pedestrian comfort and safety. Bicycle facility improvements included new bicycle lanes and routes and new sidepaths along several neighborhood roadways to develop a new designated bicycle network, along with amenities such as bicycle parking and wayfinding signage. Lastly, bus stop upgrades to enhance the comfort and safety of transit users were proposed, which included shelters and benches.

### Development Activity: Riverdale Road (Beacon Heights)

There is currently no development activity within the half-mile study area of Riverdale Road (Beacon Heights) Purple Line station.



## Station Location and PA Route

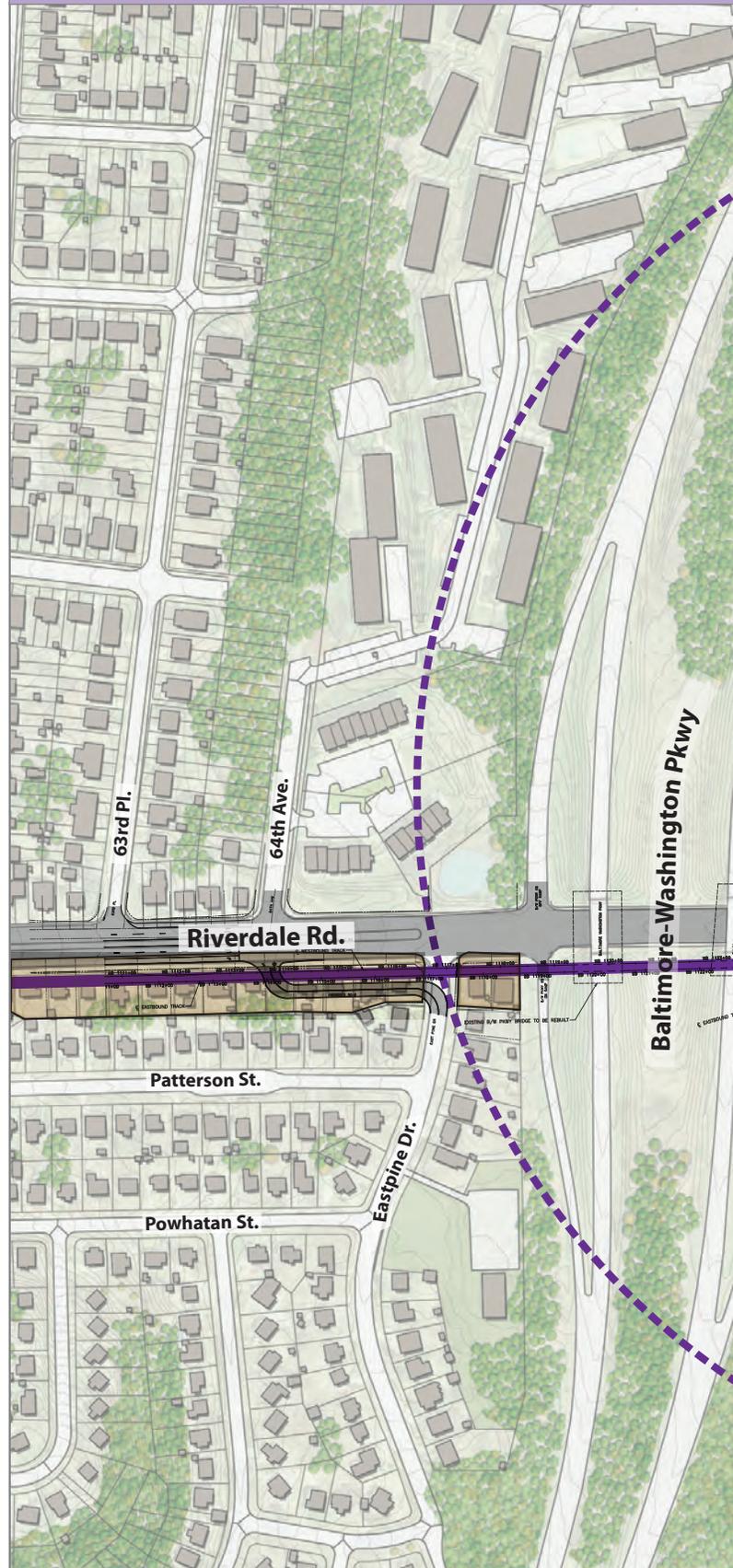
The PA route and station location for Riverdale Road (Beacon Heights) is shown to the right as proposed by MTA. This current proposed alignment and platform location is the culmination of community input, engineering feasibility, economic feasibility, and efforts to minimize disturbance outside of the right-of-way. All impacted properties are based on MTA's current alignment and are subject to change during MTA's PE phase.

The Riverdale Road (Beacon Heights) alignment currently follows the southern side of Riverdale Road between the roadway and the buildings and impacts private residences that border the roadway. Within close proximity to the proposed station location, commercial properties are impacted; however, only a few buildings are proposed to be demolished. The Riverdale Road right-of-way will expand to include the Purple Line light-rail tracks, reducing the distance between the roadway edge and building fronts for several properties along the roadway.

The current Purple Line PA would necessitate modifications to the intersection of Riverdale Road at 67th Avenue and to the access points at the East Pines Shopping Center, as well as the disconnection of 67th Place from Riverdale Road. The PA will also require the modification of 66th Avenue to allow right-in/right-out access from eastbound Riverdale Road.

Disclaimer: MTA has revised its list of properties likely to be impacted by the Purple Line Project. Further update can be found from MTA's web site, <http://www.purplelinemd.com/>

Map 3.11 Station Location and PA Route Plan—Riverdale Road (Beacon Heights)



Beacon Heights)





## 3.2

## Riverdale Park

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<b>Land Use</b>	<b>47</b>
<b>Area Properties</b>	<b>48</b>
<b>Open Space</b>	<b>49</b>
<b>Area Traffic and Transportation</b>	<b>51</b>
<b>Previous Plans and Studies</b>	<b>54</b>
<b>Station Location and PA Route</b>	<b>58</b>

## Introduction

The TOD study area centered on the proposed Riverdale Park Purple Line Station extends outward a half-mile from the station stop, as is shown in Map 3.12 on the facing page. A half-mile represents an average 10-minute walk. The inner circle represents a quarter-mile radius or an average 5-minute walk.

Two major vehicular thoroughfares—MD 410 (East West Highway and Riverdale Road) and MD 201 (Kenilworth Avenue)—travel through the study area. Area commuters use these roads to access larger thoroughfare corridors such as Baltimore-Washington Parkway to the east.

Connectivity throughout the area is heavily divided by East West Highway, causing pedestrian-vehicle conflicts. Pedestrian infrastructure along East West Highway is minimal and in need of improvement.

Existing area development includes a mix of single-family homes, commercial properties, and large portions of open space. Single-family detached residential properties are the primary land use. To the north and south of the proposed station lies the Central Kenilworth Avenue commercial area with three shopping centers. The existing commercial uses are one- and two-story neighborhood-serving retail and storefront office uses.

Within the study area, Riverdale Park is a small community of 2,400 households and 9,000 residents with a median age of 28. There is a notable renter population that represents 57 percent of all households. The average household size for the area is the highest of all Prince George’s County proposed Purple Line station areas with 3.74 persons per household, reflecting that two-thirds of households consist of three or more persons. Approximately 40 percent of the housing units in the Riverdale Park station area are single-family homes with almost 60 percent of housing units in multifamily structures. In the Riverdale Park community, many of these renters are Hispanic and support Spanish-speaking businesses located within the community’s retail offerings. Data from the 2000 U.S. Census indicated that fewer households have access to cars, compared to the other proposed Purple Line station areas.

The Riverdale Plaza Shopping Center and adjacent commercial buildings (located within the quarter-mile radius of the proposed station) are in prime locations at the intersection of three major thoroughfares but have vacancies and are older buildings.

Assets within the half-mile radius of the proposed station with the potential for redevelopment include Riverdale Plaza Shopping Center, Kenilfair Plaza, and other large, commercial properties along Riverdale Road and Kenilworth Avenue as well as some multifamily residential properties. Other assets include large areas of open space with passive and active recreational facilities west of the proposed station area and historic sites such as Browning-Baines House and Riverdale Baptist Church (Refreshing Spring Church of God).



Riverdale Plaza Shopping Center



Channelized Stream, north of Riverdale Plaza

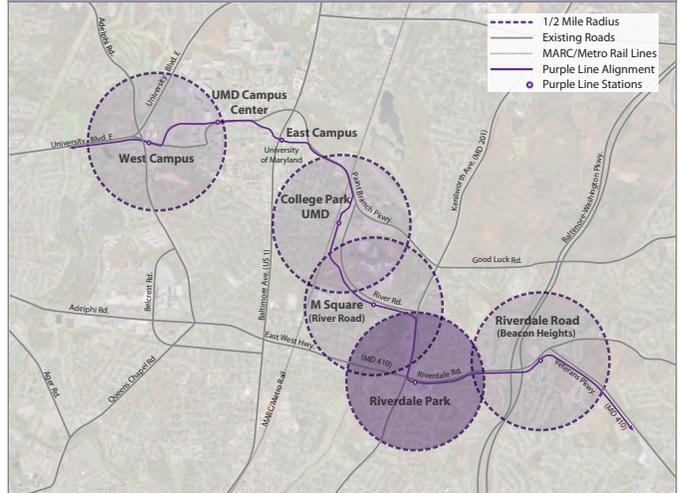


Templeton Manor, south of Riverdale Plaza

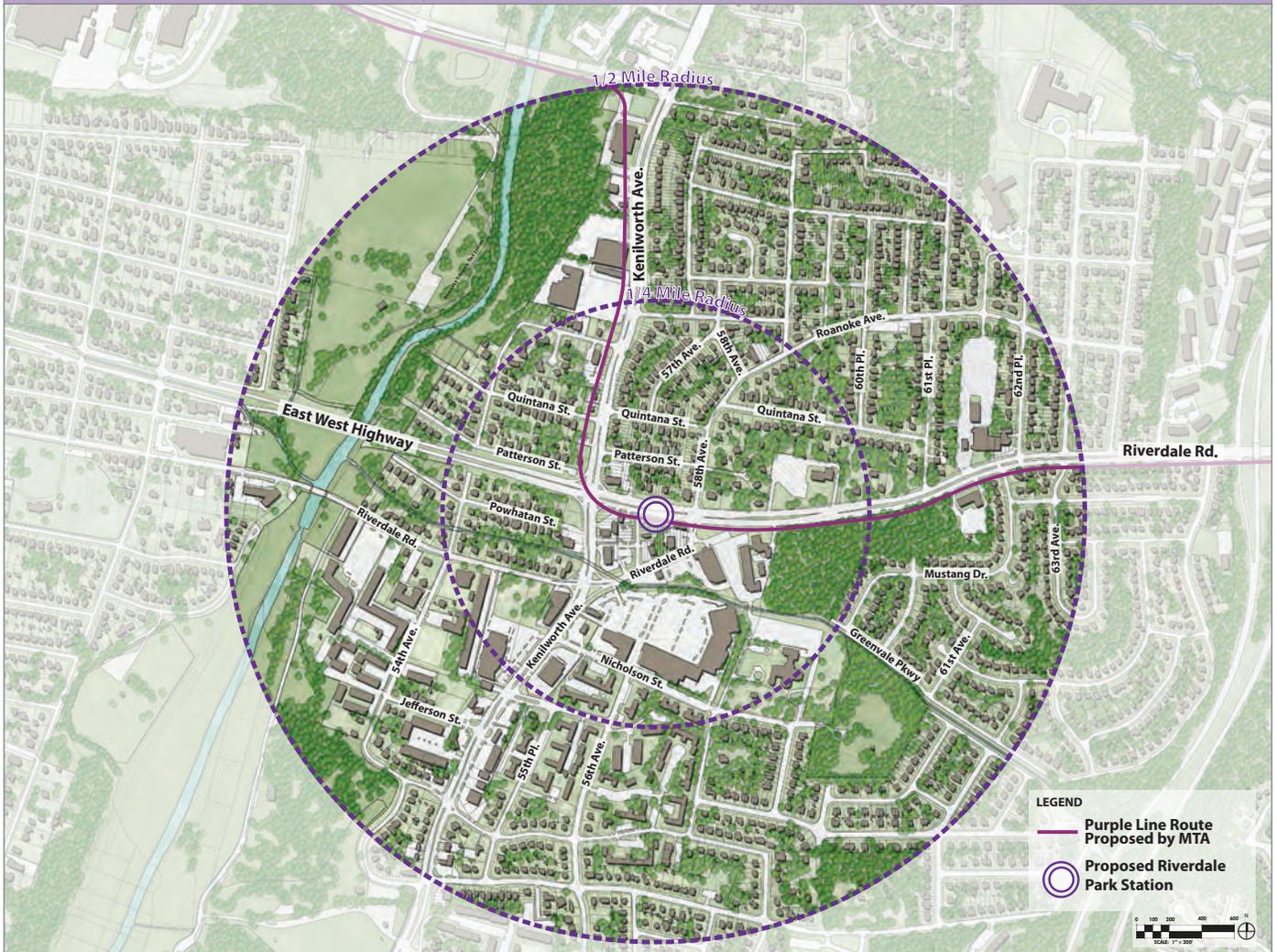


Kenilworth Avenue, looking south from East West Highway

Map 3.12 Study Area Location



Map 3.13 Riverdale Park Station Study Area—Existing Conditions



# Zoning

The existing zoning classifications predominantly allow for low- and medium-density residential with some low-density, general commercial. The zoning is typical single use (Euclidean) zoning where each land use is separated from one another, with very limited mixing. For example, per the Prince George's County Zoning Ordinance and Use Table—Section 27, residential zones allow for few exceptions for the use-zoned property (such as allowances for funeral parlors and bed and breakfast inns); similarly, commercial zones allow for few exceptions for the use-zoned property (such as allowances for hospitals and cemeteries).

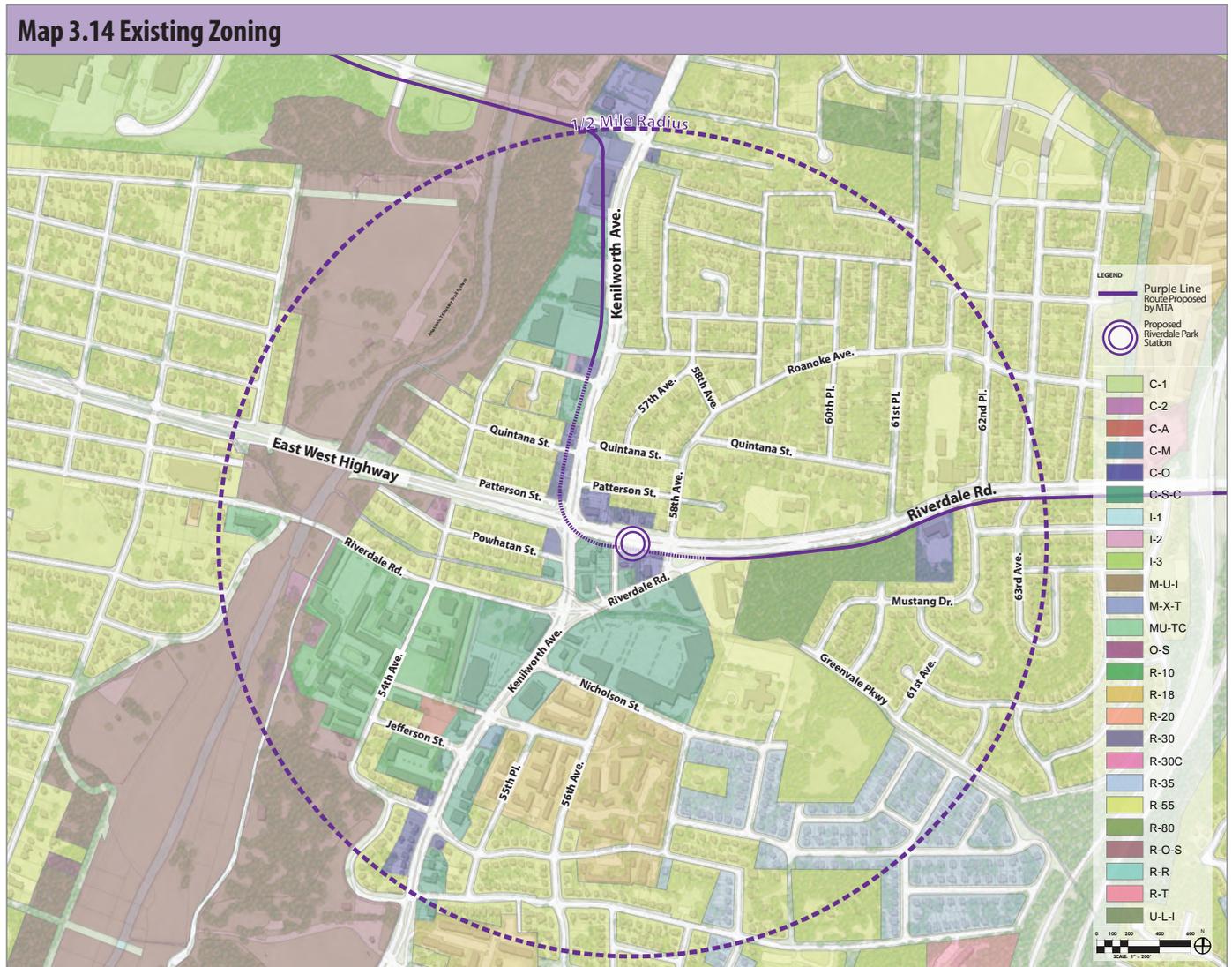
The existing zoning classifications within the half-mile radius of the proposed station include:

## Residential:

1. R-10: Multifamily High-Density Residential
2. R-18: Multifamily Medium-Density Residential
3. R-35: One-Family Semidetached, and Two-Family Detached Residential
4. R-55: One-Family Detached Residential
5. R-80: One-Family Detached Residential
6. R-O-S: Reserved Open Space
7. O-S: Open Space

## Commercial:

1. C-A: Ancillary Commercial
2. C-O: Low-Density Commercial Office
3. C-S-C: Commercial Shopping Center
4. C-2: General Commercial, Existing
5. C-M: Miscellaneous Commercial



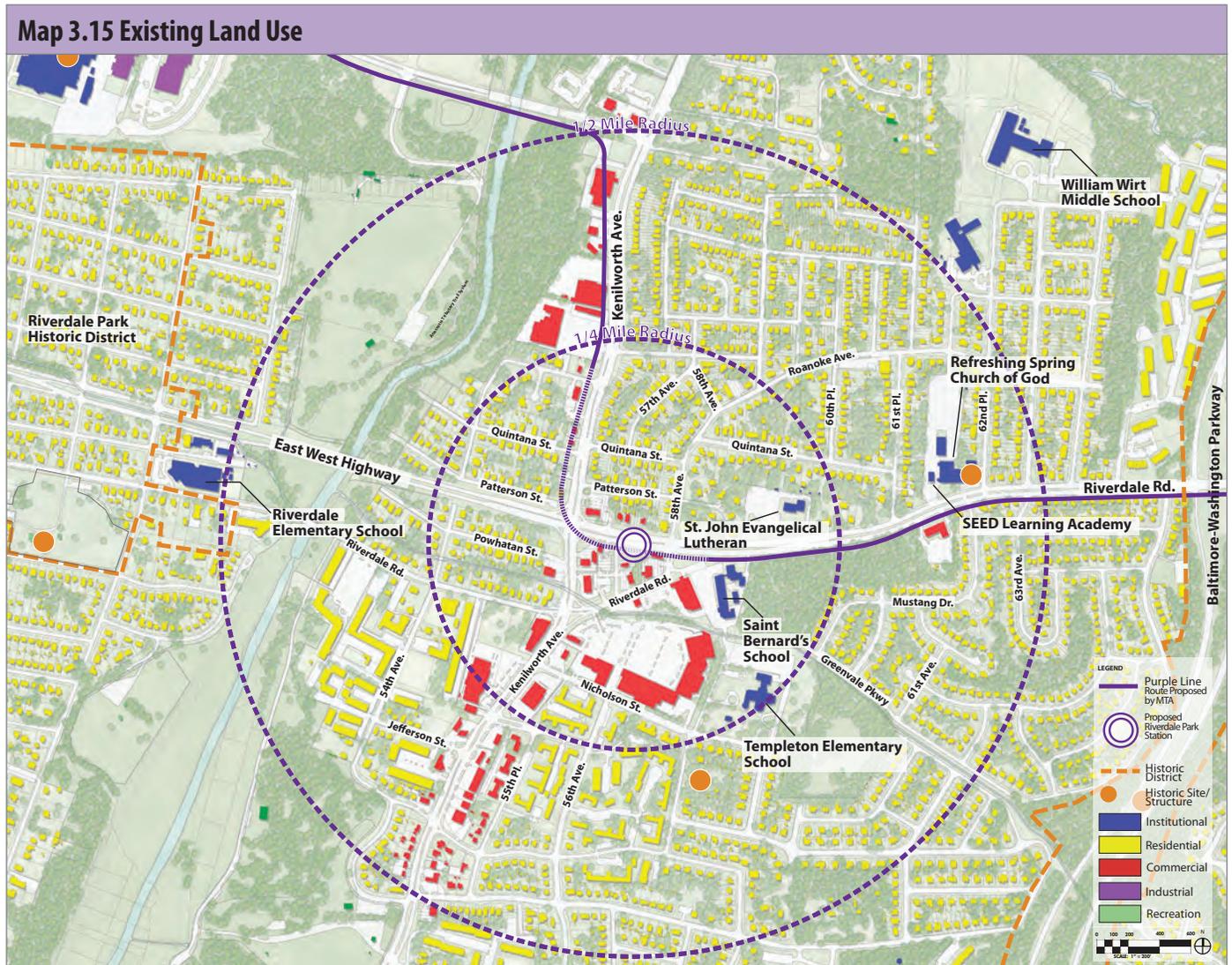
# Land Use

The Riverdale Park study area within a half-mile of the proposed station area is dominated by commercial uses, bordering the major and minor arterial roads. Kenilworth Avenue and Riverdale Road/East West Highway serve as magnets for commercial use. Beyond the immediate commercial properties, surrounding neighborhoods are composed of residential, including single-family detached homes to the north and east and multifamily dwellings to the south and west. Approximately 40 percent of the 2,400 residential units are single-family; 60 percent are multifamily units. The architectural typology of the commercial buildings is primarily strip shopping centers, converted single-family detached homes, or single-occupancy tenant buildings such as commercial fast-food restaurants. The area comprises a diverse range of businesses that reflects the cultural influences unique to this community. The main commercial property near the proposed station is the Riverdale Plaza Shopping Center constructed in 1952. The plaza's parcel is 11 acres

with 140,000 square feet of retail in a mix of tenants, including a grocery store, service retail, a theater, an automobile service facility, and a restaurant. Combined with surrounding small parcel commercial properties and the Saint Bernard's School property, the shopping center represents 29.56 acres at the core of the TOD study area.

Parkland also occupies a portion of the study area, largely on the western edge of the half-mile radius with the Anacostia River Stream Valley Park.

For details on properties with current development plans, see Development Activity on page 56.

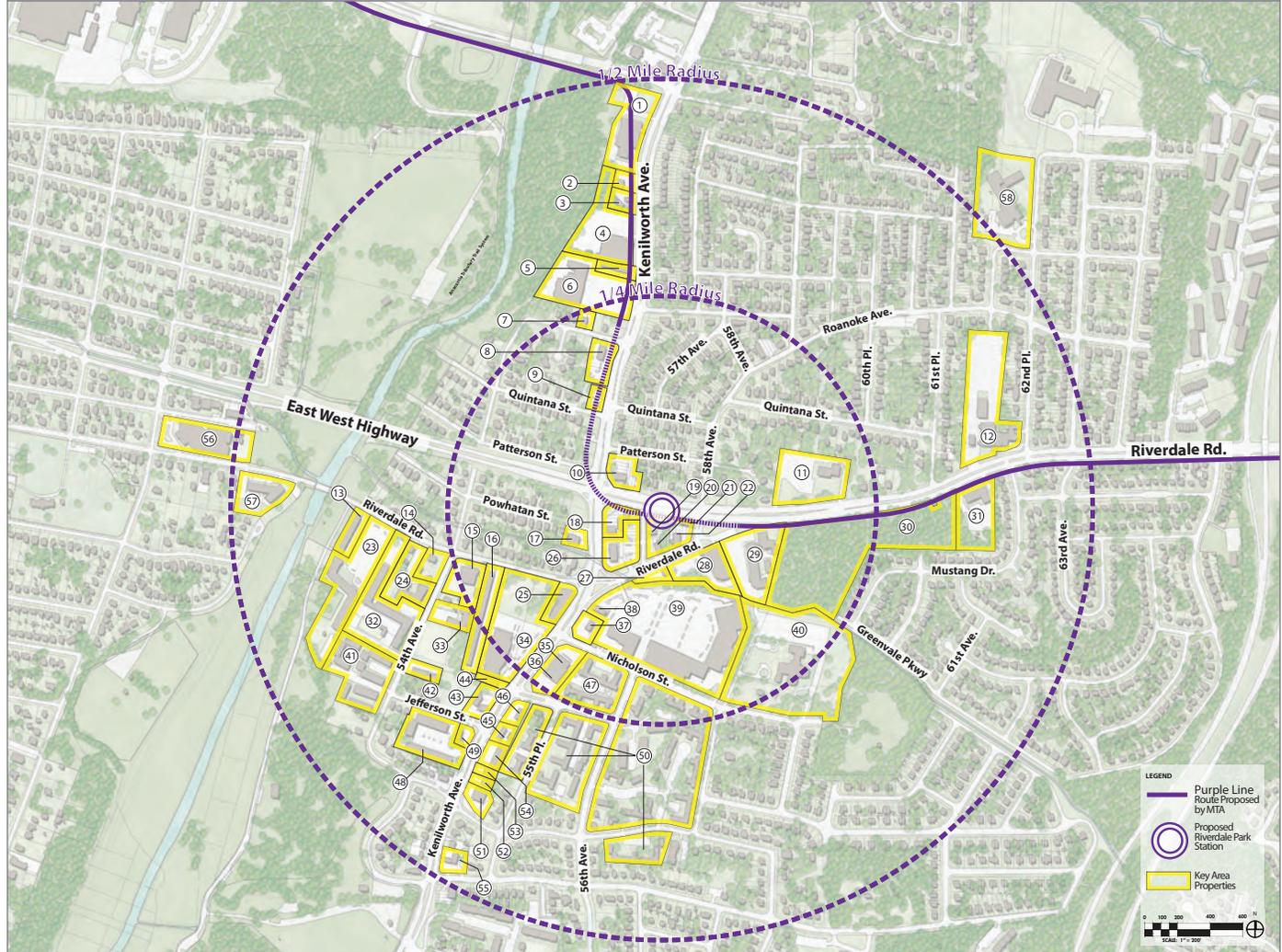


# Area Properties

The following area properties diagram locates and identifies all properties (excluding residential single-family lots and parkland) within the half-mile study area of the proposed Riverdale Park station. For this study, properties will be evaluated for potential redevelopment based on such factors as proximity to the proposed station, access, ownership, and property size.

- |                                     |   |   |  |
|-------------------------------------|---|---|--|
| 1. First Korean Presbyterian Church | 12. Refreshing Spring Church of God In Christ | 22. Bank of America                           | 40. St. Bernard's Roman Catholic       |
| 2. Pollo Fiesta                     | 13. Riverwood Apts.                           | 23. Tanglewood Apts.                          | 41. RTW LLC                            |
| 3. Tires 'R' Us                     | 14. Riverdale Town Council                    | 24. River Crossing Apts.                      | 42. River Crossing Apts.               |
| 4. Rinaldi's Riverdale Bowl         | 15. River of Life RCCG                        | 25. Trinity Prop. Pawn Broker                 | 43. BP Gas Station                     |
| 5. La Flor de Puebla Bakery         | 16. Riverdale Village Apts.                   | 26. McDonald's Restaurant                     | 44. People's Enterprises               |
| 6. Advance Auto Parts               | 17. Posada's Auto Service                     | 27. La Poblanita                              | 45. Texaco Gas Station                 |
| 7. Total Auto Maintenance           | 18. Shell Gas Station                         | 28. Mega Supermarket                          | 46. Express Auto Clinic                |
| 8. Wendy's Restaurant               | 19. Riverdale Chiropractic                    | 29. St. Bernard's Elementary School           | 47. Oak Ridge Apts.                    |
| 9. Image 1 Hair Design              | 20. Animal Medical Center                     | 30. Refreshing Spring Church of God In Christ | 48. Jefferson Hall Apts.               |
| 10. Boston Market                   | 21. Lawyer's Prof. Building                   | 31. Refreshing Spring Prof. Bldg.             | 49. Chop Tank Grocery                  |
| 11. St. John Evangelical Lutheran   |   | 32. Riverdale Towers Apts.                    | 50. Templeton Manor                    |
|                                     |   | 33. Horizon Properties                        | 51. Kenilworth Liquors                 |
|                                     |   | 34. Compare Foods Supermarket                 | 52. Taqueria Tres Reyes                |
|                                     |   | 35. La Chiquita Express                       | 53. Riggs Grocery                      |
|                                     |   | 36. A&S Dept. Furniture                       | 54. El Bucano Cafe                     |
|                                     |   | 37. Professional Auto Glass                   | 55. Red Top Gas Station                |
|                                     |   | 38. IHOP Restaurant                           | 56. Riverdale Elementary School        |
|                                     |   | 39. Riverdale Plaza Shopping Center           | 57. Calvert Park Apartments            |
|                                     |   |   | 58. Center for Educational Partnership |

**Map 3.16 Area Properties**



# Open Space

The open space diagram, shown below, locates existing parks, playgrounds, trails, and recreation centers within and surrounding the half-mile radius study area as potential amenities for future development. A large network of neighborhood and community parks exists in close proximity to the proposed Riverdale Park station location. Parks located within the half-mile radius include:

**Browning's Grove Neighborhood Park**—passive recreation space, surface courts, playground equipment, and gathering pavilions.

**Riverdale Community Recreation Center**—several baseball fields, one football field, and large gathering areas. **Anacostia River Stream Valley Park**—mainly wooded, shared-use paths, and trails.

Parks located outside of the half-mile radius include:

**East Pines Neighborhood Recreation Center**—surface tennis and basketball courts.

**Riverdale Hills Neighborhood Playground**—a variety of playground equipment.

**Madison Hill Community Park**—borders two academic recreation fields to the north and south.

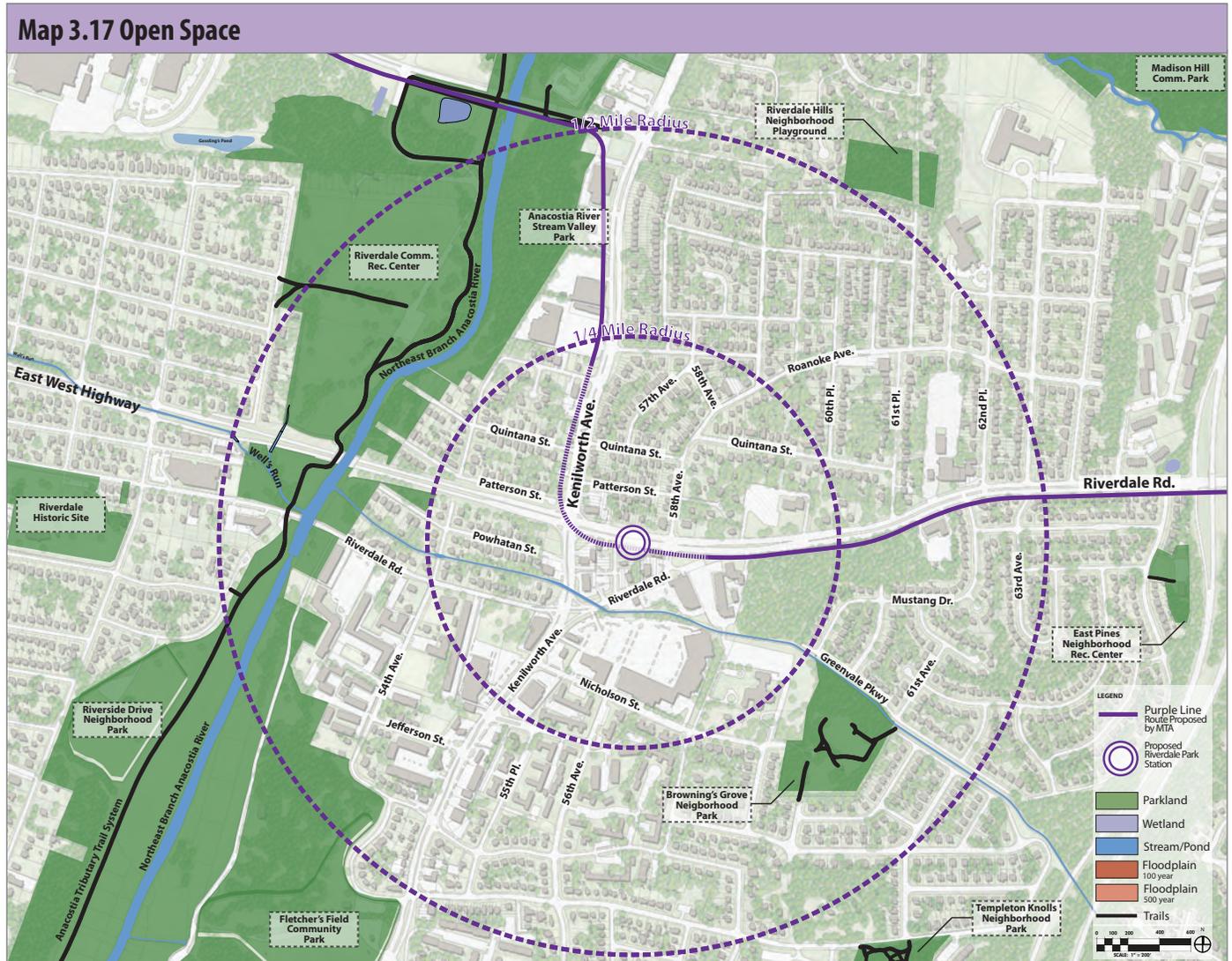
**Templeton Knolls Neighborhood Park**—playground equipment, passive recreation space, and trails.

**Fletcher's Field Community Park**—baseball and football fields, playground equipment surface courts, and gathering areas.

**Riverside Drive Neighborhood Park**—football fields, baseball fields, and gathering areas.

**Riversdale Historic Site**—Riversdale House Museum, the Trowning-Baines House and Riverdale Baptist Church (Refreshing Spring Church of God)

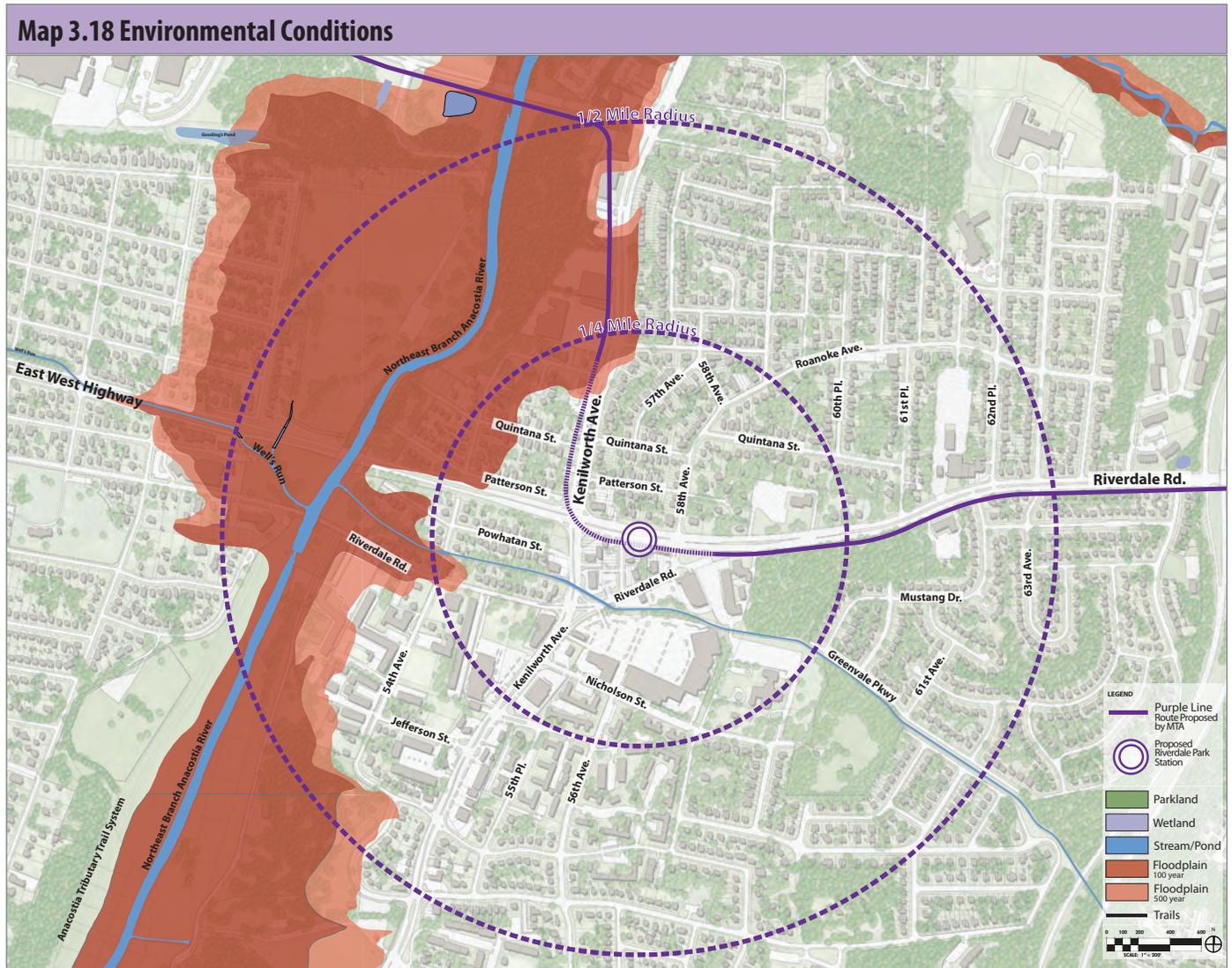
The parks along the Northeast Branch form an interconnected network of green spaces and recreational areas, connecting to larger greenway systems to the north and south.



# Environmental Conditions

The environmental conditions diagram, shown below, locates existing hydrologic features such as wetlands, streams, ponds, and flood plain areas within and surrounding the half-mile radius study area as potential constraints on future development.

Within the quarter-mile radius of the proposed Riverdale Park station, a channelized stream is located to the south, connecting to the Northeast Branch of the Anacostia to the west. Wetlands are confined to the Northeast Branch basin. The FEMA-identified floodplains are mainly located between the half-mile and quarter-mile radius. The designated 100 year and 500 year floodplains are largely contained within parklands. The floodplains do encroach on existing buildings around the intersection of the Northeast Branch and East West Highway and continue north enveloping buildings east and west of the stream.



# Area Traffic and Transportation

## Overview

The traffic and transportation assessment for Riverdale Park includes roadway types, functionality and related amenities, pedestrian facilities (e.g., sidewalks), bicycle facilities, transit services (bus and Metrorail), and parking. Major deficiencies/needs such as gaps and barriers in the nonmotorized transportation network are documented and summarized.

### Roadways

Several major roadways cut through the residential and commercial streets of Riverdale Park. MD 201 (Kenilworth Avenue) is a four-lane, divided urban principal arterial that runs north-south from Baltimore-Washington Parkway to the Capital Beltway and carries an average daily traffic volume of 33,550 vehicles. MD 410 (East West Highway) is a four- to six-lane, divided principal arterial running in an east-west direction from New Hampshire Avenue to Riverdale Road with an average daily traffic volume of 41,950 vehicles. MD 410 (Riverdale Road) is a four-lane, divided principal arterial that runs in an east-west direction from East West Highway to Veterans Parkway and carries an average daily traffic volume of 39,700 vehicles between MD 201 (Kenilworth Avenue) and Baltimore-Washington Parkway. Other key two-lane roadways include 58th Avenue/Roanoke Avenue (averages 1,600 vehicles per day), Carters Lane (3,000 vehicles), Longfellow Street (1,250 vehicles), 56th Avenue (4,600 vehicles), and 54th Avenue. All available ADT volumes were obtained through MDSHA internet TMS.

Regarding roadway maintenance responsibilities, all numbered roadways in the study area such as MD 410 (East West Highway) and MD 201 (Kenilworth Avenue) are maintained by MDSHA. Named roadways such as River Road and Paint Branch Parkway are maintained by the county.

### Pedestrian Accommodations

Within the study area, partial sidewalks are provided on most streets south of East West Highway and Roanoke Avenue. No sidewalks are provided through most of the northern portion of the study area. Existing sidewalks are not buffered from vehicular traffic and are broken up by many driveways.

*Noted Deficiencies.* There are missing sidewalks along portions of MD 410, Tuckerman Street, Somerset Road, 57th Avenue, 60th Place, 60th Avenue, 61st Avenue, Ravenswood Road, 58th Avenue, Rittenhouse Road, and Sheridan Street. Major roadways such as MD 410 and MD 201 have high volumes of fast-moving traffic and long crossing distances that leave pedestrians exposed. Roadways in the study area also have many curb cuts for driveways and access points, creating more conflict points for pedestrians. Lighting is provided at most intersections, but there is no lighting provided at a pedestrian scale, such as lower (14' +/- high) pole-mounted fixtures.

The intersections along Riverdale Road and Kenilworth Avenue handle high volumes of vehicle traffic, resulting in long crossing distances and multiple points of conflict for pedestrians. Most crosswalks appear to be faded. Not all intersections provide consistent amenities, including push buttons and

countdown signals. Curb ramps are generally provided at intersections throughout the study area; however, many do not meet current ADA standards for Accessible Design.

### Bicycle Accommodations

There are currently no designated bicycle facilities within a half-mile radius of the proposed Riverdale Park Purple Line Station.

*Noted Deficiencies.* No bicycle network, bicycle signage, or bicycle parking is provided in the study area. Though many local residents are within short bicycle trips of commercial destinations, the connecting roadways are undesirable for cyclists without dedicated space for bikes.

### Bus Service

Bus stops are located along Riverdale Road and Kenilworth Avenue throughout the study area; most stops have no amenities like benches or shelters. The area is served by Metrobus Routes 84, F4 and R12. Metrobus Route 84 stops in New Carrollton, Edmonston, Bladensburg, Peace Cross, Mt. Rainier, and Rhode Island Avenue-Brentwood Metro Station. Metrobus 84 has a peak hour headway of 20 minutes. Metrobus F4 serves the Silver Spring Metro Station, Takoma Park, Prince George's Plaza Station and New Carrollton Station, and has a peak hour headway of 15 minutes. The R12 route serves Greenbelt Station, College Park, and Bladensburg and has a peak hour headway of 30 minutes.

*Noted Deficiencies.* Existing bus stops lack amenities such as shelters, seating, and real-time transit information.

### Parking Regulations

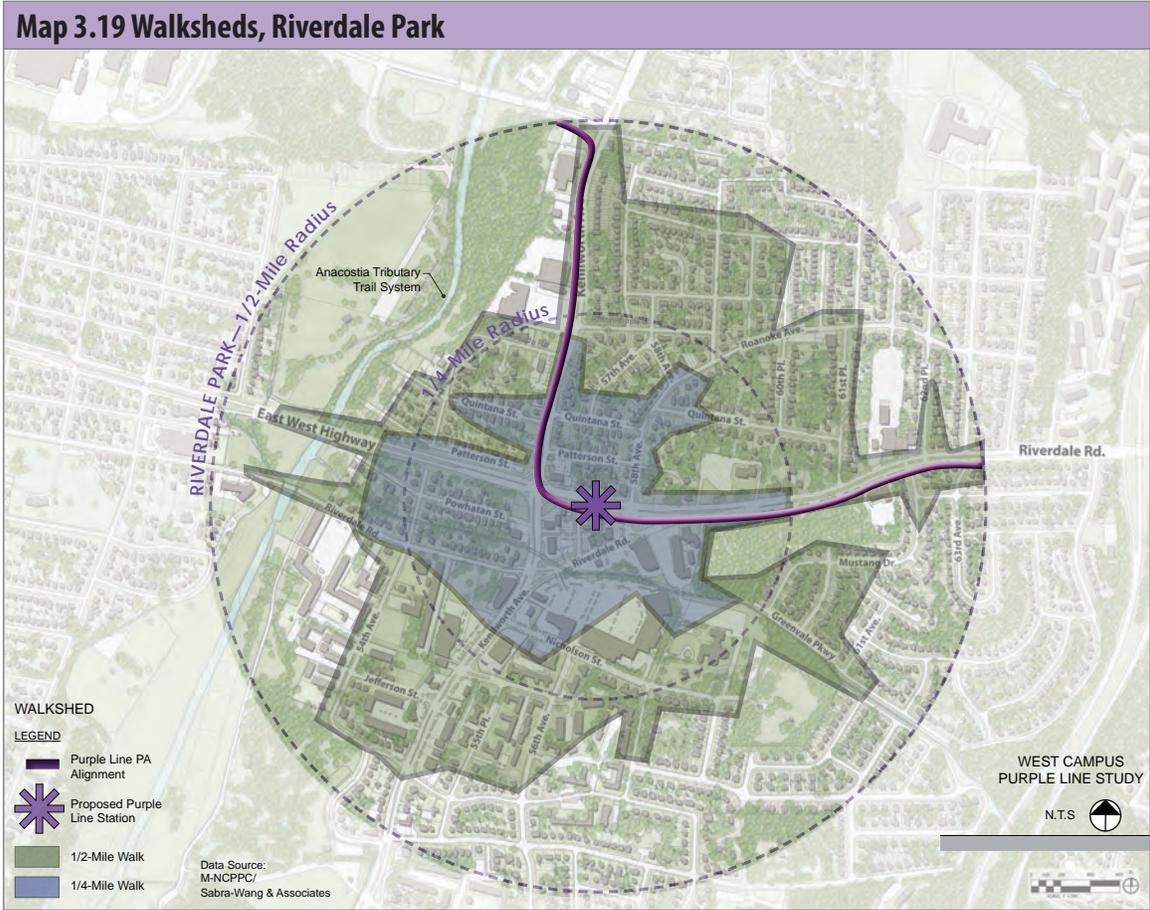
Approximately 2,000 parking spaces are provided within a half-mile of the proposed station. There are "No Parking" restrictions along Riverdale Road, East West Highway, and portions of Kenilworth Avenue, Jefferson Street, Spring Lane, Nicholson Road, 54th Avenue, and Greenway Drive. Otherwise, on-street parking is free and unrestricted along most residential streets.

## Pipeline Recommended Public Improvements

A review of short-term and long-term state, county and local plans such as the Consolidated Transportation Plan, CIP, Highway Needs Inventory, Constrained Long-Range Plan, and Master Plan of Transportation was performed to identify both funded and unfunded transportation projects for each mode of travel (other than the Purple Line). There is currently one pipeline project within a half-mile radius of the proposed Riverdale Park Station, which is part of the Highway Needs Inventory. The project is a divided highway reconstruction along MD 201 from US 50 to Paint Branch Parkway.

(See plan diagram and tables on following pages for additional traffic and transportation assessments for Riverdale Park.)

The walksheds for Riverdale Park are shown both as radial perimeters (circles) and as isochrones (free form shapes) based on actual predicted walking travel times from the station platform. The importance of the isochrone boundary



is to illustrate the actual walking time based on the current configuration of the roadway network and the provision of pedestrian facilities.

The isochrone is much smaller than the generic walkshed circle as the former reflects gaps and barriers in the existing nonauto transportation network. Barriers, affecting pedestrian travel times within the study area, include MD 201 (Kenilworth Avenue), MD 410 (East West Highway), and the Northeast Branch of the Anacostia River, due to the infrequency of pedestrian crossings. Intersections along Riverdale Road and Kenilworth Avenue reduce the isochrone due to high volumes of vehicular traffic, resulting in long crossing distances and multiple points of conflict between pedestrians and vehicles.

While not affecting walking travel times, the pedestrian experience is eroded by gaps in the sidewalk network. These gaps occur throughout the residential areas including partial sidewalks on streets south of East West Highway and Roanoke Avenue and no sidewalks along streets in the northern portion of the study area. Many of the sidewalks within the residential areas have multiple curb cuts for driveways, resulting in continually varying sidewalk alignments.

As part of the planned station access improvements, the goal will be to recommend specific improvements that will expand the isochrone for each station area.

**Map 3.20 Existing Transportation Conditions, Riverdale Park**



## Previous Plans and Studies

### **1994 Approved Master Plan and Sectional Map Amendment For Planning Area 68**

The Approved Master Plan Area 68 study area fully includes Riverdale (now Riverdale Park). The master plan calls for the preservation and stabilization of area neighborhoods, including Riverdale; a retention and recruitment strategy for local businesses, including those along Kenilworth Avenue; and the development of a trail network along primary environmental corridors, such as the Northeast Branch of the Anacostia. The master plan recommends a detailed study of the Riverdale Shopping Center, noting community support for enhancing development, promoting infill commercial development, façade improvements, increased parking, improved circulation and access, and overall site enhancement.

### **1994 Master Plan and Sectional Map Amendment Bladensburg, New Carrollton, and Vicinity**

The proposed Purple Line station area of Riverdale Road (Beacon Heights) falls within the northern portion of the Bladensburg, New Carrollton and Vicinity Master Plan. The master plan noted that neighborhoods along the East West Highway Corridor, among others, continued to show signs of neglect and disrepair, particularly in many of the apartment complexes. Many neighborhoods in this general area were not planned with and do not have sidewalks, lack diversity of housing types, and have insufficient transitions between commercial and residential uses. The master plan calls for new development to include a diversity of housing types, styles, and densities; more meaningful open space; stronger connections and interface with commercial development; and densities and building heights that create a more compatible and smoother transition from new to existing development.

The master plan notes that the general study area has an overabundance of retail. Shopping centers with large vacancies and those that are small and/or becoming obsolete should consider reuse opportunities with alternative uses to retail. Some commercial corridors and shopping centers have ingress and egress conflicts and other traffic and circulation conflicts that require comprehensive infrastructure and roadway improvements.

Additionally, the master plan recommends several transportation and capital infrastructure improvements that remain relevant to this Purple Line planning effort, among them an interchange at Kenilworth and East West Highway.

### **2008 Central Kenilworth Avenue Revitalization (CKAR)**

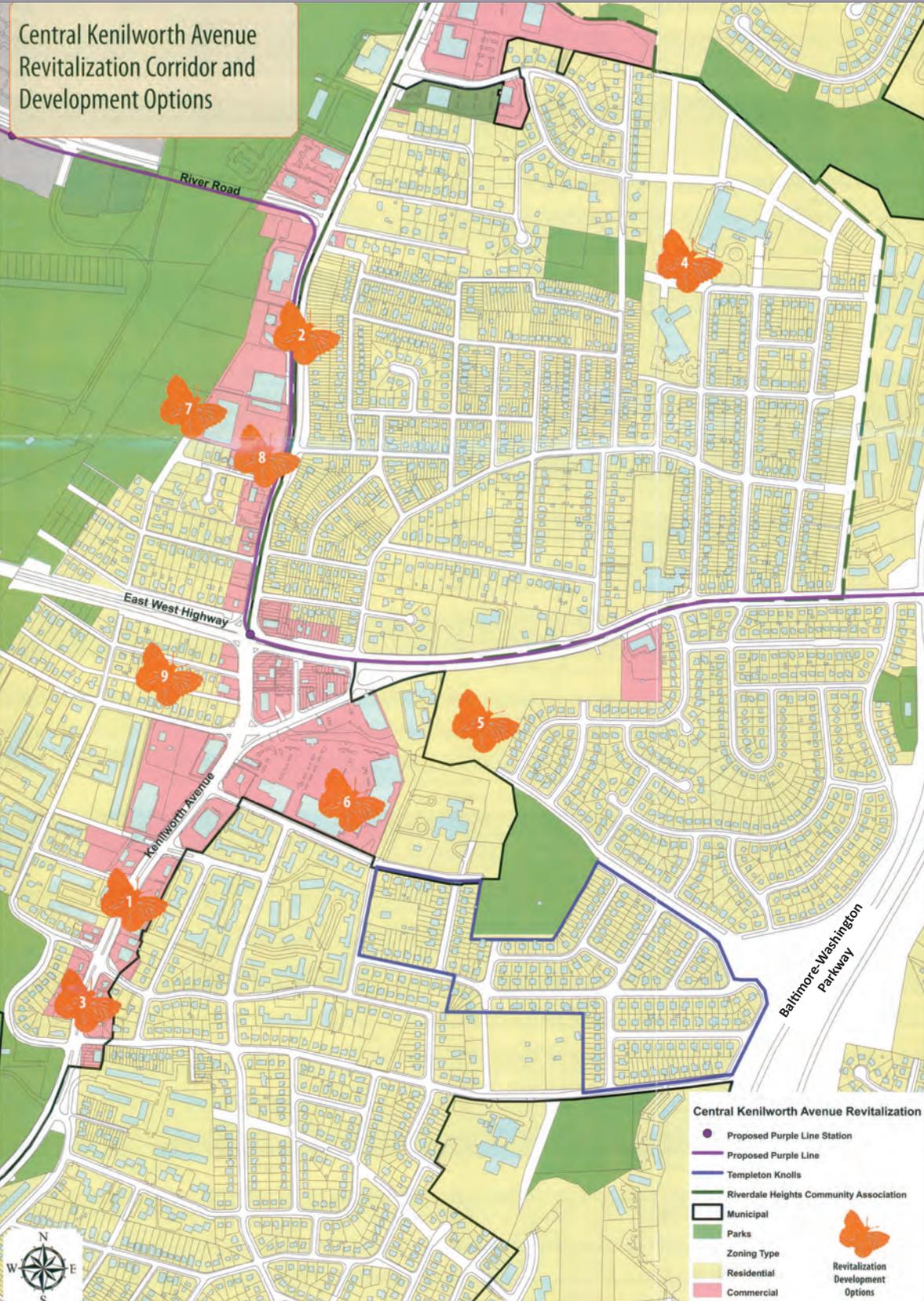
The *Central Kenilworth Avenue Revitalization Study* focused on the areas along Kenilworth Avenue, between River Road and Edmonston Road. Through community participation, issues and concerns were discussed and implementation strategies and action steps were developed. The 2008 collaborative community workshops involvement included area civic associations, the Town of Riverdale Park, CKAR Community Development Corporation, Neighborhood Design Center, M-NCPPC, and UMD. The study focused on nine areas with redevelopment potential, addressing issues

including mitigating pedestrian and vehicle conflicts, improved streetscapes, bicycle facilities, a gateway plaza, an integrated transit station, pocket parks and greenway connections, environmental restoration, and innovative stormwater management. The action steps developed include converting the stormwater management ditch into a more natural stream/community amenity; implementing comprehensive streetscape improvements to the Kenilworth Avenue Corridor from River Road to Edmonston Road; and developing plans for the rehabilitation and/or redevelopment of Riverdale Plaza.

### **2009 Approved Countywide Master Plan of Transportation**

The *Approved Countywide Master Plan of Transportation* outlines countywide goals, policies, and strategies to guide appropriate planning, funding, and implementation of an efficient multimodal transportation infrastructure system. The plan includes and recommends the Purple Line PA and a new interchange at East West Highway and Kenilworth Avenue. No other major transportation infrastructure investments are suggested within the Purple Line TOD Study area.

### Map 3.21 Central Kenilworth Avenue Revitalization Plan



### 2011 Purple Line Phase 2 CAST

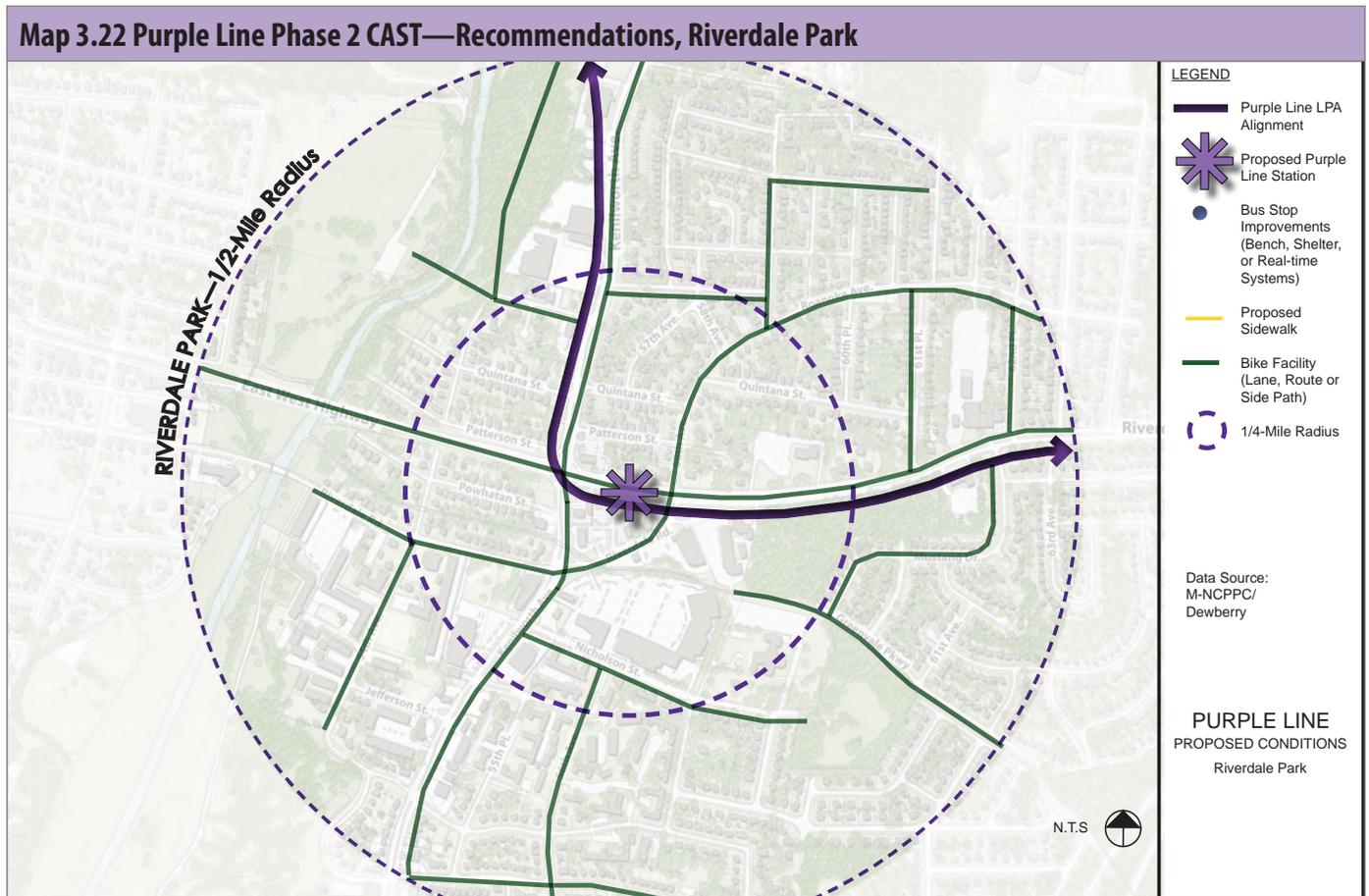
Access improvement recommendations to this station included roadway, pedestrian, and bicycle transit. Roadway recommendations included new traffic signals along MD 410 and MD 201 to enhance vehicle and pedestrian access from neighborhood streets. Recommendations for pedestrian network included crosswalk striping; new amenities at signalized intersections such as push buttons, priority phasing, and ADA ramps; widened sidewalks; and new lighting to enhance pedestrian comfort and safety. Bicycle facility recommendations included new bicycle lanes and routes and new sidepaths along several neighborhood roadways to develop a designated bicycle network, along with amenities such as bicycle parking and wayfinding signage. Lastly, the bus stop upgrades proposed to enhance the comfort and safety of transit users included shelters and benches.

### Development Activity: Riverdale Park

#### Headen Spring, Riverdale, Maryland

Located within the half-mile study area of the Riverdale Park Purple Line Station, the Headen Spring TOD is planned for a 13-acre site east of St. Bernard's Elementary School. The parcel is on the south side of Riverdale Road and is bordered on the south by residential neighborhoods.

As currently proposed by Sowing Empowerment & Economic Development, Inc., the development is planned as a campus for education, recreation, health and human services, cultural arts, and housing. A learning center will serve children from six weeks to four years of age (Pre-K) and includes an EXCEL Academy Public Charter School. A fitness center, gymnasium, and a 250-seat theater are planned to accommodate recreation and a cultural arts program. Phase 2 development includes workforce housing and senior housing.



## Station Location and PA Route

The PA route and station location for Riverdale Park is shown to the right as proposed by MTA. This current proposed alignment and platform location is the culmination of community input, engineering feasibility, economic feasibility, and efforts to minimize disturbance outside of the right-of-way. All impacted properties are based on MTA's current alignment and are subject to change during MTA's PE phase.

The Purple Line Station at Riverdale Park would require an elevated station platform. The PA will not impact access to the Riverdale Park Shopping Center. Mustang Drive is proposed to be realigned to improve operations at MD 410 (Riverdale Road) and 62nd Place by providing safe pedestrian crossings and relocating the current offset traffic signals. The access from Quesada Road to MD 201 (Kenilworth Avenue) is proposed to be relocated to a traffic signal opposite Rittenhouse Street.

MTA investigated an alternative Purple Line route along Kenilworth Avenue, which shifted the alignment to the center median of Kenilworth Avenue, in order to minimize property takings along Kenilworth Avenue north of MD 410. The alternative center-median alignment has been incorporated into the PA by MTA.

Disclaimer: MTA has revised its list of properties likely to be impacted by the Purple Line Project. Further update can be found from MTA's web site, <http://www.purplelinemd.com/>

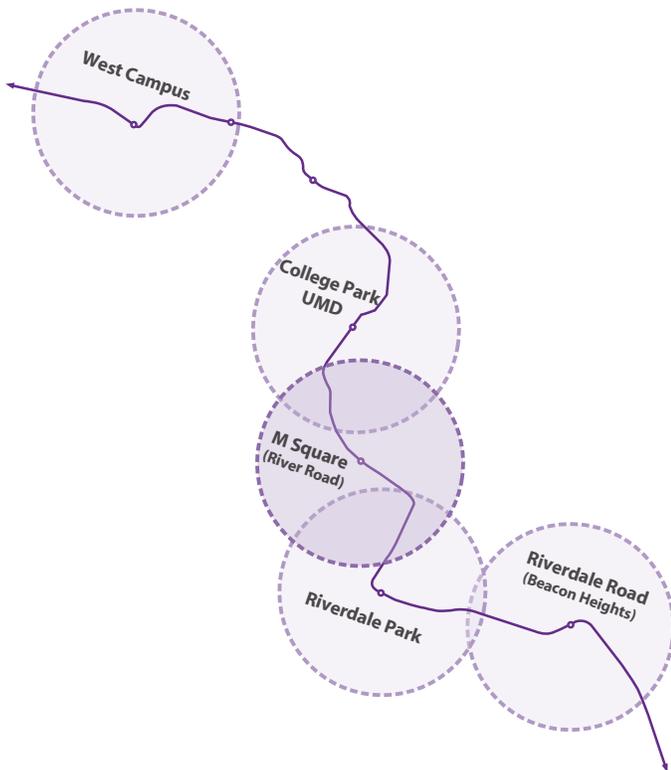
Map 3.23 Station Location and PA Route Plan—Riverdale Park





### 3.3

## M Square (River Road)



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## Introduction

The TOD study area centered on the proposed M Square (River Road) Purple Line Station extends outward a half-mile from the station stop, as shown on Map 3.24 on the facing page. A half-mile represents an average 10-minute walk. The inner circle represents a quarter mile radius or an average 5-minute walk.

A major vehicular thoroughfare, Kenilworth Avenue, travels through the study area to the east. Area commuters use this road to access larger transportation corridors such as the Baltimore-Washington Parkway to the east, I-495 to the north, and East West Highway to the south. River Road is the only connecting road through the study area. Additionally, the MARC Camden Line and the Metro Green Line run north-south to the west. No roadways within this station study area cross the rail line. Vehicular access across the rail line occurs to the north at Paint Branch Parkway and to the south at East West Highway. Connections between River Road and the residential neighborhood to the south of the proposed station location are made through Rivertech Court. Vehicles use Rivertech Court and travel through a parking lot to connect to Lafayette Avenue.

Pedestrians use a paved trail to connect from Rivertech Court to Taylor Road. At the MARC/Metro station, pedestrians use the tunnel to connect west to downtown College Park and UMD. The Anacostia Valley Trail System runs to the east, connecting to larger greenway networks north and south. The Rhode Island Avenue Trolley Trail also runs north-south, paralleling the rail line but to the west of the train tracks.

The M Square half-mile study area falls within the College Park and Riverdale Park municipality boundaries. Within a half-mile of the proposed station, land uses include residential, commercial (both office and retail), and industrial as well as parkland. No vertical mixed use currently exists in the study area. Publicly-owned land predominates; more than ninety percent of the land area is owned by the State of Maryland, M-NCPPC, Washington Metropolitan Area Transit Authority (WMATA), or the federal government. The majority of properties are within the Aviation Policy Area (APA-6) and are subject to certain height and notification requirements. Within APA-6, no building permit may be approved for a structure higher than 50 feet unless the applicant demonstrates compliance with Federal Aviation Regulations (FAR) Part 77. Additionally, the development standards and guidelines of the *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* established parcel-specific maximum heights for the transit district.

It is also important to note that approximately 131 acres within the M Square study area are subject to covenants between Riverdale Park and ACP Industries. Signed in 1981 and amended in 1990, the declaration of covenants requires large front setbacks and limits certain uses (see the Zoning Section for more information). These requirements, in conjunction with current federal tenant security needs, create hurdles to shifting the development pattern of Riverdale Park from suburban and autocentric to more urban and transit oriented.



M Square Research Park



NOAA Building, view from proposed entrance to M Square Lots 15-17



River Road, looking Southeast



Riverdale Community Recreation Center

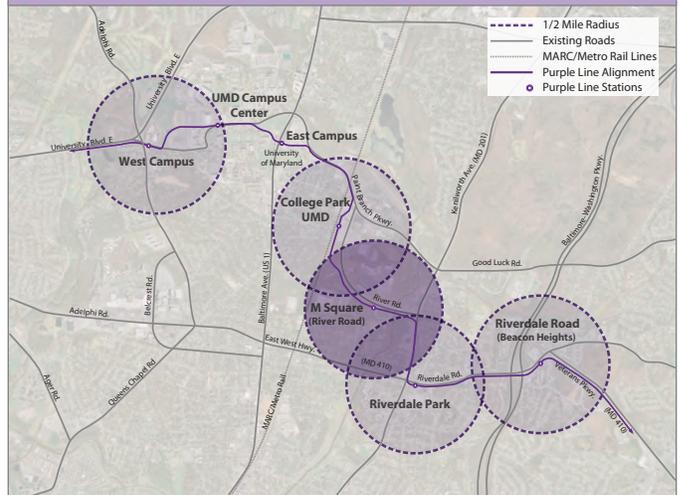
Office buildings within the M Square Research Park include federal tenants that require secure facilities, including the U.S. Food and Drug Administration (FDA), National Oceanic and Atmospheric Administration (NOAA), and the Center for Advanced Language Studies.

Retail land uses are focused along Kenilworth Avenue and consist largely of one-story strip commercial.

Existing residential development extends to the south and includes the Riverdale Park Historic District. The Calvert Hills Historic District, to the west of the rail line, lies just outside the half-mile study area.

One in five residents within the M Square station area is under 20, and the median age is 22.9 according to the 2000 U.S. census. A large share of residents in the study area own their homes, estimated at 73 percent in 2010. The half-mile study area captures approximately 300 residential units in the Town of Riverdale Park, 85 percent of which are single-family homes. The M Square station area consists of moderate-income households with a median household income of \$60,921; 45.4 percent of households reported earning between \$30,000 and \$74,999. The income distribution is likely influenced by the proportion of UMD-student residents in the area.

**Map 3.24 Study Area Location**



**Map 3.25 M Square Station Study Area—Existing Conditions**



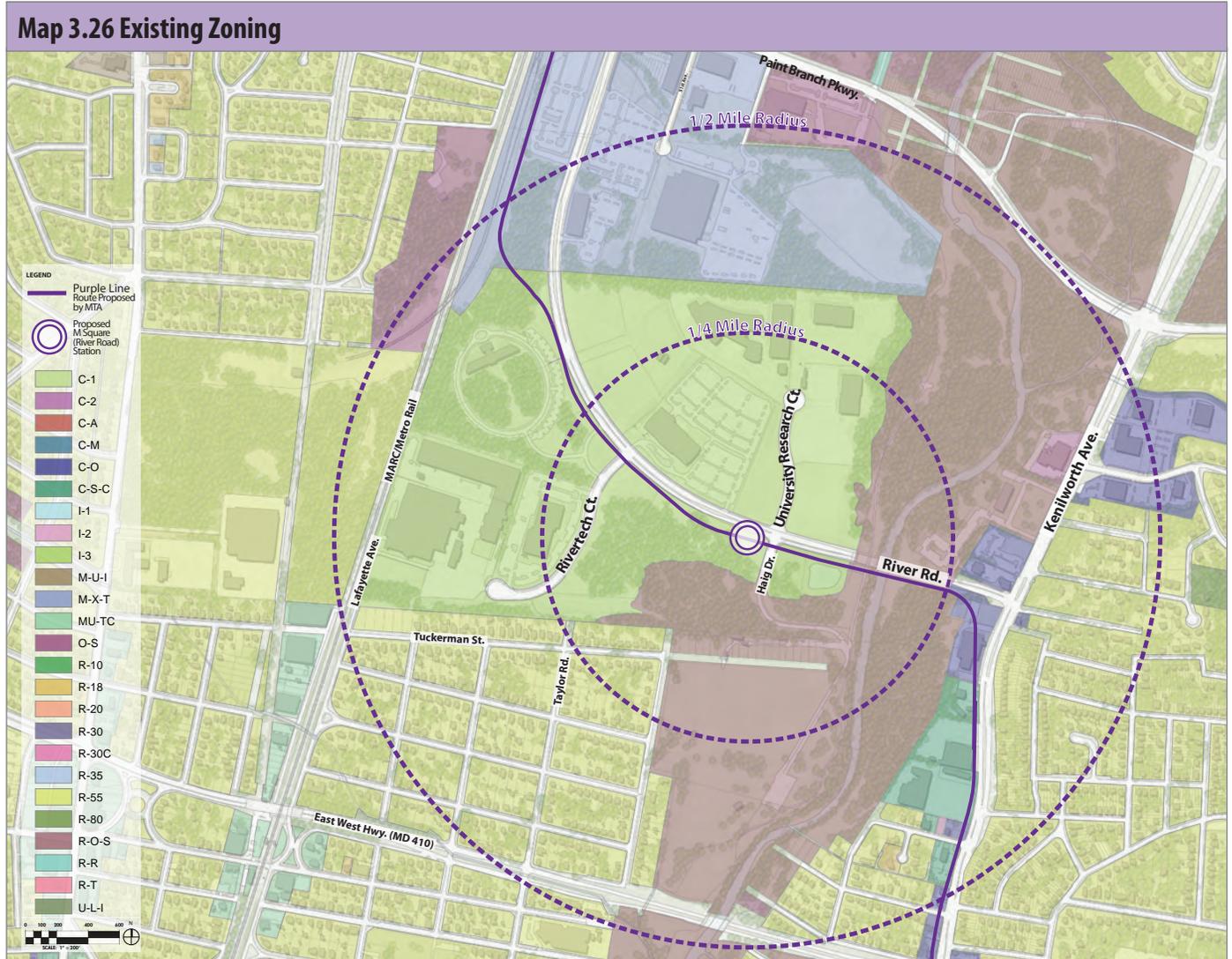
# Zoning

The zoning diagram below reflects the study area zoning classifications established by the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone*. The predominant residential, commercial, and industrial zones are typically single-use zones (Euclidean zones) that limit intermingling of land uses. A small portion of the study area is subject to mixed-use zoning that permits a range of uses, including commercial, industrial, institutional, public, recreational, residential, and transportation.

As mentioned in the introduction, the M Square development area is subject to covenants. These covenants require a 40-foot building setback from any publicly maintained roadway or private roadway; that buildings shall not occupy more than 50 percent of the building site; limited uses, including manufacturing, processing, storage, wholesale, office, warehouse, laboratory, hotel, research and development activities, and any minor service and retail; a 100-foot setback and buffer to residential properties fronting on Tuckerman Street; and a four-story height limit for buildings and structures abutting residential properties fronting on Tuckerman Street up to 400' from the property lines. For properties within the TDOZ boundary that are governed by the declaration of covenants, the more restrictive requirements prevail. While a diverse mix of commercial and industrial uses are allowed by the declaration of covenants, residential is not currently included. The omission of residential uses and the large front setbacks run counter to the elements critical to creating a desirable TOD environment.

The existing zoning classifications within the half-mile radius of the proposed station include Residential (R-18, R-55, R-O-S, and O-S), Commercial (C-2, C-O, and C-S-C), Mixed Use (M-X-T), and Industrial (I-3).

The existing zoning classifications within the half-mile radius of the proposed station include Residential (R-18, R-55, R-O-S, and O-S), Commercial (C-2, C-O, and C-S-C), Mixed Use (M-X-T), and Industrial (I-3).



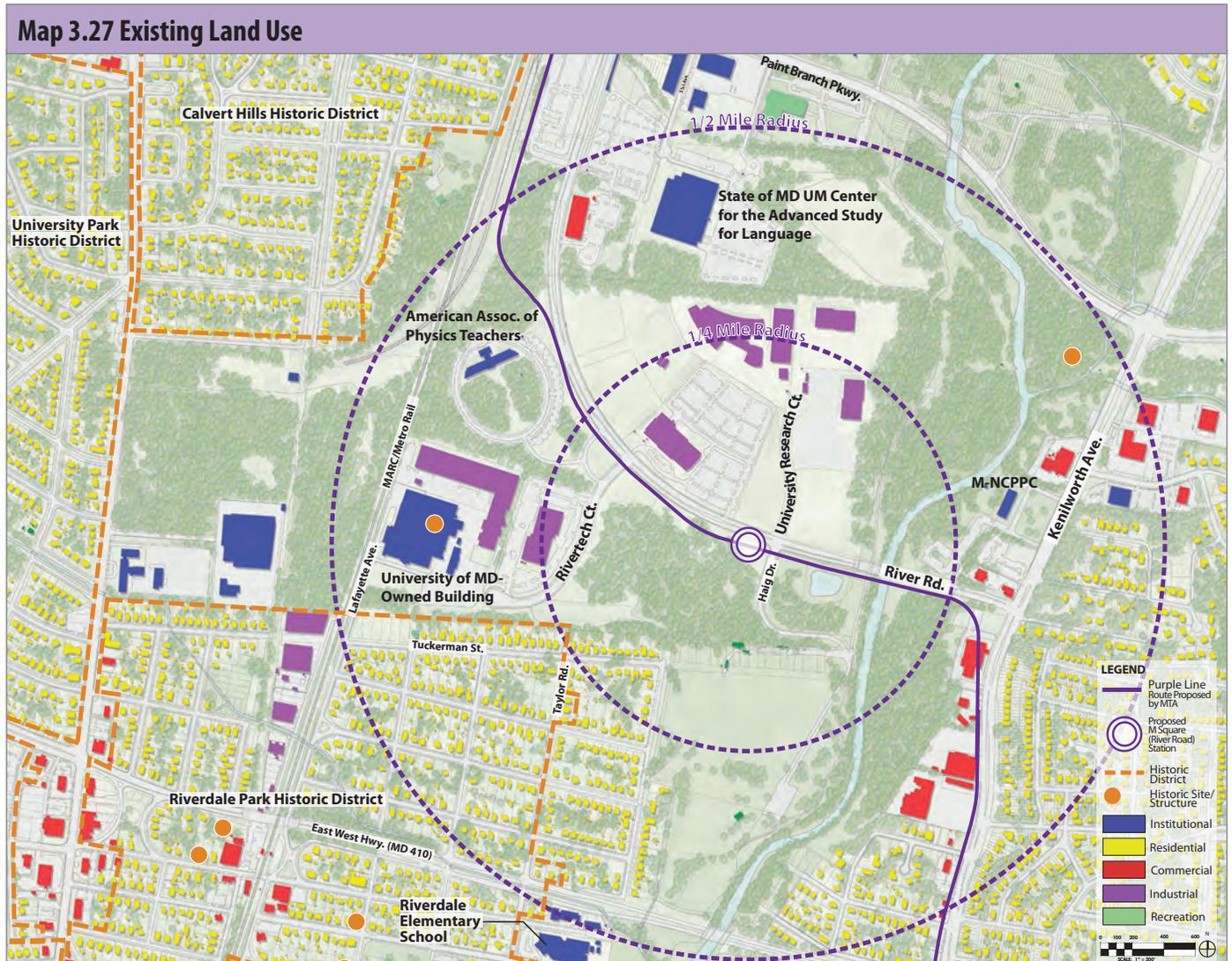
# Land Use

The M Square (River Road) study area is dominated by office buildings with surface parking along River Road. New and planned construction of M Square Research Park buildings immediately adjacent to the proposed station creates a suburban office park environment. Up to 2.5 million square feet of office and research and development space is planned within the 134-acre M Square Research Park. Currently, 1,668,816 square feet of development space has either been constructed or is approved for construction.

Beyond the immediate commercial buildings, surrounding neighborhoods are composed of residential to the south and east, including approximately 300 dwelling units, 85 percent of which are single-family homes, and retail to the east along Kenilworth Avenue. The architectural typology of the retail buildings to the east is mainly single-story shopping centers, specialty retail, converted single-family detached homes, or single occupancy tenant buildings such as fast-food restaurants.

Parkland also occupies a portion of the study area to the east, including the Anacostia River Stream Valley Park.

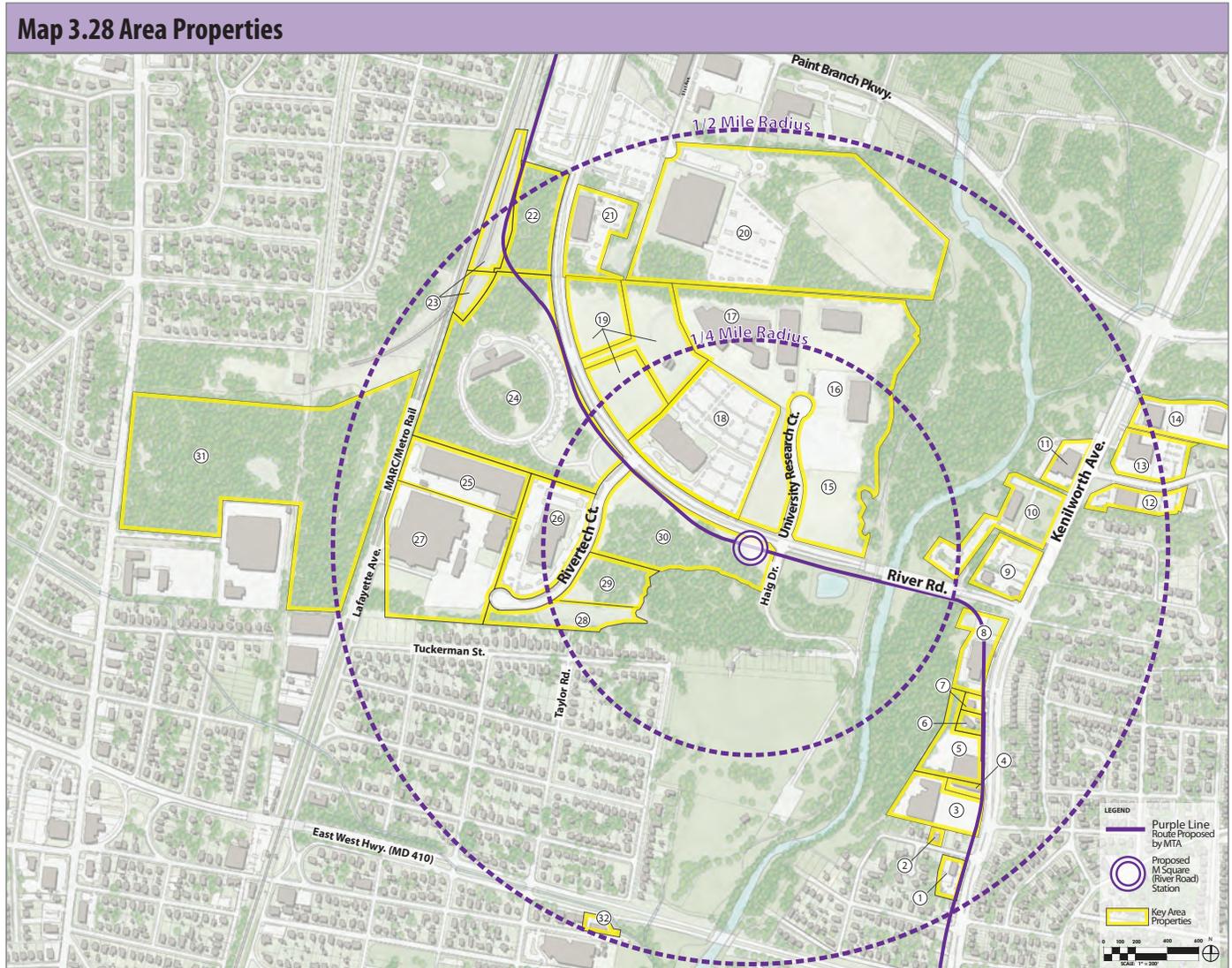
For details on properties with current development plans, see Development Activity on page 72.



# Area Properties

The following area properties diagram locates and identifies all properties (excluding residential single-family lots and parkland) within the half-mile study area of the proposed M Square (River Road) station. For this study, properties will be evaluated for potential redevelopment based on such factors as proximity to the proposed station, access, ownership, and property size.

- |                             |                                       |  |  |
|-----------------------------|---------------------------------------|--|--|
| 1. Wendy's Restaurant       | 8. First Korean Presbyterian Church   | 15. State of Maryland  | 24. American Center for Physics INC      |
| 2. Total Auto Maintenance   | 9. Riverdale Medical Center           | 16. UMD Earth System Science Inter-disciplinary Center               | 25. Rivertech LLC National Park Services |
| 3. Advance Auto Parts       | 10. Parks & Rec. Admin. Bldg.         | 17. State of Maryland NOAA Center for Weather and Climate Prediction | 26. CP Office Asc. LLC Raytheon          |
| 4. La Flor de Puebla Bakery | 11. Prince George's County Elks Lodge | 18. USDA Center at Riverside HUB Realty Funding INC                  | 27. State of Maryland                    |
| 5. Rinaldi's Riverdale Bowl | 12. M-NCPPC                           | 19. State of Maryland, University of Maryland                        | 28. Prince George's County               |
| 6. Tires R Us               | 13. Vacant                            | 20. State of Maryland UM Center for the Advanced Study for Language  | 29. State of Maryland                    |
| 7. Pollo Fiesta             | 14. Primerica Financial Services      | 21. Riverdale FDA LLC  | 30. State of Maryland                    |
|                             |                                       | 22. State of Maryland  | 31. Calvert Tract LLC                    |
|                             |                                       | 23. WMATA  | 32. Riverdale Town Treasurer             |



# Open Space

The open space map, shown below, locates existing parks, playgrounds, trails, and recreation centers within and surrounding the half-mile radius study area as potential amenities for future development. A large network of neighborhood and regional parks exists in close proximity to the proposed M Square (River Road) station location. Parks located within the half-mile radius include:

**Riverdale Community Recreation Center**—several baseball fields, one football field, and large gathering areas.

**Anacostia Tributary River Trail System**—mainly wooded with shared-use paths and trails.

Parks located immediately outside of the half-mile radius include:

**Riverdale Neighborhood Playground**—a variety of playground equipment.

**Calvert Neighborhood Park**—playground equipment, a baseball field, surface basketball courts, and gathering areas.

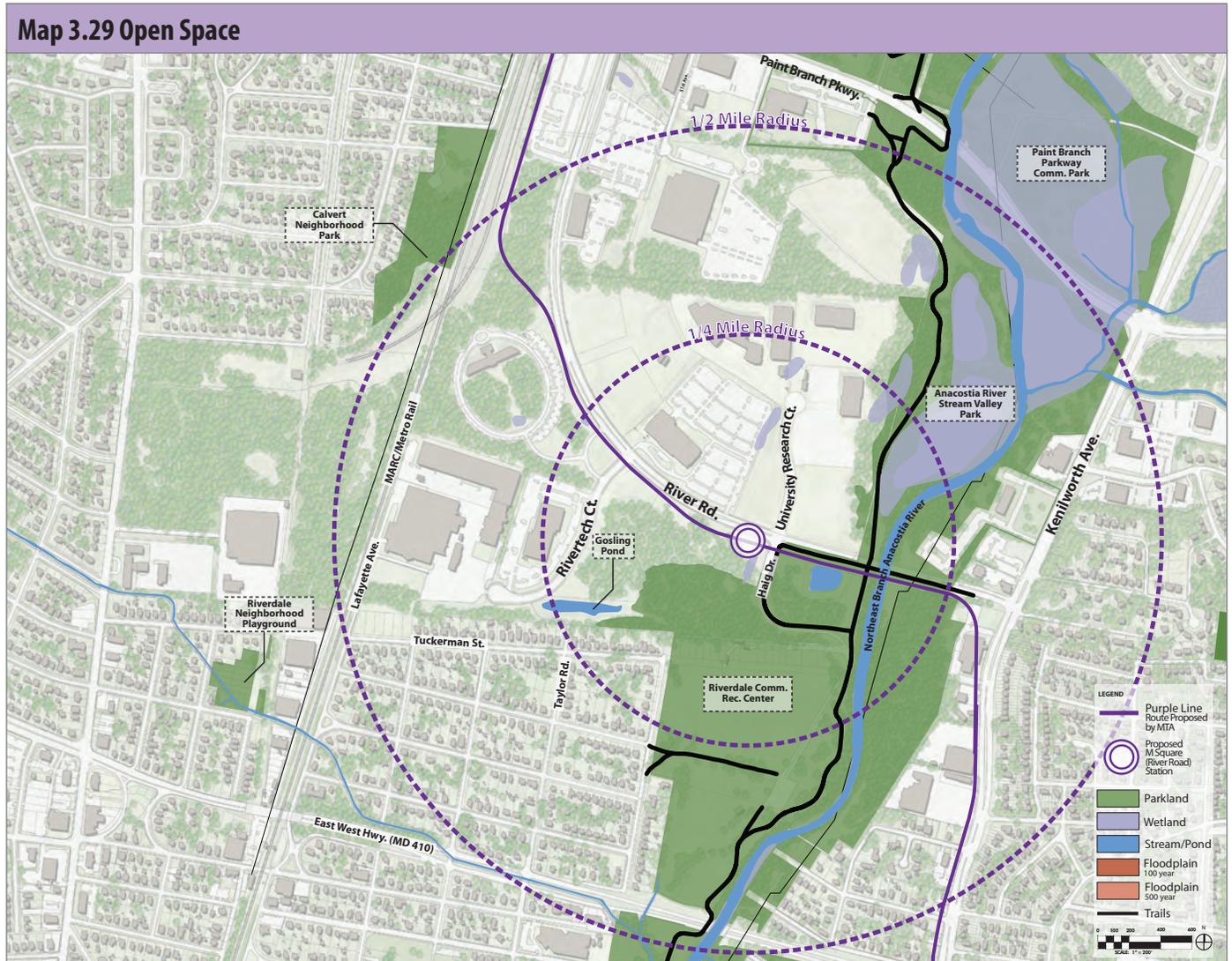
**Paint Branch Parkway Community Park**—surface tennis courts, volleyball courts, and gathering areas.

**Herbert W. Wells Ice Skating Center**—an ice rink and clubhouse.

**Ellen E. Linson Aquatic Center**—basketball courts, an outdoor pool, and a volleyball court.

While the variety of recreation offerings and land area devoted to parks is rich in this study area, connectivity through M Square Research Park and across the MARC/Metrorail line is very limited. The north-south trail system is continuous and well used.

For more details on park areas within current development plans, see Development Activity on page 89.

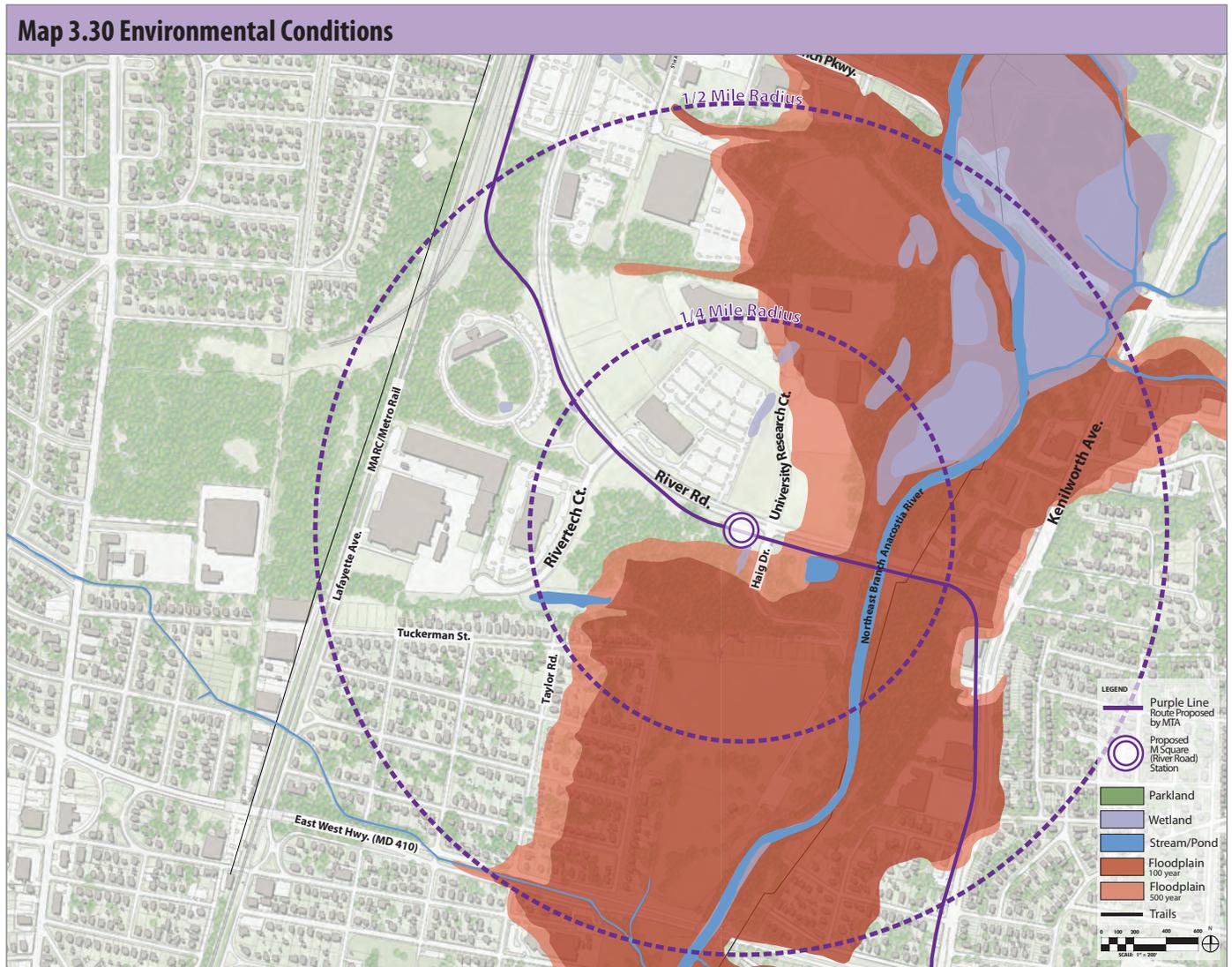


# Environmental Conditions

The environmental conditions diagram, shown below, locates existing hydrologic features such as wetlands, streams, ponds, and flood plain areas within and surrounding the half-mile radius study area as potential constraints on future development.

Within the quarter-mile radius of the proposed M Square (River Road) station, the Northeast Branch of the Anacostia River is located to the east of the Metro station. The branch is located among a wooded tract of parkland. Wetlands are confined to the Northeast Branch basin south of River Road; however, the wetlands expand beyond the basin north of River Road and cover large significant forested areas. The FEMA identified floodplains are within the half-mile and quarter-mile radii. The designated 100-year and 500-year floodplains, however, are largely contained within parkland. The floodplains

do encroach on existing buildings east and west of the Northeast Branch and the 500-year floodplain is in close proximity of the proposed Purple Line station location.



# Area Traffic and Transportation

## Overview

The traffic and transportation assessment for the M Square (River Road) study area includes roadway types, functionality and related amenities, pedestrian facilities (e.g., sidewalks), bicycle facilities and transit services (bus and Metrorail), and parking. Major deficiencies/needs such as gaps and barriers in the nonmotorized transportation network are documented and summarized.

### Roadways

The M Square (River Road) study area overlaps a significant portion of the College Park-UMD study area to the north and a small portion of the Riverdale Park study area to the southeast. The primary roadway in the study area is River Road, a four-lane, divided roadway that runs in a north-south direction, connecting Paint Branch Parkway and Kenilworth Avenue. According to MDSHA's internet TMS, River Road carries an ADT volume of 8,900 vehicles. Rivertech Court and University Research Court are two-lane commercial access roads, and Haig Drive is a two-lane roadway that provides access to Anacostia River Park and the Northeast Branch Trail. Several other two-lane, residential streets are included in the southwestern and eastern portions of the study area.

All numbered roadways in the study area, such as MD 410 (East West Highway) and MD 201 (Kenilworth Avenue), are maintained by MDSHA. Named roadways, such as River Road and Paint Branch Parkway, are maintained by the county.

### Pedestrian Accommodations

Sidewalks are provided along both sides of River Road, except where the road narrows on the bridge over the Anacostia River and sidewalk is provided only on one side of the roadway. Partial sidewalks are provided on most residential and commercial roads. Additionally, there are two shared-use trails in the study area: the Rhode Island Trolley Trail runs north-south, just to the west, and the Northeast Branch Trail runs north-south, east along the Anacostia River.

*Noted Deficiencies.* Within the study area, there is poor pedestrian connectivity to the Rhode Island Trolley Trail. Additionally, some sidewalks are missing in the residential areas. In the commercial area, buildings are set back from the roadway, discouraging pedestrian access. Lighting is provided at most intersections; however, there is no lighting provided at a pedestrian scale such as low, pole-mounted fixtures.

There are very few crosswalks provided on River Road, and most crosswalks appear to be faded. Not all intersections provide consistent amenities, including push buttons and countdown signals. Curb ramps are generally provided at intersections through the study area, but many do not meet current ADA standards. Specific recommendations for improvements will be made for each intersection.

### Bicycle Accommodations

As mentioned above, the Rhode Island Trolley and Northeast Branch trails are shared-use paths that run through the River Road area. None of the roadways in the study area provide designated space for bicyclists.

*Noted Deficiencies.* Though there are shared-use recreational trails in the study area, most of the local roadways have no designated space for cyclists. As with the pedestrian access, there is also limited bicycle connectivity to the Rhode Island Trolley Trail.

### Transit Service

The study area is served by Metrobus Routes F6 and R12; both have peak hour headways of 30 minutes. Metrobus route F6 serves Silver Spring Metro Station, Takoma Park, Prince George's Plaza and New Carrollton Metro Stations. The R12 route serves Greenbelt Metro Station, Riverdale Park, and Bladensburg. The Shuttle-UM serves stops along River Road and Rivertech Court in the morning and evening with a peak hour headway of 15 minutes. The MARC Camden Line and the Metro Green Line stop at the College Park-UMD Metro Station, just north of the half-mile study area.

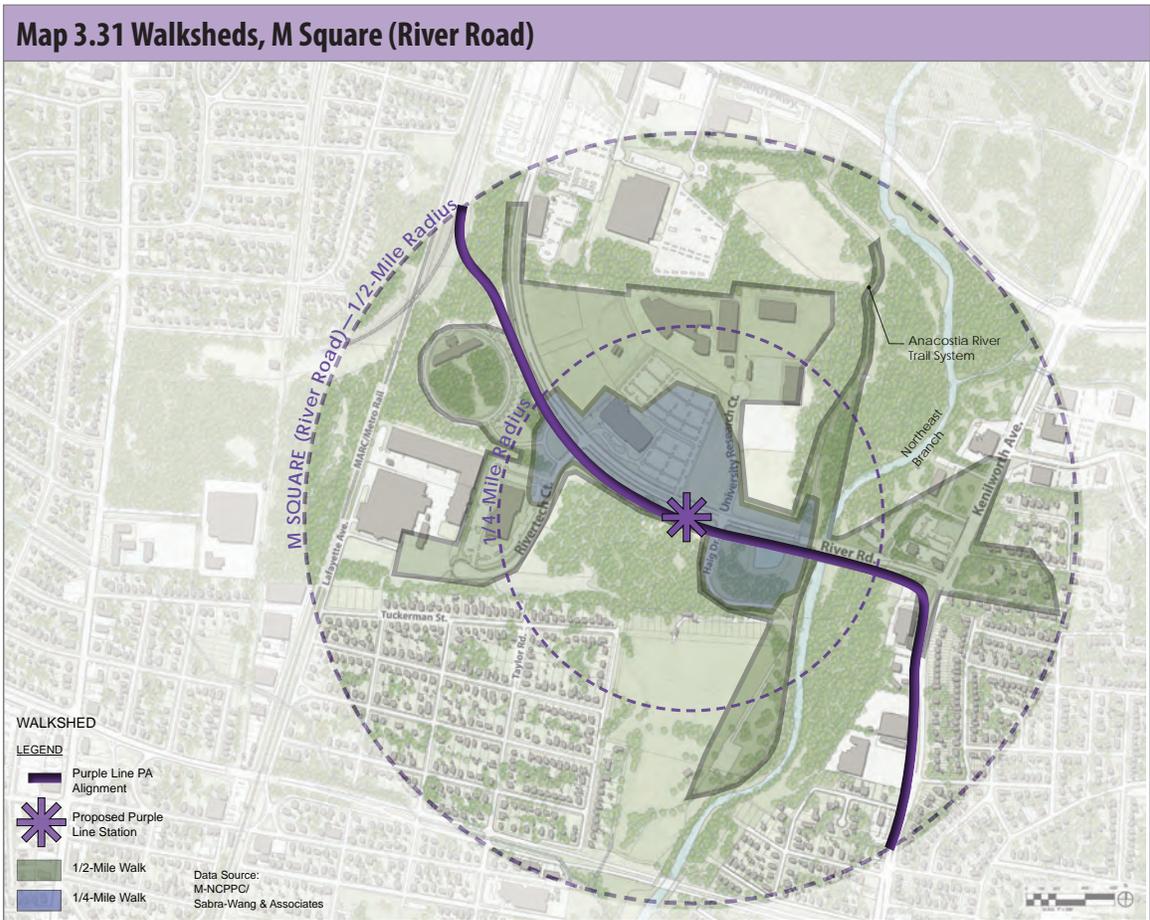
*Noted Deficiencies.* Existing bus stops lack amenities such as shelters and real-time transit information.

### Parking Regulations

There are 674 parking spaces provided within the study area, 87 of which require a parking permit. There is no on-street parking along River Road, Rivertech Court, University Research Court, Haig Drive, and Lafayette Avenue. Open parking is available throughout most of the residential street network to the south and east.

## Pipeline Recommended Public Improvements

A review of short-term and long-term state, county, and local plans such as the Consolidated Transportation Plan, CIP, Highway Needs Inventory, Constrained Long-Range Plan, and Master Plan of Transportation was performed to identify both funded and unfunded transportation projects for each mode of travel (other than the Purple Line). There are currently no pipeline projects within a half-mile radius of the proposed M Square (River Road) Purple Line Station (see plan diagrams and tables on following pages for additional traffic and transportation assessments for M Square (River Road)).



A walkshed is defined as an area that can be reached on foot from a specific starting point, such as a station platform. The graphic above reflects two types of walksheds for the M Square (River Road) Station. The first (denoted by dashed circles) is based on “straight-line” distances from the station platform. The second type of walkshed is based on the distances an average pedestrian can walk in 5 and 10 minutes, respectively, based on the current roadway configuration and pedestrian facilities. It covers a much smaller area than the more generic walkshed circle due to gaps and barriers in the existing pedestrian network. Barriers affecting pedestrian movement within the study area include MD 201 (Kenilworth Avenue), the MARC/Metrorail line, River Road, and the Northeast Branch of the Anacostia River. Gaps are generated by breaks in the sidewalk network in residential and commercial areas.

An important goal of the planned station access improvements will be to recommend the expansion of the latter walkshed type for each of the station areas.

**Map 3.32 Existing Transportation Conditions, M Square (River Road)**



## Previous Plans and Studies

### **1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity**

The study area of the *Langley Park-College Park-Greenbelt Approved Master Plan (October 1989)* and *Adopted Sectional Map Amendment* encompasses areas mostly north of this Purple Line TOD study area. However, the plan targeted five key properties (now, largely, M Square) for development of up to 2.5 million square feet of employment in a 60/40 split of research/development to general office. These parcels included, at the time, Kropp's Addition, WMATA property at the station, UMD property, Litton, and the ACF property (154 acres south of Calvert Road).

### **1997 Approved Transit District Development Plan for College Park-Riverdale Transit District Overlay Zone**

The *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* study area coincides with the College Park-UMD and M Square station areas of this Purple Line TOD Study area. The plan calls for employment and mixed use and outlines specific development regulations and guidelines for development within what is currently the M Square area. Specific development recommendations are outlined for each of 16 parcels within the TDDP area. Recommended building heights range from 48 to 90 feet. The study notes that much of the area is within a floodplain, especially areas closest to the College Park Airport. Parking requirements are reduced, per the TDOZ, within 1,320 feet of the station (1.75/1000 square foot office/retail/industrial and 1 per du). Parking requirements increase, although only slightly (2.00 and 1.11, respectively), up to 2,640 feet from the station. The study also calls for a financing and funding strategy to include shared parking, shuttle, roads, transit, and trail improvements—including one-time and annual fees, varying from parcel to parcel.

### **2005 Approved Countywide Green Infrastructure Plan**

Within the *Countywide Green Infrastructure Plan*, the Northeast and Northwest branches of the Anacostia River are recognized as important resources and targeted as needing protection. The plan suggests that, in areas where important green infrastructure exists, flexible design standards should be considered that will, among other objectives, minimize impervious surfaces, maximize utilization of a property, establish new linkages, minimize ecological impacts, minimize road impacts, enable public access (visual and/or physical) to the preserved areas, increase stream buffers, and many others.

### **2009 Countywide Master Plan of Transportation Bikeways and Trails**

The Master Plan of Transportation identifies important existing bike routes and trails along Paint Branch Parkway, Good Luck Road, and River Road, connecting the UMD campus to Kenilworth Avenue and along the Northeast Branch.

Planned trails are recommended within M Square to connect to the Northeast Branch; along Roanoke Avenue to William Wirt Middle School, and to Good Luck Road; and south along 67th Avenue to Lewisdale Park to Annapolis Road.

### **2011 Purple Line Phase 2 CAST**

Recommended access improvement to these stations included pedestrian and bicycle transit. Recommendations for pedestrian network included crosswalk striping; new amenities at signalized intersections such as push buttons, priority phasing, and ADA ramps; widened sidewalks; and new lighting to enhance pedestrian comfort and safety. Bicycle facility recommendations included new bicycle lanes and routes and new sidepaths along several neighborhood roadways to develop a designated bicycle network, along with amenities such as bicycle parking and wayfinding signage. Lastly, the bus stop upgrades proposed to enhance the comfort and safety of transit users included shelters and benches.

### **Development Activity: M Square (River Road)**

#### ***M Square Lots 15-17, College Park and Riverdale Park, Maryland***

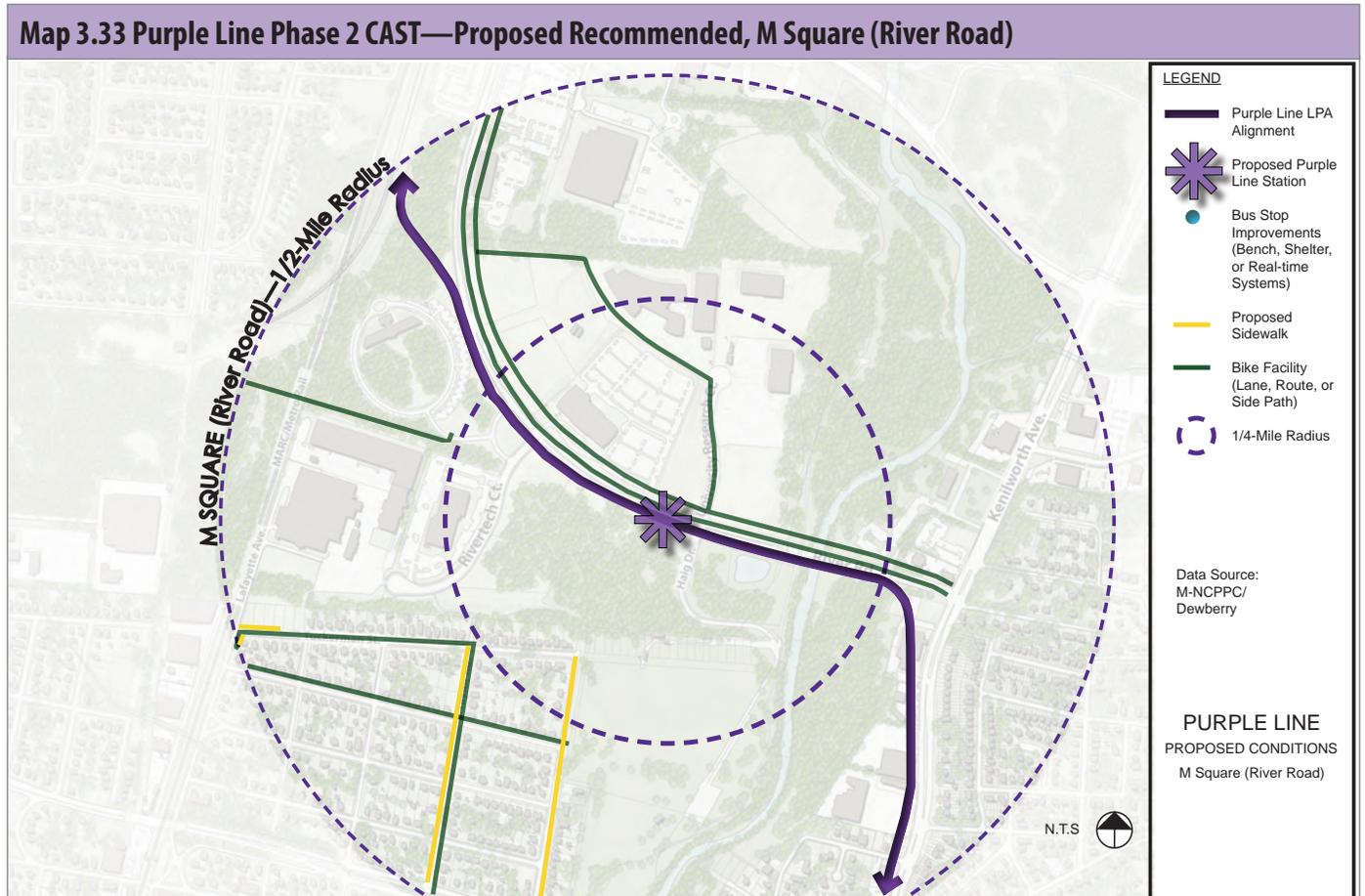
Located within College Park, Maryland, M Square Lots 15-17 consist of 13.4 acres along River Road. The parcels lie at the intersection of the half-mile study areas of two of the proposed Purple Line stations, the M Square and College Park-UMD stations. As currently proposed by UMD and the Corporate Office Properties Trust, the development is single-use with surrounding surface parking and one four-level parking garage. In each of the three 5-story buildings, 150,000 square feet of general and research office space is planned. The parcels lie within the TDDP for the College Park-Riverdale TDOZ.

#### ***Cafritz Property, Riverdale Park, Maryland***

Consisting of 35.8 acres, the Cafritz Property is located in Riverdale Park, Maryland. The site fronts US 1 (Baltimore Avenue) to the west and is bounded by the neighborhood of Calvert Hills to the north, the CSX and MARC/Metrorail lines to the east, and the US Army Reserve and US Postal Service properties to the south. The Cafritz Property lies at the western edge of the half-mile study area of the proposed Purple Line M Square (River Road) station and just south of the half-mile study area of the proposed College Park-UMD station. The project site plan is organized with a grid of streets and blocks, accompanied by a variety of open spaces, and contemplates a mix of uses including retail, office, and residential. Proposed commercial uses include a 32,000 square foot Whole Foods; a 45,000 square foot health club; additional, supporting neighborhood retail; as well as 22,000 square feet of office space and the potential of a 120-room boutique hotel. For residential, the plan currently envisions a variety of housing types, including 100 townhouses, 640 multifamily units, 224 senior housing units, as well as 30 graduate and/or faculty housing units.

In January 2012, the Planning Board approved the Riverdale Park MUTC Zone Development Plan amendment for the Cafritz property with conditions, including additional screening of the surface parking with buildings, walls, and/or landscaping along Baltimore Avenue (Route 1), crossing the CSX rail line, and promoting shared parking strategies.

A crossing of the CSX and MARC/Metrorail lines from the Cafritz property to the east would provide needed connectivity to M Square and the Anacostia Tributary Trail System. Currently, rail crossings in the area are limited for vehicles to Paint Branch Parkway and East West Highway; an additional crossing for pedestrians occurs at the College Park-UMD station.



## Station Location and PA Route

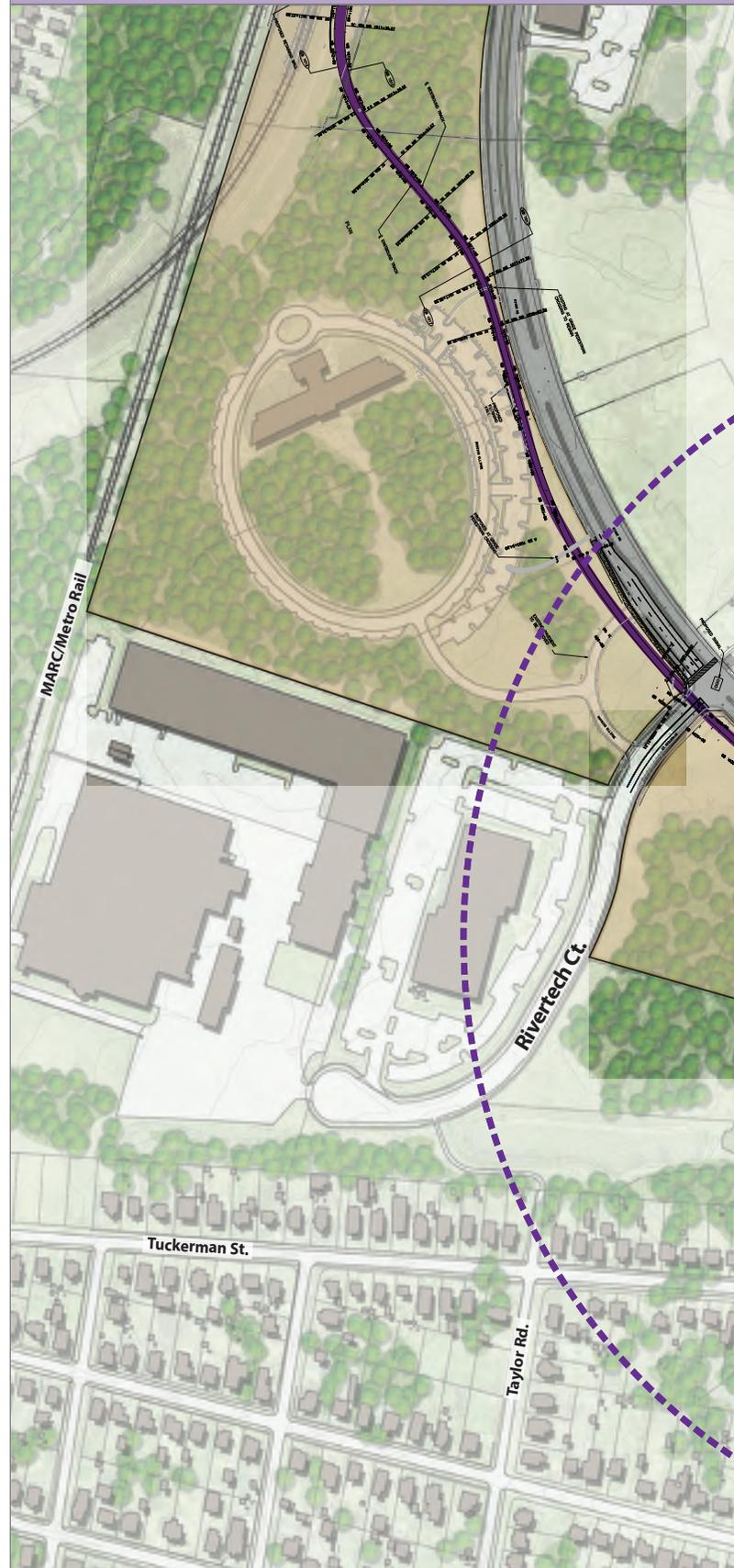
The PA route and station location for M Square (River Road), as proposed by MTA, is shown to the right. The current proposed alignment and platform location is the culmination of community input, engineering feasibility, economic feasibility, and efforts to minimize disturbance outside of the right-of-way. All impacted properties are based on MTA's current alignment and are subject to change during MTA's PE phase.

As of February 2012, the alignment through the M Square area travels down the median of Kenilworth Avenue, minimizing the light rail's impact on properties abutting the roadway. The Purple Line then turns west at the intersection of River Road following the southern side of River Road.

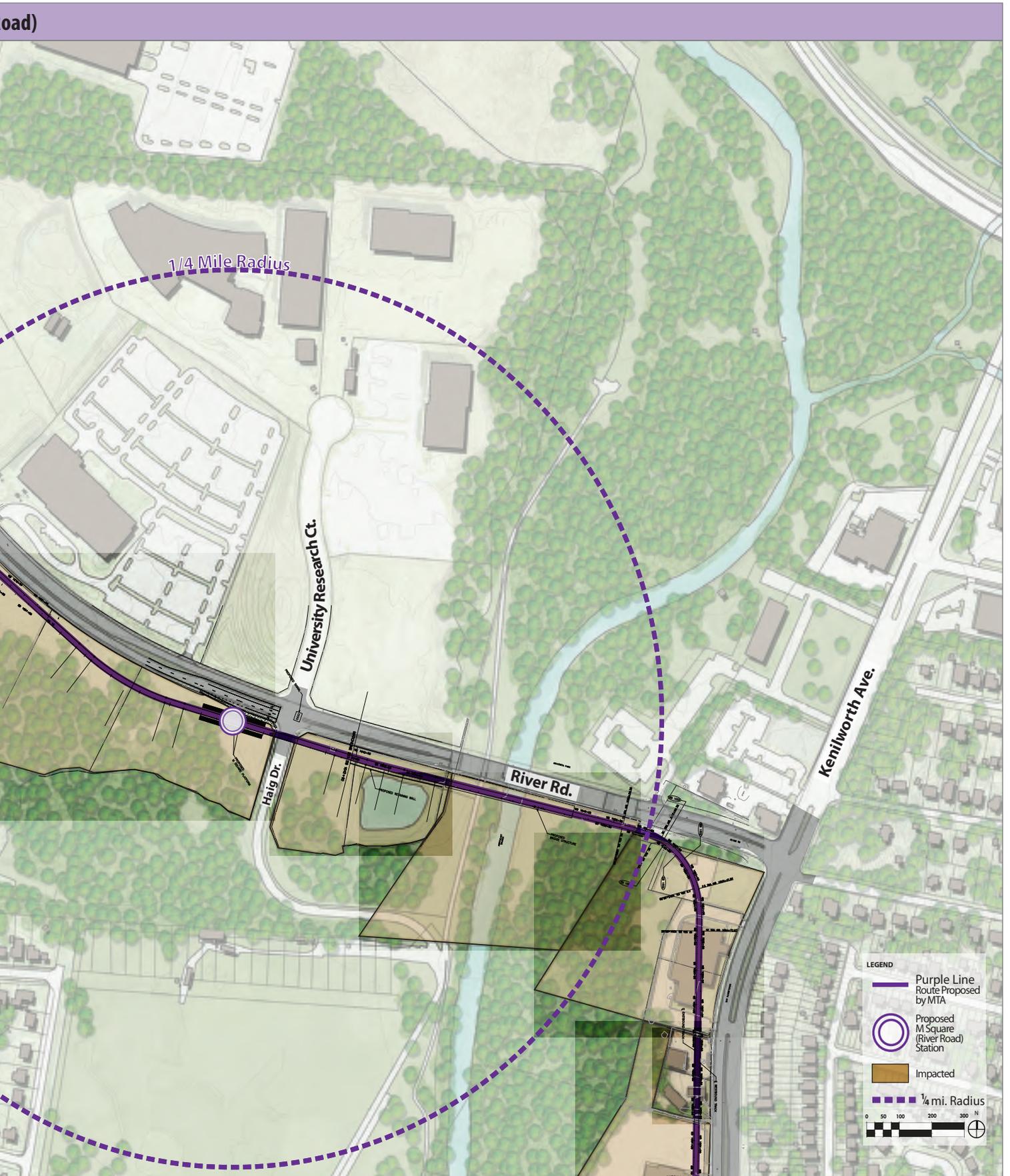
This alignment may require modifications to crossings at Rivertech Court and University Research Court and the removal or relocation of an access road off of River Road, connecting to the Physics Ellipse.

Disclaimer: MTA has revised its list of properties likely to be impacted by the Purple Line Project. Further update can be found from MTA's web site, <http://www.purplelinemd.com/>

Map 3.34 Station Location and PA Route Plan—M Square (River R

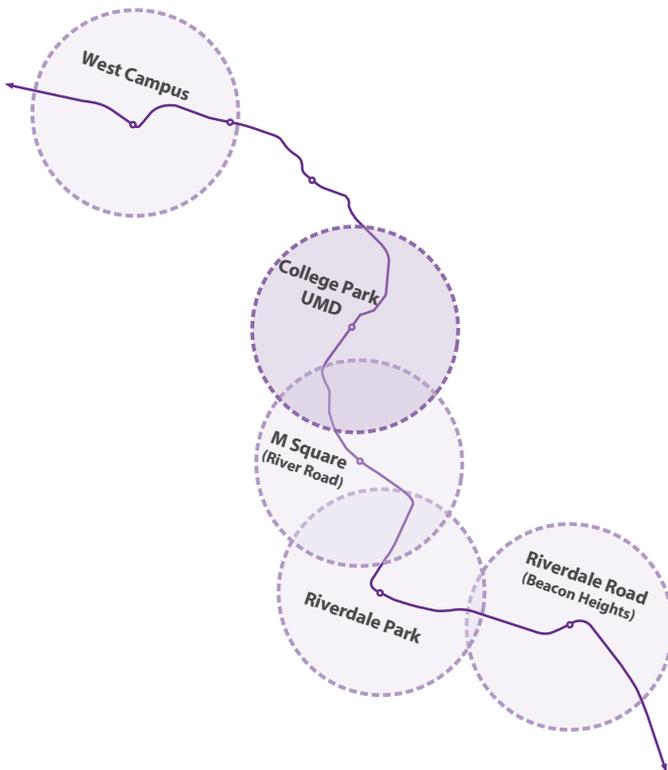


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### 3.4

## College Park-UMD



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## Introduction

The TOD study area centered on the proposed College Park-UMD Purple Line Station extends outward a half-mile from the station stop, as is shown on Map 3.35 on the facing page. A half-mile represents an average 10-minute walk. The inner circle represents a quarter mile radius or an average five-minute walk.

The proposed Purple Line College Park-UMD station location is set back from River Road, located just south of the MARC/Metro station on the east side of the existing WMATA rail lines.

Gateway roads to the UMD, such as Paint Branch Parkway, travel through the study area as do existing public transportation nodes, including College Park-UMD WMATA station, College Park-UMD MARC train station, and numerous WMATA, UMD's Shuttle-UM, and Central Maryland Regional Transit bus nodes. Commuters access the existing MARC/Metro station from the east or west side of the rail lines, utilizing pedestrian tunnels under the tracks, surface parking, structured parking, Kiss & Ride drop-off zones, bus drop off zones, and bike storage areas.

The College Park-UMD half-mile study area falls within the College Park and Riverdale municipality boundaries. The study area is divided into two distinctly different development patterns to the west and east of the rail line. To the west lies the Old Town College Park Historic District and the Calvert Hills Historic District. These two areas within the City of College Park are mixed use, predominantly residential with commercial and institutional properties concentrated closer to US 1 (Baltimore Avenue) and Paint Branch Parkway. Approximately 620 households are located within the half-mile study area about half of which are single-family units. Due to the proximity to UMD, many of the single-family houses are rented to students. Small blocks and a girded network of streets compose the neighborhoods to the west.

To the east of the MARC/Metrorail line, the small block and street pattern gives way to an office/industrial park environment. No vertical mixed use currently exists within this area. Publicly-owned land predominates; more than ninety percent of the land area is owned by the State of Maryland, M-NCPPC, WMATA, or the federal government. Surrounding office properties within the M Square Research Park include federal tenants requiring secure facilities, including the Food and Drug Administration (FDA), the National Oceanographic and Atmospheric Administration (NOAA), and the Center for Advanced Language Studies. Existing development at M Square is based on suburban office park planning standards and is not currently transit-oriented or pedestrian-friendly. North of Paint Branch Parkway, small-scale industrial buildings, a tennis facility, and the College Park Airport are located. An ice rink and parkland are located to the east. The majority of properties are within the APA-6 and are subject to certain height and notification requirements. Within APA-6, structures taller than 50 feet may not be approved unless the structure demonstrates compliance with FAR Part 77. The declaration of covenants requiring large front setbacks and limitation on certain uses as well as the current security requirements and methods of federal tenants are



Paint Branch Parkway, looking east towards River Road intersection



MARC College Park Station and connection to METRO station



College Park Metro Station parking garage and bus stops

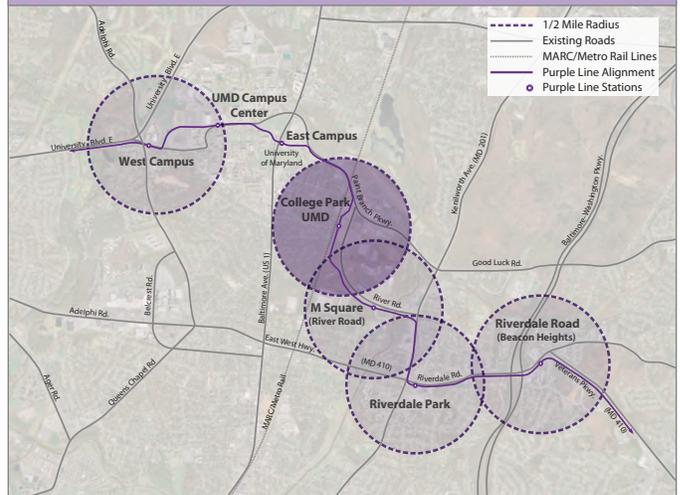


Industrial area, south of College Park Airport

hurdles to shifting the development pattern of the park from suburban and autocratic to more urban and transit-oriented.

Closer to the UMD, the dynamics of the housing units shift as the student population impacts the housing supply. In the half-mile radius around the College Park-UMD station, 37 percent of all units are multifamily in buildings with five or more units. As would be expected, one in four households in the College Park-UMD station area are one-person households. This area's student population impacts household formation. Household size averages only 2.2 persons. In comparison, Prince George's County and Suburban Maryland have average household sizes of 2.78 and 2.73 persons, respectively.

**Map 3.35 Study Area Location**



**Map 3.36 College Park-UMD Station Study Area—Existing Conditions**



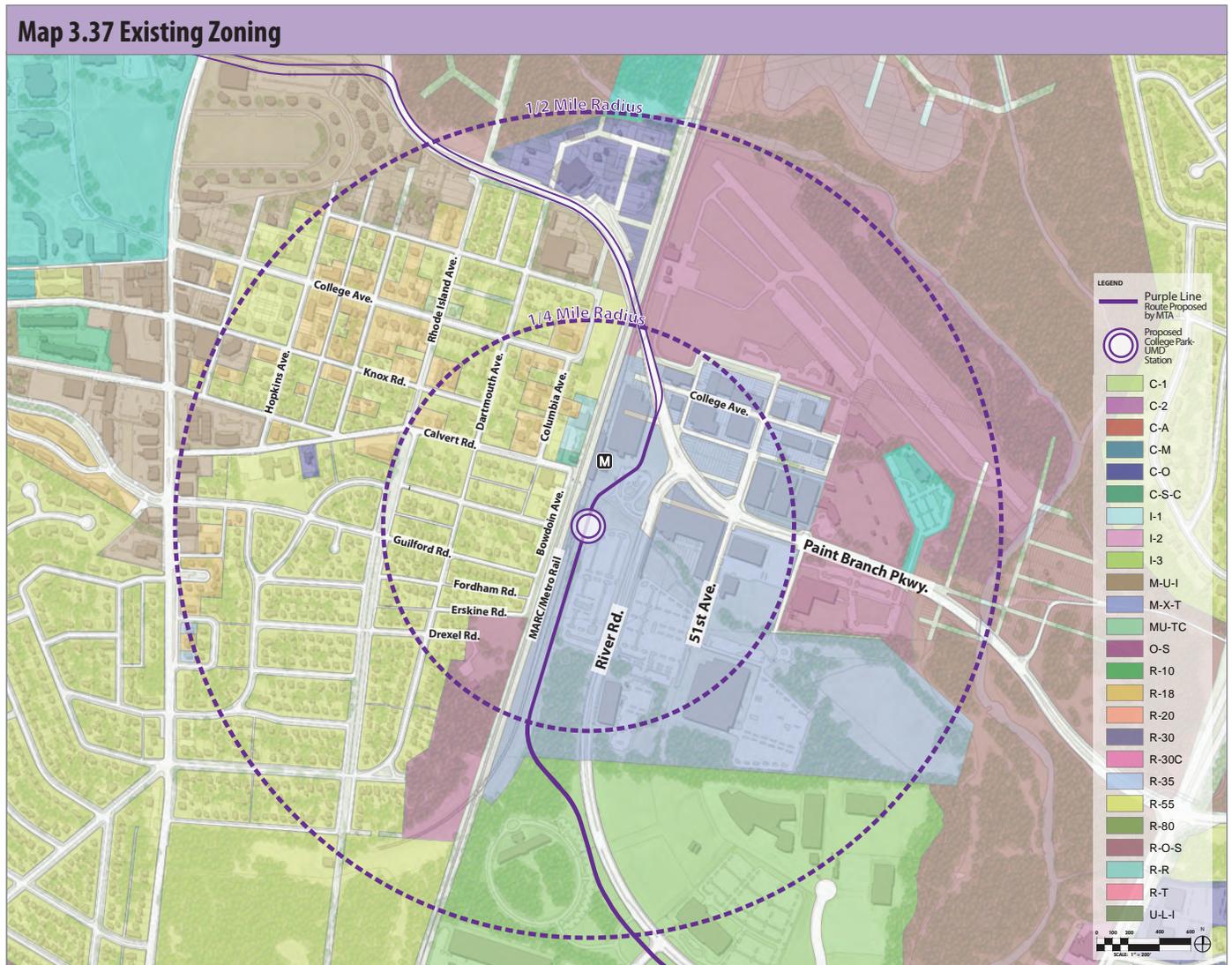
# Zoning

The existing zoning classifications allow for low- and medium-density residential and low-density, general commercial with mixed use and industrial. Within the half-mile radius study area, the zoning diagram below incorporates the TDOZ underlying zoning classifications established by the 1997 Transit District Development Plan (TDDP). The residential, commercial, and industrial zonings are typically single use (or Euclidean zoning), where each land use is separated from one another with very limited mixing, whereas the mixed-use zoning allows for a range of uses. Mixed-use zoning allows for uses in multiple categories (such as commercial, institutional, and residential).

A declaration of covenants for the M Square development area was created on November 5, 1981, and amended on August 8, 1990. These covenants require a 40-foot building setback from any publicly maintained roadway or private roadway; that buildings shall not occupy more than 50 percent of the building site; limited uses, including manufacturing, processing, storage,

wholesale, office, warehouse, laboratory, hotel, and research and development activities as well as any minor service and retail; a 100-foot setback and buffer to residential properties fronting on Tuckerman Street; and a four-story height limit for buildings and structures abutting residential properties fronting on Tuckerman Street up to 400 feet from the property lines. For properties within the TDOZ boundary that are governed by the declaration of covenants, the more restrictive requirements prevail. While a diverse mix of commercial and industrial uses are allowed by the declaration of covenants, residential is not currently included. The omission of residential as well as the large front setback are counter to creating a desirable TOD environment.

The existing zoning classifications within the half-mile radius of the proposed station include: Residential (R-18, R-35, R-55, R-R, R-O-S, and O-S), Commercial (C-1, C-O, and C-S-C), Mixed Use (M-X-T and M-U-I), and Industrial (I-1 and I-3).

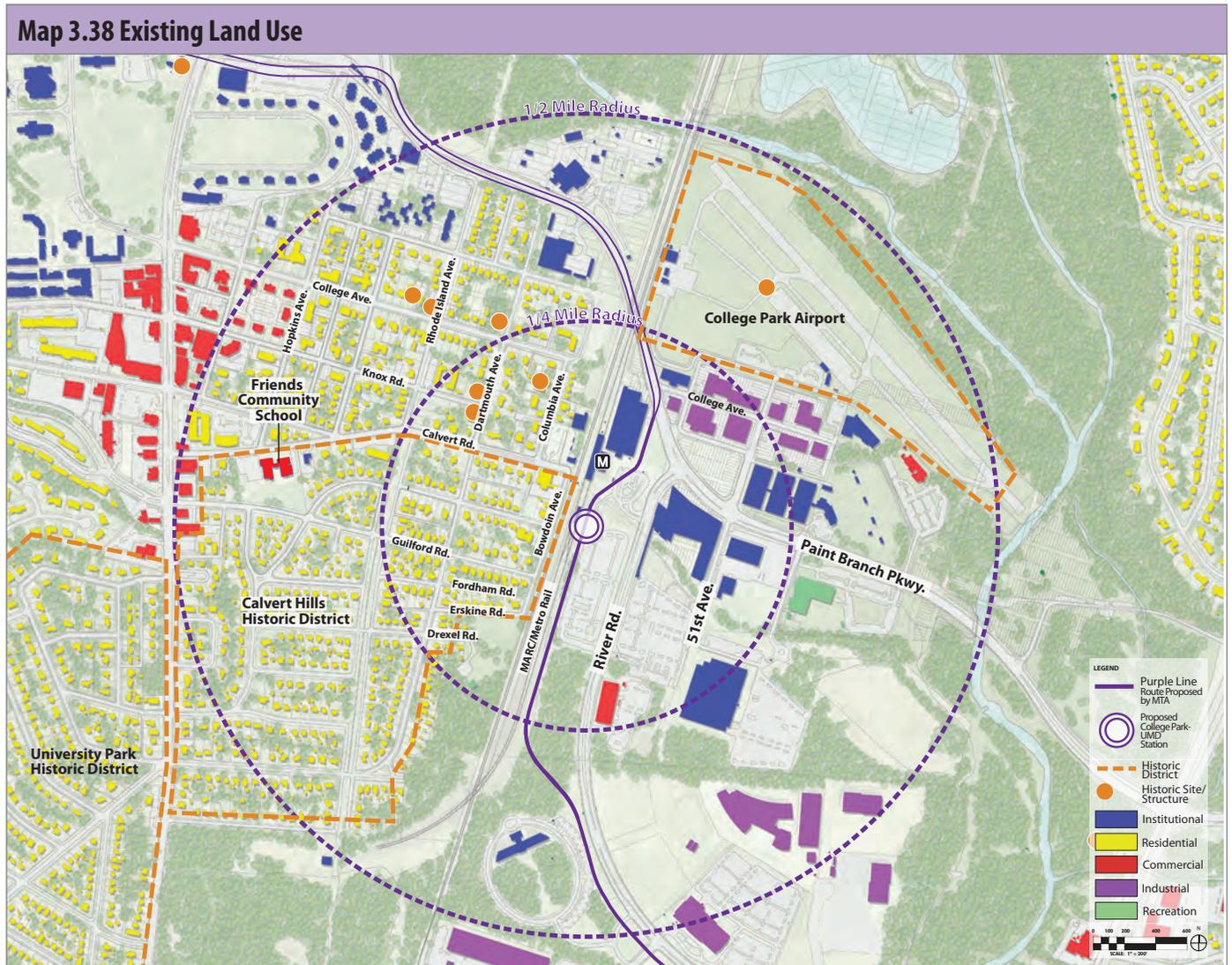


# Land Use

The College Park-UMD study area within a half-mile of the proposed station is largely bifurcated by the MARC/Metro rail lines. West of the rail lines, the land use is mainly residential, with commercial and institutional properties concentrated closer to US 1 (Baltimore Avenue) and Paint Branch Parkway. The residential properties west of the rail line are composed of single-family detached, semidetached, and multifamily dwelling units.

East of the rail line, the land use is mainly industrial or institutional. Within the quarter-mile radius east of the rail lines, surface parking comprises large areas around the institutional and industrial lands. North of Paint Branch Parkway, small-scale industrial buildings, a tennis facility, and the College Park Airport are located. An ice rink and parkland are located to the east. Publicly owned land predominates; more than 90 percent of the land area is owned by the State of Maryland, M-NCPPC, WMATA, or the federal government.

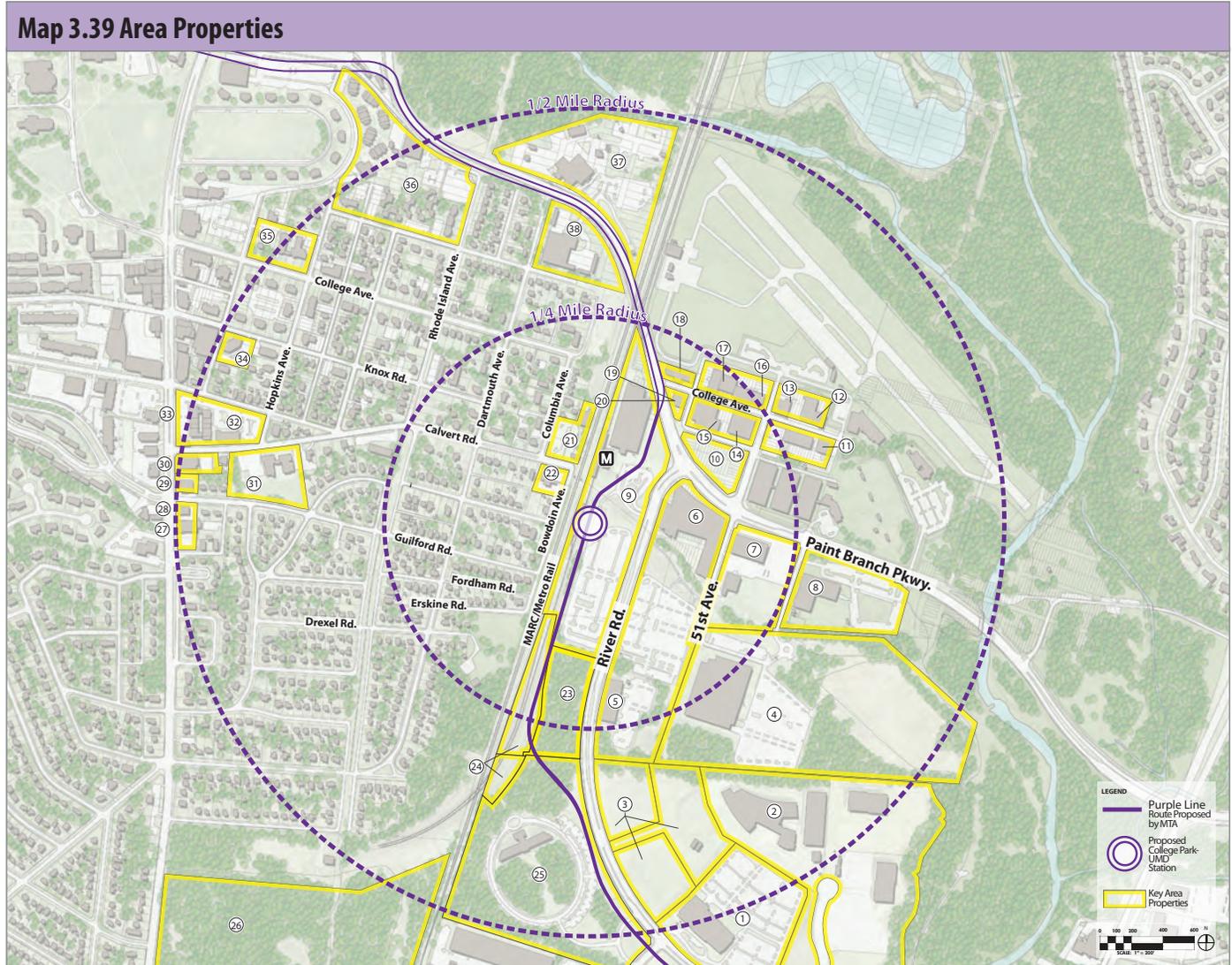
For details on properties with current development plans, see Development Activity on page 89.



# Area Properties

The following area properties diagram locates and identifies all properties (excluding residential single-family lots and parkland) within the half-mile study area of the proposed College Park-UMD station. For this study, properties will be evaluated for potential redevelopment based on such factors as proximity to the proposed station, access, ownership, and property size.

- |   |  |                                     |  |
|---|--|-------------------------------------|--|
| 1. USDA Center at Riverside HUB Realty Funding Inc                  | 7. State of Maryland Patapsco Building | 15. College Park Metro Auto Service | 30. ZIPS Dry Cleaners                  |
| 2. State of Maryland NOAA Center for Weather and Climate Prediction | 8. Linson Pool/Wells Ice Rink          | 16. Capital Bldg. Maintenance Corp. | 31. College Park Animal Control        |
| 3. State of Maryland  | 9. WMATA College Park station          | 17. C & D Auto Service              | 32. College Park Dental                |
| 4. State of Maryland UM Center for the Advanced Study for Language  | 10. Vacant                             | 18. WMATA                           | 33. McCollum & Associates, LLC         |
| 5. Riverdale FDA LLC  | 11. Congressional Glass                | 19. Prince George's County          | 34. M&T Bank                           |
| 6. Food and Drug Administration                                     | 12. Ace Fire Extinguisher Service      | 20. WMATA                           | 35. New Leaf Church                    |
|   | 13. Black Boar Industries              | 21. WMATA                           | 36. University of Maryland             |
|   | 14. B & C Auto Clinic                  | 22. U.S. Post Office                | 37. Maryland Fire and Rescue Institute |
|   |  | 23. State of Maryland               | 38. University of Maryland             |
|   |  | 24. WMATA                           |  |
|   |  | 25. American Center for Physics Inc |  |
|   |  | 26. Calvert Tract LLC               |  |
|   |  | 27. Laundry World                   |  |
|   |  | 28. College Park Auto Parts         |  |
|   |  | 29. Vacant                          |  |



# Open Space

The open space diagram, shown below, locates existing parks, playgrounds, trails, and recreation centers within and surrounding the half-mile radius study area as potential amenities for future development. A large network of neighborhood and regional parks exist close to the proposed College Park-UMD station location. Parks located within the half-mile study area include:

**Calvert Neighborhood Park**—playground equipment, a baseball field, surface basketball courts, and gathering areas.

**Anacostia Tributary River Trail System**—largely wooded with shared use paths and trails.

**The Trolley Trail**—runs to the west and parallel to the MARC/Metrorail line.

Parks located beyond the half-mile radius include:

**Paint Branch Parkway Community Park**—includes surface tennis courts, volleyball courts, and gathering areas.

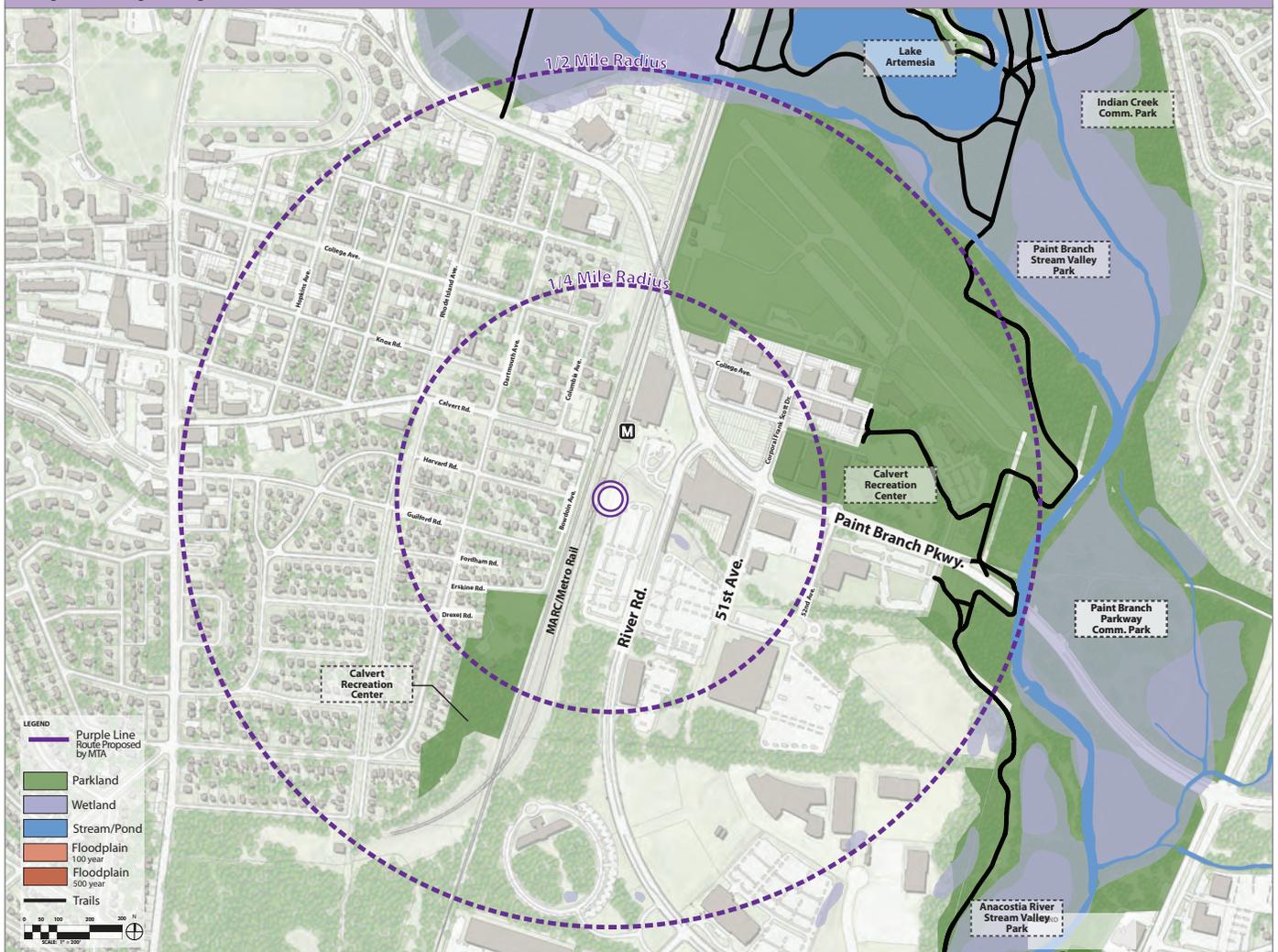
**Lake Artemesia Conservation Area**—pavilions, piers, and trails.

**Indian Creek Stream Valley Park**—an indoor ice rink, baseball field, and facilities.

## Calvert Road Park Disc Golf

While the north-south trail connectivity is established and well used, the east-west connections are not frequent due to limited rail line crossings. East-west trail crossings occur just north of the study area under US 1 (Baltimore Avenue). Pedestrians can also cross the rail line through a tunnel at the MARC/Metro station.

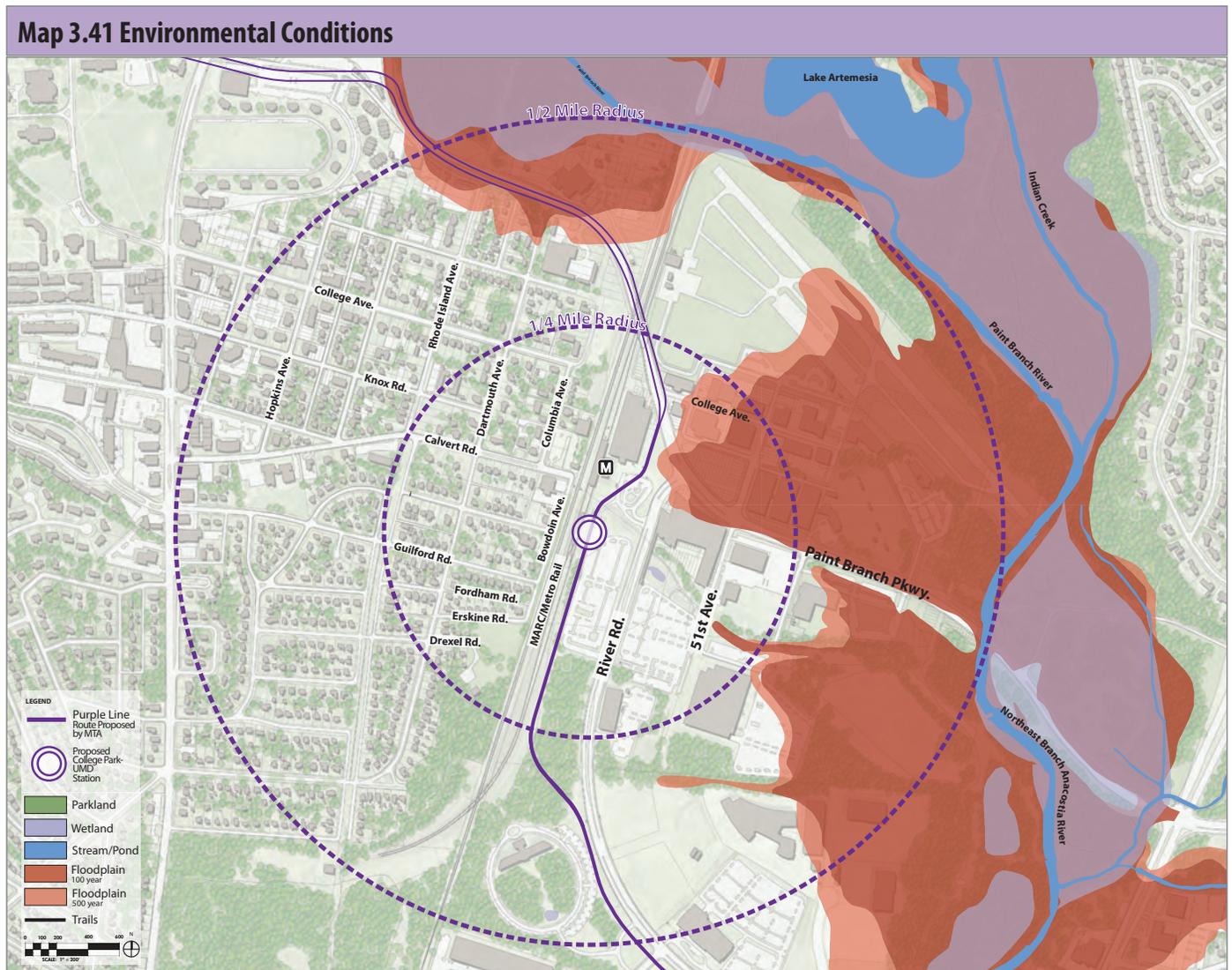
Map 3.40 Open Space



# Environmental Conditions

The environmental conditions diagram, shown below, locates existing hydrologic features such as wetlands, streams, ponds, and flood plain areas within and surrounding the half-mile radius study area as potential constraints on future development.

Within the half-mile radius of the proposed College Park-UMD station, the Northeast Branch of the Anacostia River is located along the edge of the radius to the north and east. A few small wetlands are within the half-mile radius, while most of the larger wetlands are located just outside of the radius, within parkland areas and surrounding Lake Artemesia. The FEMA-identified floodplains are significant within the half-mile and quarter-mile radius. The designated 100 year and 500 year floodplains, however, are largely contained within parkland, but the floodplains do encroach on existing buildings east and northeast of the proposed station location.



# Area Traffic and Transportation

## Overview

The traffic and transportation assessment for College Park-UMD includes roadway types, functionality and related amenities, pedestrian facilities (e.g., sidewalks), bicycle facilities, transit services (bus and Metrorail), and parking. Major deficiencies/needs such as gaps and barriers in the nonmotorized transportation network are documented and summarized.

### Roadways

The College Park-UMD study area encompasses the College Park Airport and the College Park Metrorail/MARC Station. Major roadways in the study area include Paint Branch Parkway and River Road. Paint Branch Parkway is a four-lane collector that runs in an east-west direction between Baltimore Avenue and Kenilworth Avenue, and carries an average daily traffic volume of 17,550 vehicles. The roadway is undivided through most of the study area, except between River Road and 52nd Avenue, where there is a curbed median. River Road is a four-lane, divided roadway that runs in a north-south direction, connecting Paint Branch Parkway and Kenilworth Avenue. There are many residential streets west of the train tracks and several small commercial streets east of the tracks. Most of the roadways are two-lane and two-way, except for Rhode Island Avenue, which has one-way segments. All available ADT volumes were obtained through MDSHA internet TMS.

Regarding roadway maintenance responsibilities, all numbered roadways in the study area such as MD 410 (East West Highway) and MD 201 (Kenilworth Avenue) are maintained by MDSHA. Named roadways such as River Road and Paint Branch Parkway are maintained by the county.

### Pedestrian Accommodations

Sidewalks are provided along the south side of Paint Branch Parkway and along both sides of River Road. There is a shared-use trail within the median of Rhode Island Avenue south of Calvert Road and a small portion of the Paint Branch shared-use trail appears in the north portion of the study area. Partial sidewalks are provided on some residential streets.

*Noted Deficiencies.* There is poor pedestrian connectivity to the Northeast Branch Trail, Metro and MARC. There are no sidewalks along Wake Forest Drive, Clemson Road, 51st Avenue, 52nd Avenue, Frank Scott Drive and Lehigh Road. In the commercial area, buildings are set back from the roadway, which discourages pedestrian access. Connections across the Metrorail/MARC lines are limited, making it difficult for local residents on the west side to access the commercial areas in the east. Lighting is provided at most intersections, but there is no lighting provided at a pedestrian scale.

Most crosswalks appear to be faded. Not all intersections provide consistent amenities, including push buttons and countdown signals. Curb ramps are generally provided at intersections through the study area, but many do not meet current ADA standards. Specific recommendations for improvements will be made for each intersection.

### Bicycle Accommodations

A small portion of the shared-use Paint Branch Trail enters the northern section of the study area and terminates at Paint Branch Parkway, and the shared-use Rhode Island Trolley Trail follows the southern portion of Rhode Island Avenue within the study area. Bike racks and bike lockers are provided at the College Park-UMD Metrorail Station.

*Noted Deficiencies.* Though there are small sections of the shared-use trail in the study area, most of the local roadways have no designated space for bicyclists. There is also no connection to the Rhode Island Trail.

### Transit Service

The study area is served by the Metrorail Green Line and the MARC Camden Line. Metrobus Routes C8, F6, J4 and R12 stop at the metro station. Metrobus Routes C8 and F6 have peak hour headways of 30 minutes; the C8 route serves White Flint and Glenmont Metro Stations, while the F6 route serves Silver Spring Metro Station, Takoma Park, and Prince George's Plaza and New Carrollton Metro Stations. Metrobus J4 is an express route serving Langley Park, Takoma Park, and Silver Spring and Bethesda Metro Stations with a peak hour headway of 20 minutes. The R12 route serves the Greenbelt Metro Station, Riverdale Park, and Bladensburg and has a peak hour headway of 30 minutes. The UMD shuttle serves stops along College Avenue and Rhode Island Avenue in the morning and evening, with a peak hour headway of 15 minutes. The UM Shuttle stops do not have amenities like benches or shelters.

*Noted Deficiencies.* Seamless all-weather connections between platforms are needed at the existing Metrorail/MARC multimodal hub and will be needed for the future Purple Line addition.

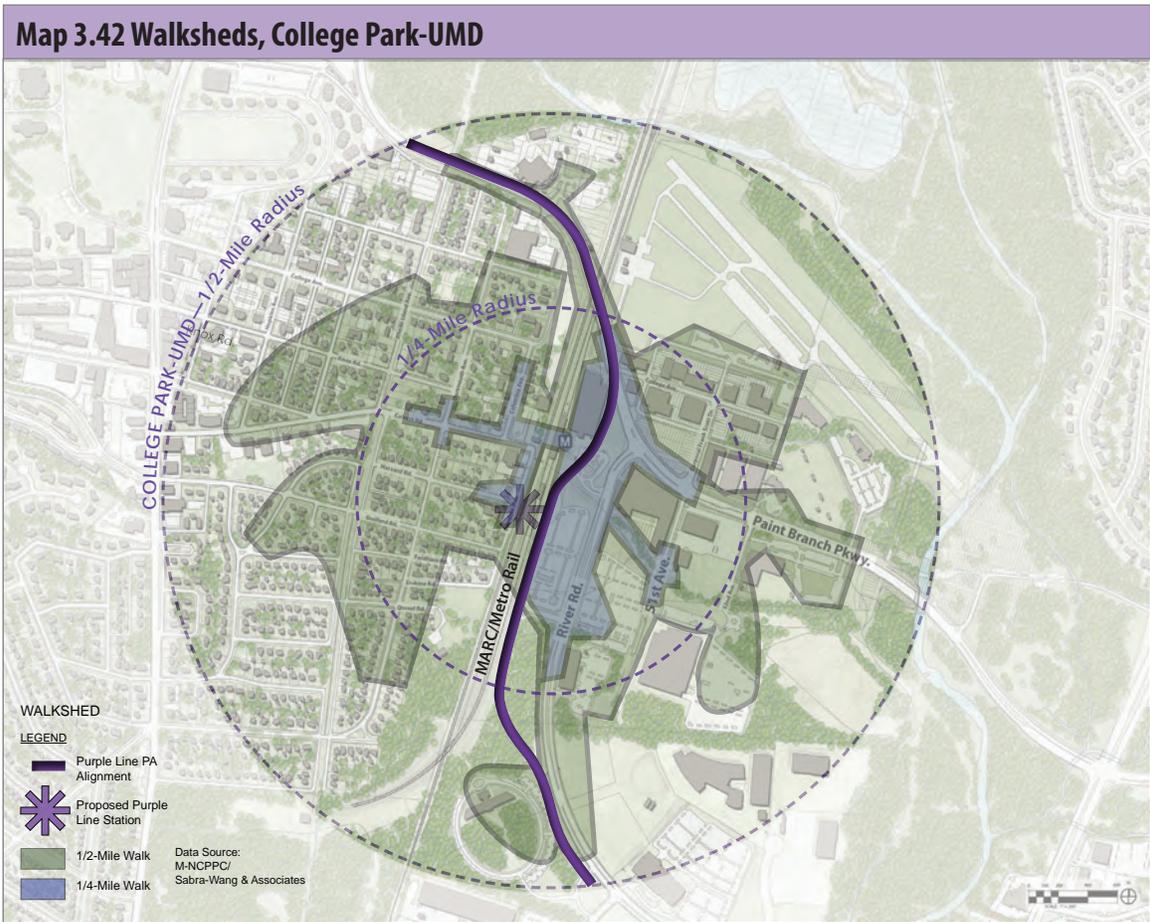
### Parking Regulations

A total of 2,900 parking spaces are provided within the proposed station's half-mile radius. There is no parking permitted on-street along most roadways in the northwest quadrant of the study area. Off-street parking west of the MARC and Metro tracks is generally by permit only. Open parking is only available south of Drexel Road on Beechwood Road, Albion Road, and portions of Rhode Island Avenue.

## Pipeline Recommended Public Improvements

A review of short-term and long-term state, county and local plans such as the Consolidated Transportation Plan, CIP, Highway Needs Inventory, Constrained Long-Range Plan, and Master Plan of Transportation was performed to identify both funded and unfunded transportation projects for each mode of travel (other than the Purple Line). There is currently one pipeline project within a half-mile radius of the proposed College Park-UMD Purple Line Station, which is funded through the CIP. This project will extend the shared-use Rhode Island Avenue Trolley Trail southward to Hyattsville.

(See plan diagrams and tables on following pages for additional traffic and transportation assessments for College Park-UMD.)



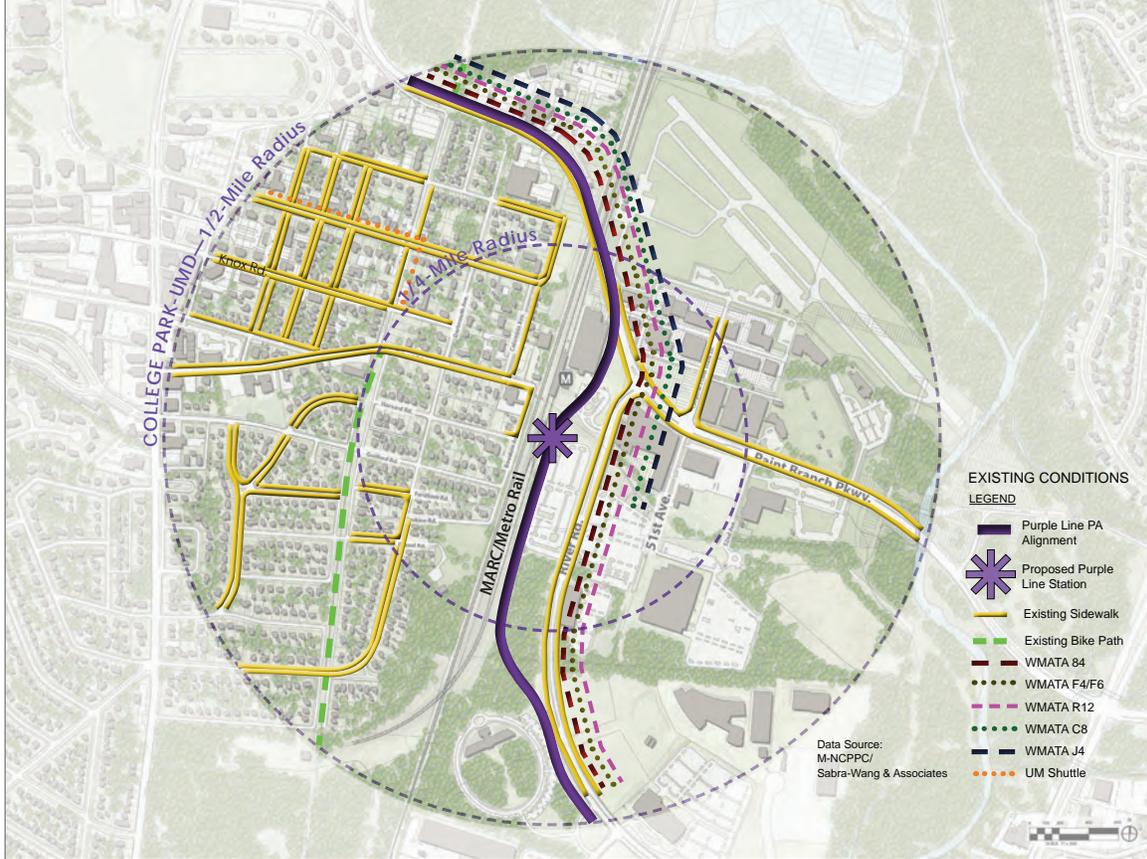
The walksheds for College Park-UMD are shown both as radial perimeters (circles) and as isochrones (free form shapes) based on actual predicted walking travel times from the station platform. The importance of the isochrone boundary is to illustrate the actual walking time based on the current configuration of the roadway network and the provision of pedestrian facilities.

The isochrone is much smaller than the generic walkshed circle as the former reflects gaps and barriers in the existing nonauto transportation network. Barriers affecting pedestrian travel times within the study area include the Paint Branch Parkway, MARC/ Metrorail line, and River Road.

While not affecting walking travel times, the pedestrian experience is eroded by gaps in the sidewalk network. These gaps occur throughout the study area, including limited pedestrian connectivity across the MARC/Metrorail line and partial sidewalks on streets in residential areas. Many of the sidewalks within the residential areas have multiple curb cuts for driveways, resulting in continually varying sidewalk alignments.

As part of the planned station access improvements, the goal will be to recommend specific improvements that will expand the isochrone for each station area.

**Map 3.43 Existing Transportation Conditions, College Park-UMD**



## Previous Plans and Studies

### 1989 Approved Master Plan Langley Park-College Park-Greenbelt

The study area of the *Langley-College Park-Greenbelt Approved Master Plan (October 1989) and Adopted Sectional Map Amendment* encompasses areas mostly north of this Purple Line planning study area. However, the plan targeted five key properties (now, largely, M Square) for development of up to 2.5 million square feet of employment in a 60/40 split of research/development to general office. These parcels included, at the time, Kropp's Addition, WMATA property at the station, UMD property, Litton, and the ACF property (154 acres south of Calvert Road).

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### 2008 A Technical Assistance Panel Report—College Park Metrorail Station Area ULI Washington

The study area for the College Park Metrorail Station Area ULI TAP Report falls within the half-mile radius of the proposed Purple Line College Park-UMD station. The ULI TAP recommended mixed-use redevelopment of the site, including residential, office, hotel, and retail. The panel estimated a development program of 600 market-rate units, including flats, lofts, and

stacked townhouses; up to 300,000 square feet of office space, in both traditional and industrial loft space; a 140- to 180-room extended-stay hotel; and approximately 40,000 square feet of neighborhood-serving retail. The College Park Aviation Museum and Airport were recommended as anchors of the development, along with a plaza as a focal open space. Additionally, the panel recommended a change to the current TDOZ, which currently does not allow residential or reduced parking ratios within the study area.

### 2009 Countywide Master Plan of Transportation Bikeways and Trails

The master plan identifies important existing bike routes and trails along Paint Branch Parkway, Good Luck Road, and River Road, connecting the UMD campus to Kenilworth Avenue, and along the Northeast Branch. Planned trails are recommended within M Square (to connect to the Northeast Branch) along Roanoke Avenue to William Wirt Middle School and to Good Luck Road and also south along 67th Avenue to Lewisdale Park and to Annapolis Road.

### 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment

The study area of the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* includes those properties immediately along US 1 from the Beltway to Guildford Road in College Park. The study area does not extend east of the rail corridor and, therefore, does not include any areas that coincide with the five station areas of the Purple Line TOD Study area. The plan does anticipate significant amounts of development, particularly within the east campus, and could create some market competition for development that may be contemplated within the College Park-UMD and M Square station areas.

### 2011 Purple Line Phase 2 CAST

Access improvements to these stations included pedestrian and bicycle transit. Pedestrian network improvements included crosswalk striping; new amenities at signalized intersections such as push buttons, priority phasing, and ADA ramps; widened sidewalks; and new lighting to enhance pedestrian comfort and safety. Bicycle facility improvements included new bicycle lanes and routes as well as new sidepaths and trails along several neighborhood roadways and across the existing rail line to develop a new designated bicycle network, along with amenities such as bicycle parking and wayfinding signage. Lastly, bus stop upgrades to enhance the comfort and safety of transit users were proposed, including shelters and benches.

### Development Activity: College Park-UMD

#### WMATA Property, College Park, Maryland

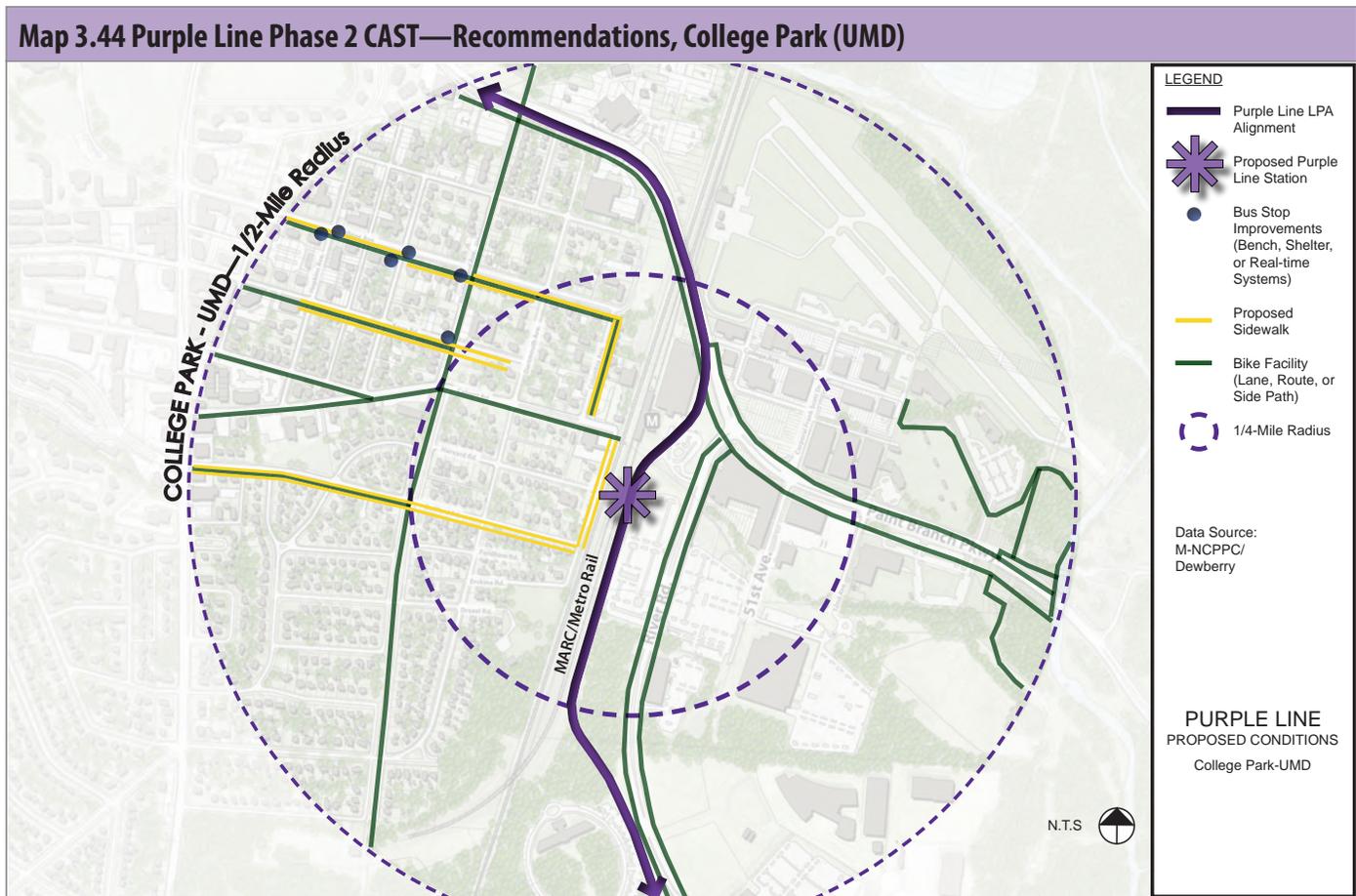
Consisting of 15.6 acres, the WMATA property is located in College Park, Maryland. The site runs parallel to the CSX and MARC/Metrorail lines to the west, and it fronts River Road to the east. The WMATA property lies at the center of the half-mile study area of the proposed Purple Line College Park-UMD station and directly adjacent to UMD's M Square Research Park. In 2004, Fairfield Residential Company LLC and Manekin LLC were approved as the joint venture development team, and in 2005, a 740-space parking garage was constructed. Additional planned TOD includes a mix of uses, including retail, office, and residential. Proposed commercial includes 348,000 square feet of office space in two mid-rise, six-story buildings, along with 34,000 square feet of supporting, ground-level retail. For residential, 290 units are proposed in a mid-rise, seven-story courtyard building, wrapping a 600-space parking garage.

For additional information and updates on the WMATA property, see [www.wmata.com](http://www.wmata.com).

#### Cafritz Property, Riverdale Park, Maryland

Consisting of 35.8 acres, the Cafritz property is located in Riverdale Park, Maryland. The site fronts US 1 (Baltimore Avenue) to the west and is bounded by the neighborhood of Calvert Hills to the north, the CSX and MARC/Metrorail lines to the east, and the U.S. Army Reserve and U.S. Postal Service properties to the south. The Cafritz property lies at the western edge of the half-mile study area of the proposed Purple Line M Square (River Road) station and just south of the half-mile study area of the proposed College Park-UMD station. The project site plan is organized with a grid of streets and blocks, accompanied by a variety of open spaces, and contemplates a mix of uses, including retail, office, and residential. Proposed commercial uses include a 32,000 square foot supermarket; a 45,000 square foot health club; additional, supporting neighborhood retail; as well as 22,000 square feet of office space and the potential of a 120-room boutique hotel. For residential, the plan currently envisions a variety of housing types, including 100 townhouses, 640 multifamily units, 224 senior housing units, as well as 30 graduate and/or faculty housing units.

The proposed plan generally complies with the 2004 Riverdale Park Mixed Use Town Center Zone Development Plan, in keeping with the 2002 General Plan



and the state's Smart Growth principles. One noted deviation in the current plan is the retreating building frontage along US 1 (Baltimore Avenue); the buildings are set back behind surface parking lots. In January 2012, planning staff recommended Planning Board approval of proposed modifications to the Riverdale Park MUTC Zone Development Plan for the Cafritz property with conditions, including additional screening of the surface parking with buildings, walls, and/or landscaping along US 1 (Baltimore Avenue) crossing the CSX rail line and promoting shared parking strategies.

The Rhode Island Trolley Trail is a shared-use path running north-south. Continuing the trail through the Cafritz property as currently planned would improve connectivity to the College Park-UMD station and promote walking and cycling in the area.

For additional information and updates on the Cafritz Property, see [www.cafritzpop.com](http://www.cafritzpop.com)

***Linson Pool/Wells Ice Rink, College Park, Maryland***

Renovations are planned for the Linson Pool and Wells Ice Rink as well as the construction of a new bathhouse. The current plans are in the schematic design phase with construction completion anticipated in 2013.

***New Airport Operations Building, College Park, Maryland***

Construction of a new airport operations building and meeting space is in design development phase with construction completion anticipated in 2013.

## Station Location and PA Route

The PA route and station location for College Park-UMD is shown to the right as proposed by MTA. This current proposed alignment and platform location is the culmination of community input, engineering feasibility, economic feasibility, and efforts to minimize disturbance outside of the right-of-way. All impacted properties are based on MTA's current alignment and are subject to change during MTA's PE phase.

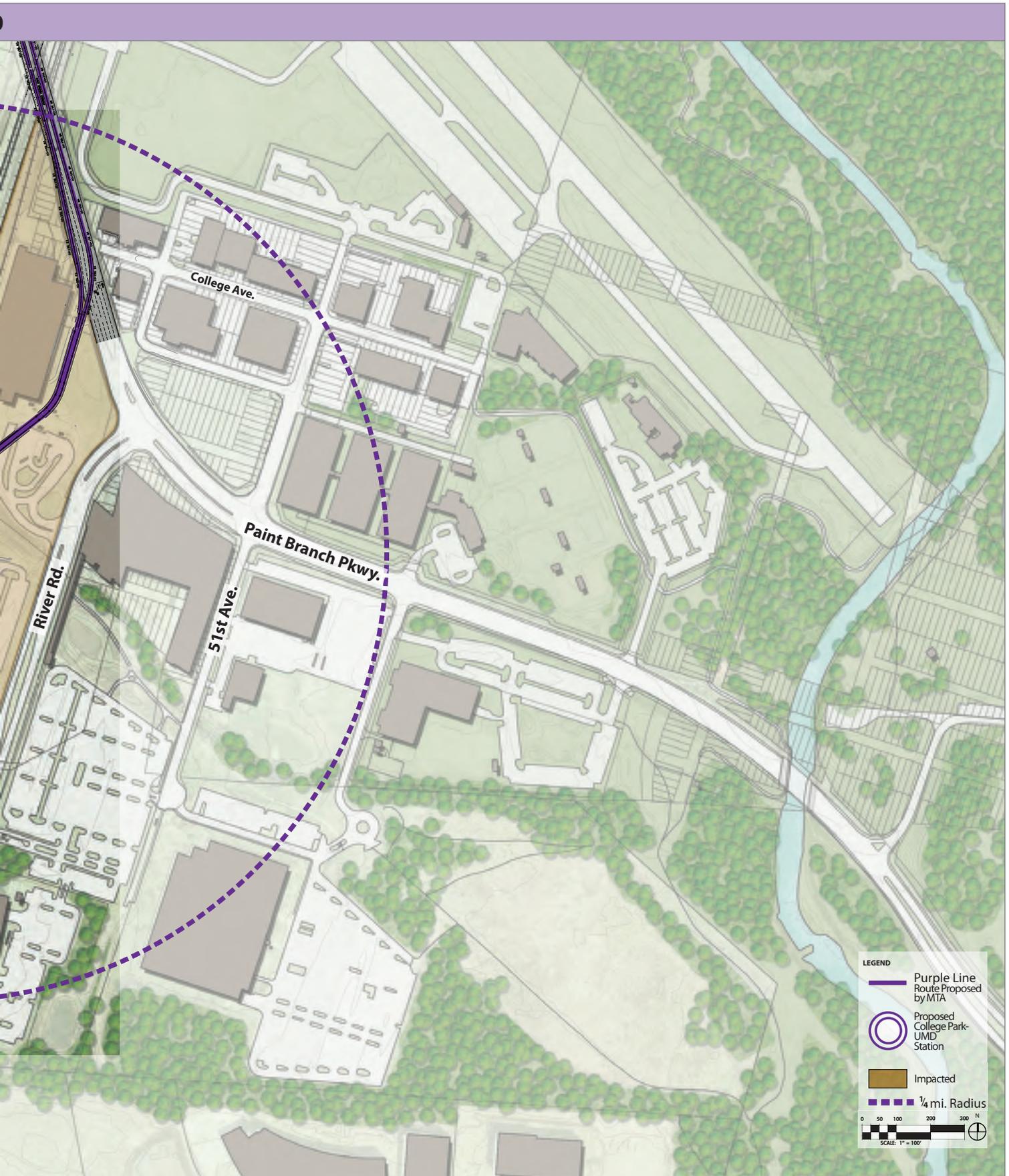
The current proposed Purple Line route through the College Park-UMD study area travels along River Road, turning north to MARC/Metro station; the route then joins Paint Branch Parkway, traveling at grade with the roadway under the existing rail line.

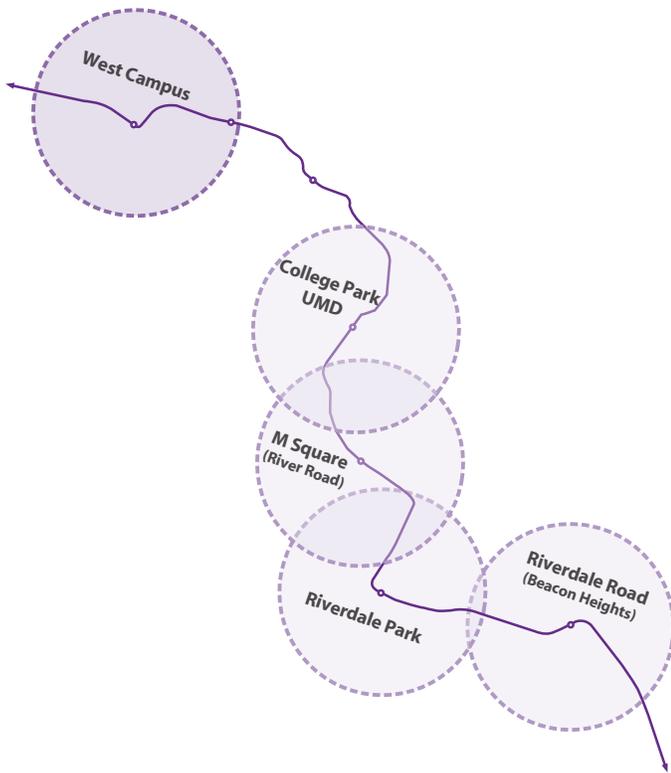
The proposed Purple Line UMD-College Park station location is set back from River Road, located just south of the MARC/Metro station on the east side of the existing WMATA rail lines.

Disclaimer: MTA has revised its list of properties likely to be impacted by the Purple Line Project. Further update can be found from MTA's web site, <http://www.purplelinemd.com/>

Map 3.45 Station Location and PA Route Plan—College Park-UMD







## 3.5

## West Campus

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## Introduction

The TOD study area centered on the proposed West Campus Purple Line Station extends over a half-mile radius from the station stop, as shown in the Existing Conditions Plan on the facing page. A half-mile represents an average 10-minute walk. The inner circle represents a quarter-mile radius or an average five-minute walk.

Major vehicular thoroughfares—Adelphi Road and University Boulevard—bisect the study area. Area commuters and students use Campus Drive to connect between and access these corridors and US 1 to the east.

Existing residential development within a quarter mile of the proposed station includes the 331-unit Graduate Hills garden-style apartment complex, as well as surrounding 1940s and 1950s single-family detached homes.

Key commercial and institutional properties within the half-mile radius of the proposed station include the M-NCPPC-owned University Hills Duck Pond Park, the Marriott Inn and Conference Center, the University of Maryland, University College (UMUC) facilities, the UMD Golf Course, St. Mark's Catholic Church and School, the University Baptist Church, the University United Methodist Church, the Clarice Smith Performing Arts Center, and Byrd Stadium.

Pedestrian, road, and streetscape improvements, targeted new development and redevelopment and an accessible and integrated Purple Line station have the potential to reposition the study area as a true alternate gateway to the University of Maryland, College Park campus.

### History

The unincorporated Adelphi community takes its name from the historic Adelphi Mill, established in 1796 along the Northwest Branch of the Anacostia River. In Adelphi, subdivisions now include Adelphi Hills, Adelphi Knolls, Buck Lodge, Chatham, Cool Spring Terrace, Heitmuller Estates, Hillendale Forest, Knollwood, Riggs Hill Manor, and White Oak Manor. A community focal point originally developed in the late 1950s is the Adelphi Pool.

University Hills is a neighborhood annexed into the City of Hyattsville, Prince George's County, Maryland in 2006. The land was developed in the 1950s and the majority of the streets in the neighborhood do not have sidewalks. Graduate Hills is an apartment complex located on Stanford Street and Adelphi Road. The main road through University Hills is Wells Boulevard. It runs between Adelphi Road and University Hills Neighborhood Park and ends at the Stanford Street intersection. Most of the streets in the University Hills neighborhood connect to Wells Boulevard and Stanford Street. There is little through traffic in University Hills.



Cool Spring Road with rural character



Looking at University Blvd. crossing Adelphi Rd.

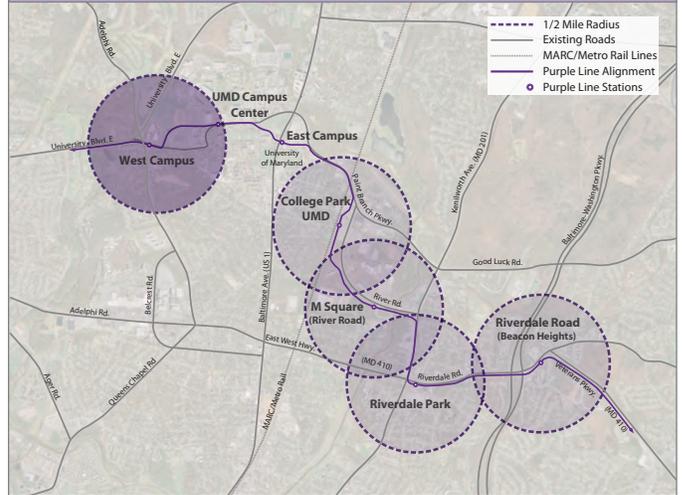


Looking at station site from Presidential Drive



Graduate Hills at intersection

Map 3.46 Study Area Location



Map 3.47 Existing Conditions



# Zoning

The existing zoning classifications predominantly allow for low- and medium-density residential and institutional uses with the exception of the mixed-use, transportation-oriented zoning designation on the recently approved Domain at the College Park site and the high-density residential zoning on the Mosaic at Turtle Creek site.

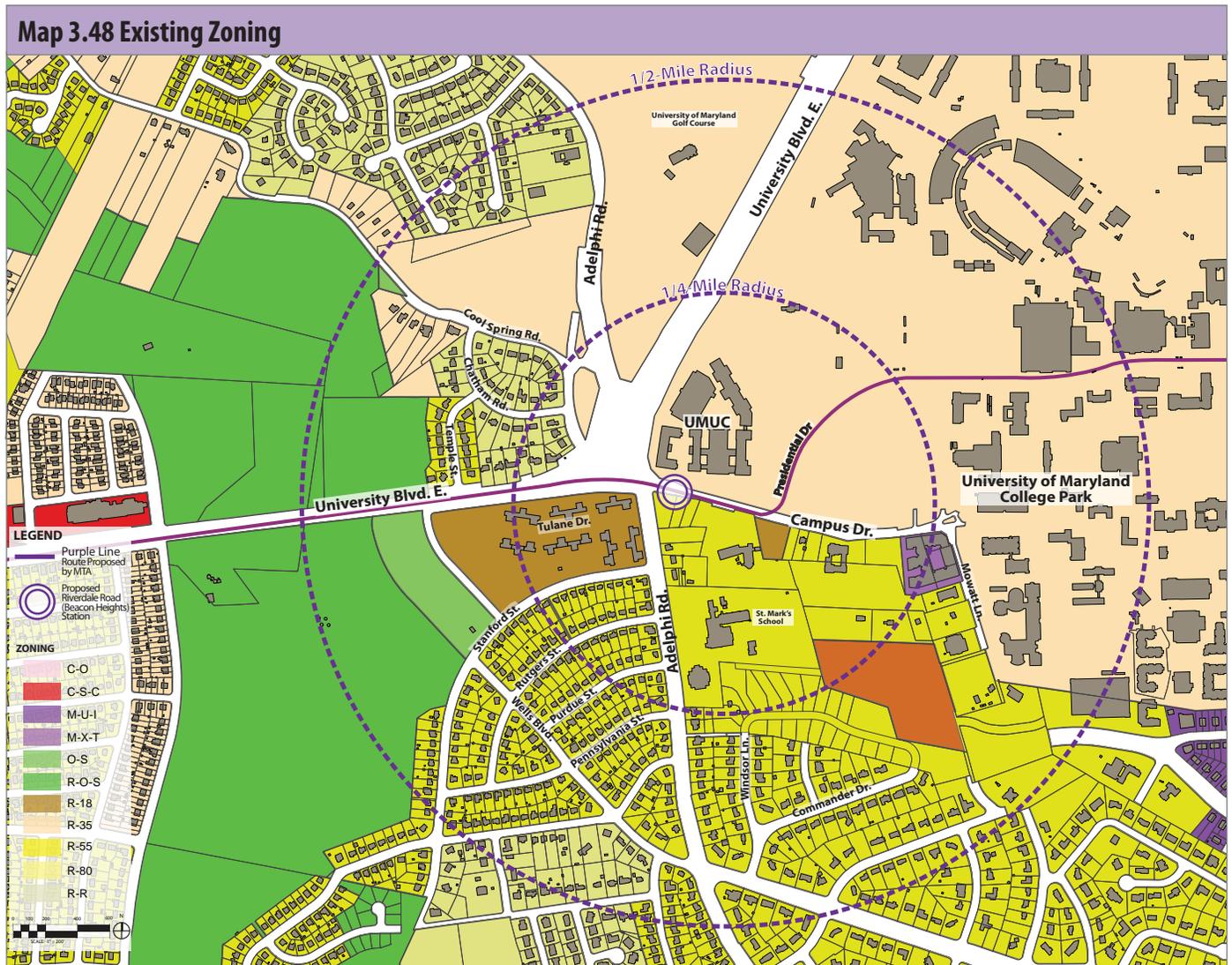
The existing zoning classifications within the half-mile radius of the proposed station include:

## Residential:

- R-10: Multifamily High Density Residential
- R-18: Multifamily Medium Density Residential
- R-55: One-Family Detached Residential, maximum 6.7 DUs/Acre
- R-80: One-Family Detached Residential, maximum 4.58 DUs/Acre
- R-R: Rural Residential
- O-S: Open Space
- R-O-S: Reserved Open Space

## Mixed-Use:

- M-X-T: Mixed Use, Transportation-Oriented



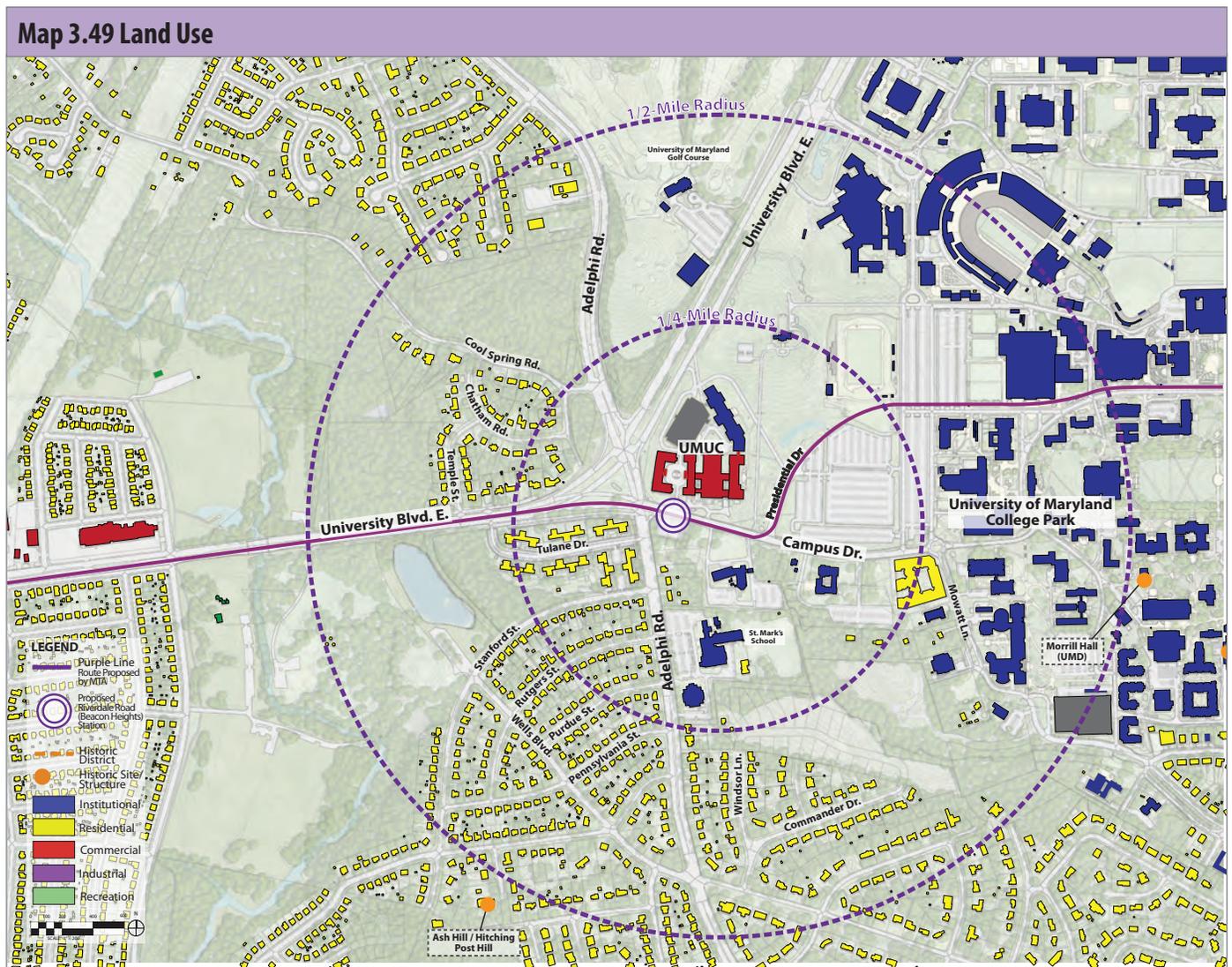
## Land Use

The study area is largely university oriented with approximately a third of the land owned and/or leased by UMD. The balance of the properties are divided between M-NCPPC, several institutional uses (three churches and the now-closed St. Mark's School), and multifamily apartment buildings used as off-campus graduate student housing. A number of single-family detached homes are located to the south and north of the proposed platform location, offering a mix of owner-occupied and student rental housing opportunities.

Two development applications of note have been approved during the last three years—Mosaic at Turtle Creek and Domain College Park.

Other institutional uses include two schools—Lewisdale Elementary School and Northwestern High School—within one mile of the station. Mary Harns

“Mother” Jones Elementary School and the Friends Community School are located immediately outside of this boundary. Two fire stations—the College Park and Chillum-Adelphi stations—are approximately one mile to the east and west, respectively, of the station.

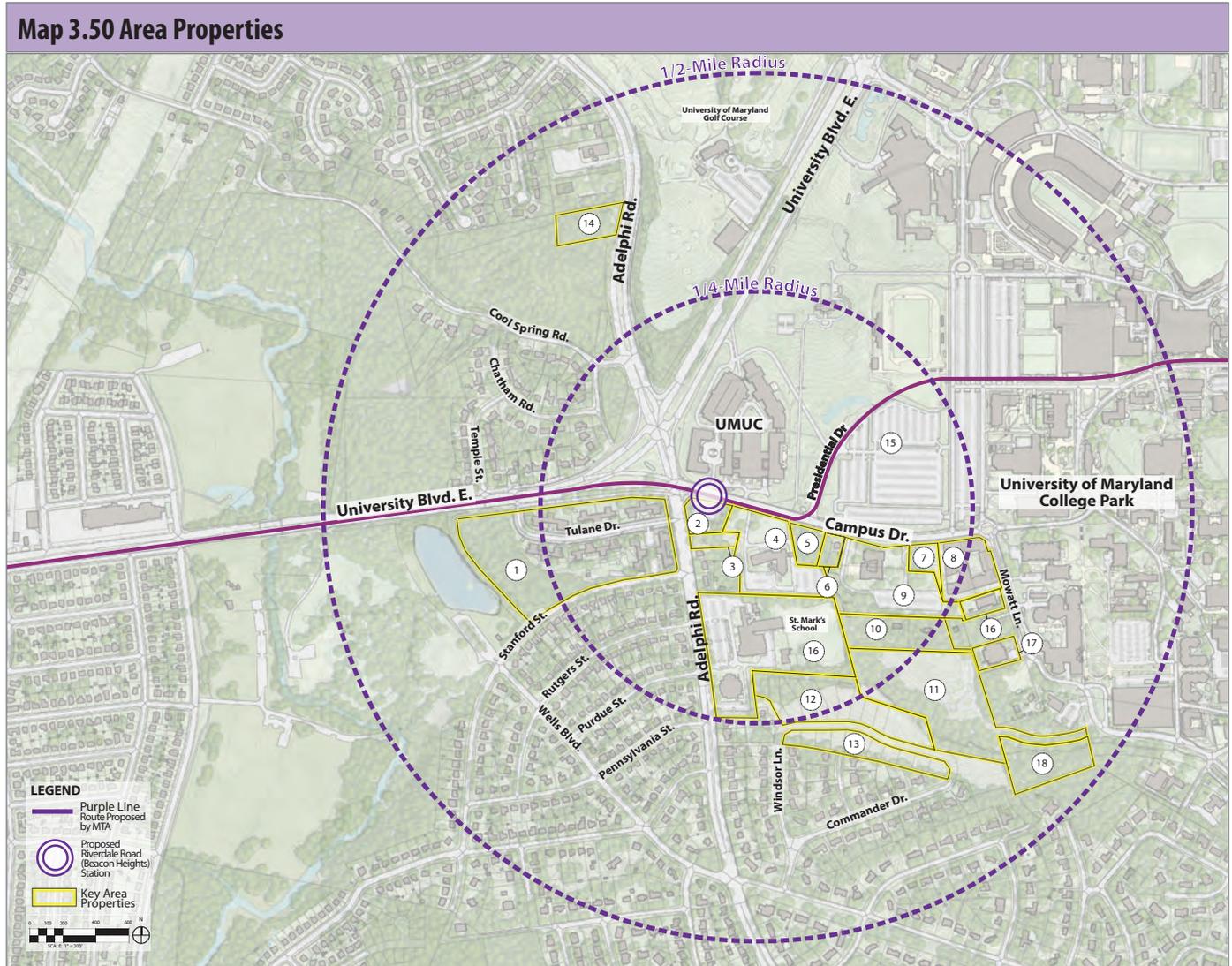


# Area Properties

Properties affected by the current proposed Purple Line PA route and station location are identified below and discussed in this section. Other potential redevelopment sites are identified on the diagram below. For this study, properties will be evaluated for potential redevelopment based on such factors as proximity to the proposed station, access, ownership, and property size.

- 17. UMD SE of Mosaic at Turtle Creek
- 18. St. Mark's Church and School

- |  |   |
|--|---|
| 1. Graduate Hills                                    | 9. University Methodist Church          |
| 2. Corner Parking Lots                               | 10. Homes Owned by Cedars LLD           |
| 3. State of Maryland                                 | 11. State of Maryland                   |
| 4. University Baptist Church                         | 12. Undeveloped—Buddington & EVG        |
| 5. State of Maryland                                 | 13. College Heights                     |
| 6. University Baptist Church                         | 14. Windsor Mill Gospel Hall Final Plat |
| 7. FEP Estate Final Plat—University Methodist Church | 15. UMD—Hillel Center                   |
| 8. Domain College Park                               | 16. Potomac Electric Company            |



# Open Space

The Open Space diagram, shown below, locates existing parks, playgrounds, trails, and recreation centers within and surrounding the half-mile radius study area as potential amenities for future development. Several community and neighborhood parks are located within the half-mile radius of the proposed West Campus Purple Line Station. One park—the University Hills Neighborhood Park—is located within the half-mile radius. This park includes open space and a playground.

Parks located just outside of the half-mile radius include:

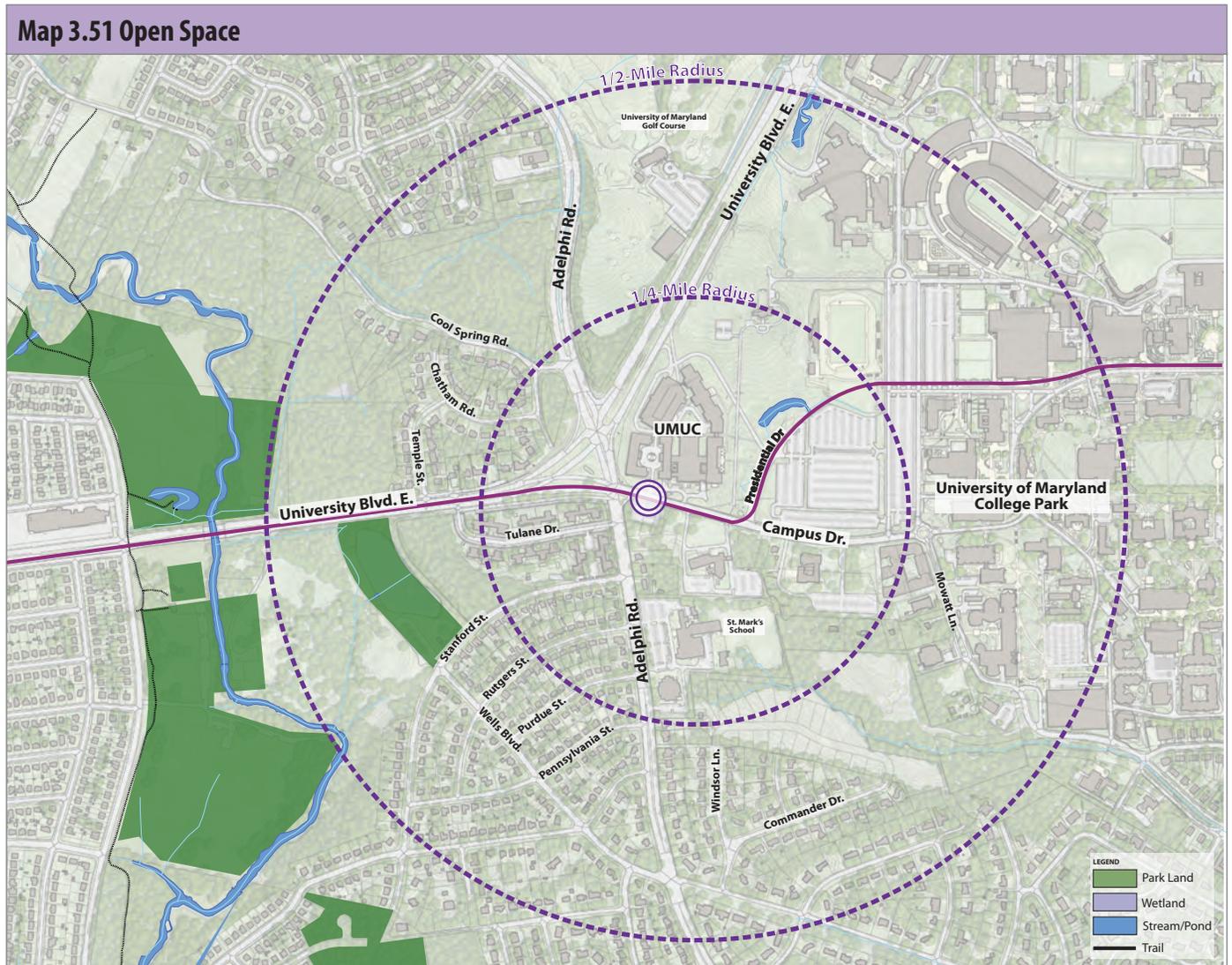
**Lane Manor Aquatic Center**—offers an array of outdoor facilities, including softball, combination football/soccer fields, half- and full-size basketball courts, outdoor tennis courts, and volleyball courts.

**Adelphi Manor Community Recreation Center**—features softball and cricket fields.

Additionally, the UMD's 18-hole golf course extends to the north of the intersection of Adelphi Road and University Boulevard.

Connectivity to the recreation facilities is limited to the major roadways and the Northwest Branch Trail—a part of the Anacostia Tributary Trail System that skirts to the east of the Lane Manor and Adelphi Manor Community Recreation Centers. Sidewalk gaps, inadequate buffering, and the vehicular-oriented nature of the primary crossing point—the intersection of University Boulevard, Adelphi Road, and Campus Drive—further limit pedestrian accessibility.

Sidepaths along Adelphi Road north of University Boulevard and the shared-use road designation of University Boulevard north of Adelphi Road provide the only bike connections in the study area.



## Environmental Conditions

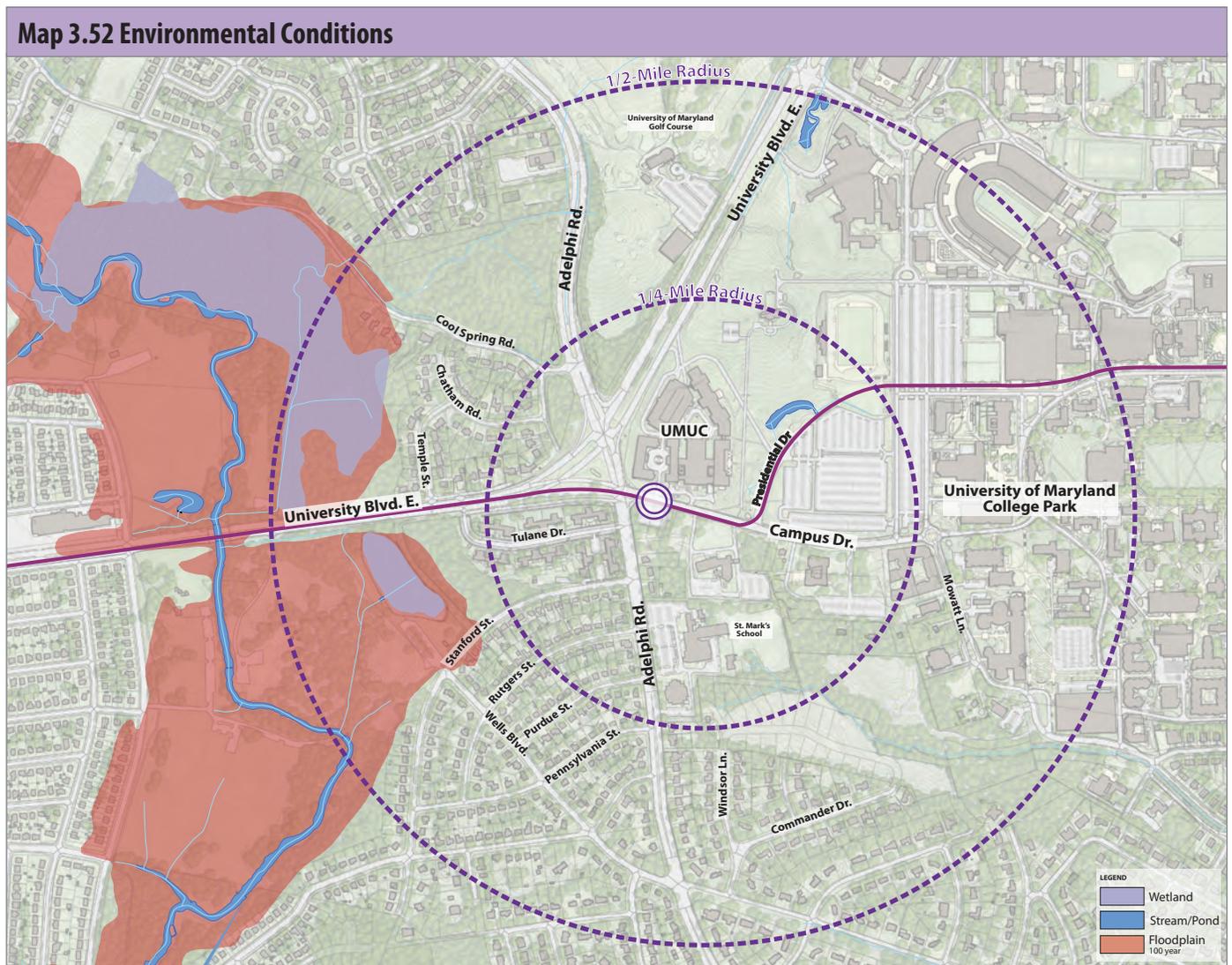
The environmental conditions diagram locates hydrologic features such as wetlands, streams, ponds, and flood plain areas. Within a half-mile radius of the proposed West Campus Purple Line platform, a wetland exists in the forested area owned by M-NCPPC east of Adelphi Road and north of University Boulevard. A channelized stream runs north-south through the wetland and extends under University Boulevard.

A second channelized stream runs southeast of St. Mark's Catholic Church.

The study area lies primarily in two watersheds—the Northwest and Upper Northeast Branches of the Anacostia River. A smaller segment of the study area drains into the Paint Branch watershed.

The designated 100-year floodplain areas within the half-mile radius are generally confined to the stream basins and M-NCPPC-owned forested areas.

It is important to note that the Green Infrastructure Plan evaluation areas and network gaps are identified on the properties extending along and south of Campus Drive at the proposed West Campus station.



# Area Traffic and Transportation

## Overview

The traffic and transportation assessment for West Campus includes roadway types, functionality and related amenities, pedestrian facilities (e.g., sidewalks), bicycle facilities and transit services (bus and Metrorail), and parking. Major deficiencies/needs such as gaps and barriers in the nonmotorized transportation network are documented and summarized below.

The proposed West Campus (Adelphi Road) Purple Line Stations will be located on Campus Drive across from UMUC. The station is in close proximity to UMD. Nearby major roads include University Boulevard (MD 193) and Adelphi Road along with the surrounding residential neighborhoods and the UMD campus. The station is also within ½ mile of the Northwest Branch trail and park system.

## Roadways

The primary roadways within walking and biking distance of the study area are Adelphi Road and MD 193. University Boulevard (MD 193) supports an ADT of more than 30,000 vehicles. Adelphi Road (ADT 12,281) is a four-lane divided highway north of the study area and four-lane highway south of the study area. Campus Drive (ADT 12,766) provides the main access to the UMD Campus at Adelphi Road. Mowatt Lane is also presently accommodating many vehicles between US 1 and Adelphi Road.

Local roads that are close to the proposed station location include Presidential Drive on the UMD Campus, Cool Spring Road (ADT 1,632) just outside of the study area to the north of MD 193, and several local neighborhood streets within the City of Hyattsville's University Hills neighborhood. Roads in unincorporated Adelphi and the Town of University Park will also influence travel to and from the proposed Purple Line Station.

## Pedestrian Accommodations

Within and close to the study area, sidewalks are available on Campus Drive, Mowatt Lane, Adelphi Road, and MD 193 south of Adelphi Road. The City of Hyattsville has planned sidewalks for Sanford Street and Wells Boulevard. The Countywide Master Plan of Transportation includes recommendations for on-street bicycle facilities (bike lanes, cycle tracks, or shared-use roads) and a sidepath (north of MD 193) on Adelphi Road with continuous sidewalks. The Countywide Master Plan of Transportation also recommends a sidepath and bicycle lanes on MD 193.

### Noted Deficiencies

Some of the sidewalks within the study area are not separated from the vehicle travel lanes by landscape buffers; rather, they are located directly on the street curb, which does not create a safe, more comfortable walking and bicycling environment.

North of the study area and north of MD 193, Adelphi Road contains a sidepath on the north side of the street. South of MD 193, Adelphi Road contains four-foot-wide sidewalks. MD 193 does not contain sidewalks north of Adelphi

Road. MD 193 south of Adelphi Road contains sidewalks on both sides of the street. For the most part, local streets in the study area and beyond the study area do not contain sidewalks (See Map 3.54 on page 106).

The intersection of Adelphi Road and University Boulevard (MD 193) presents a particular challenge to pedestrians crossing MD 193. There are missing sidewalks and no sidewalk connection to Cool Springs Road. An improved roundabout is planned for the intersection of Mowatt lane and Campus Drive to improve the current design.

## Bicycle Accommodations

Existing bicycle accommodations within or close to the study area include a sidepath on Adelphi Road north of Campus Drive. A bikeway is located on MD 193 north of Adelphi Road with the wide outside lanes, road shoulders, and some intermittent bike lanes that are used by bicyclists. Northwest Branch Trail access is located about ¾ of a mile west of Adelphi Road near West Park Drive.

The City of Hyattsville has produced a bicycle and pedestrian facilities plan, which includes bikeways for Adelphi Road and Wells Boulevard.

### Noted Deficiencies

Campus Drive is narrow and not striped for bicyclists. West of Adelphi Road, MD 193 contains wide shoulders and short sections of bicycle lanes to West Park Drive where the road intersects with the Northwest Branch Trail. No sidepaths exist for novice bicycle riders. Levels of "comfort" for bicyclists are presumed to be low in this area.

### Transit Service

Bus stops are located along Adelphi Road, MD 193 and Campus Drive. The area is served by Metrobus routes and Shuttle UM.

### Noted Deficiencies

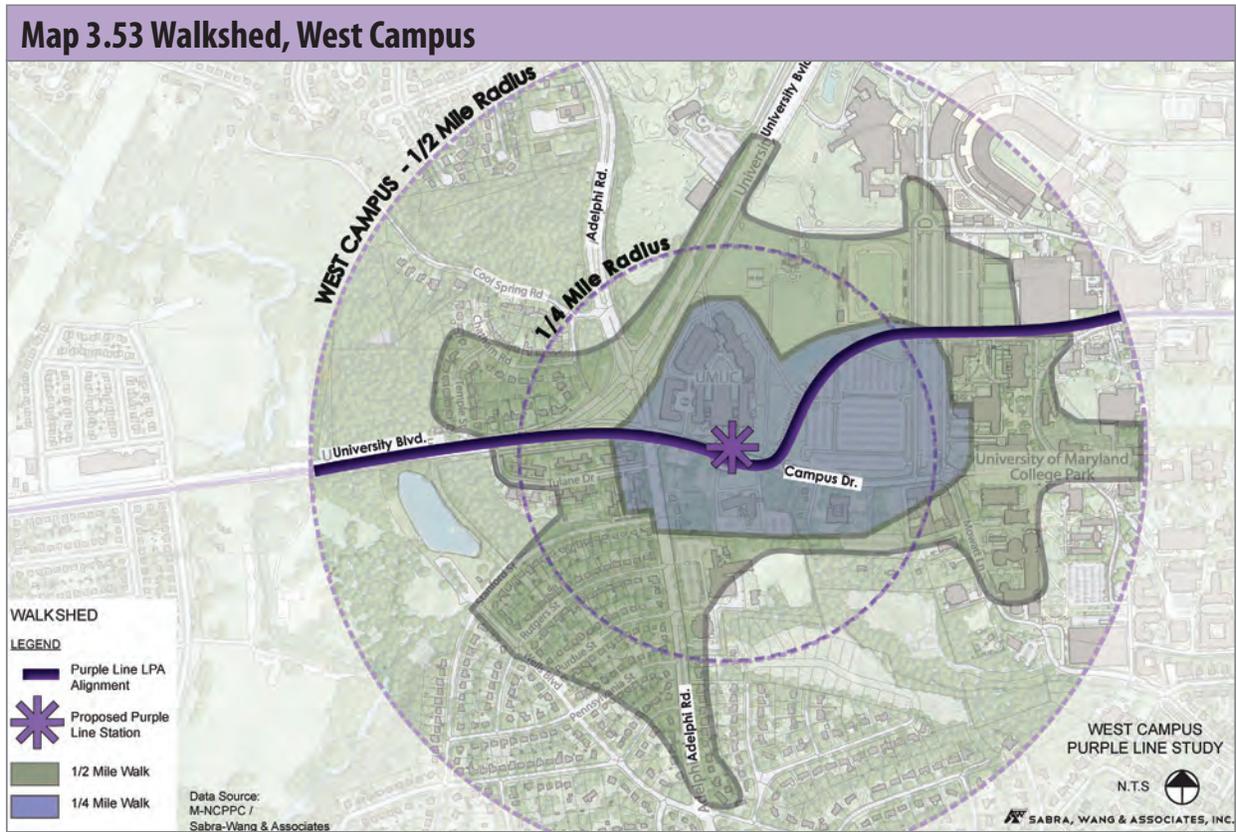
Within the study area, existing bus stops lack basic amenities such as shelters and seating. Bus stops may not be optimally located for easy access to and from the platform. Access to the platform from the bus shelters will need to be carefully considered to ensure safe and convenient transit access.

## Parking Regulations

There are no on-street parking locations along major roads. Minor roads within most of the residential street network allow on-street parking without regulation. Visitor parking for UMUC is located in a parking garage. Surface parking is available for UMUC on the south side of Campus Drive.

## Pipeline Recommended Public Improvements

A review of short-term and long-term state, county and local plans such as the Consolidated Transportation Plan, CIP, Highway Needs Inventory, Constrained Long-Range Plan, and Master Plan of Transportation was performed to identify both funded and unfunded transportation projects for each mode of travel (other than the Purple Line).



There are currently no pipeline projects within a half-mile radius of the proposed West Campus (Adelphi) Purple Line Station.

### Additional Access Issues and Challenges

- Campus Drive is a major gateway onto the campus, making it a high priority for UMD to upgrade the roadway with a streetscape.
- MTA is coordinating with UMD concerning sidewalk and landscaping improvements in conjunction with the Purple Line PA.
- The new platform installation requires widening along both sides of Campus Drive.

## Previous Plans and Studies

### 2002 Prince George's County Approved General Plan

The 2002 General Plan designates University Boulevard (MD 193) as one of the county's eight corridors. The boundaries of the corridor extend one-quarter mile from the edge of the right-of-way, encompassing the proposed location of the West Campus Purple Line platform. Developed Tier corridors are envisioned to contain a higher intensity of residential and nonresidential land uses and a greater mix of uses than Developing Tier corridors. Development should be planned as TOD within selected corridor nodes. While no corridor node has been designated in the vicinity of the West Campus platform, this vision for TOD complements the vision for the Purple Line.

### 1989 Langley Park-College Park-Greenbelt Approved Master Plan and 1990 Adopted Sectional Map Amendment

The current master plan for the West Campus study area recognizes significant public or quasi-public land uses in the vicinity of the proposed platform location, reflecting the presence of UMD, College Park campus and the numerous religious and educational institutions south of Campus Drive. The rest of the land within a one-half-mile radius of the proposed platform consists almost entirely of medium suburban and suburban land uses with single-family residential densities of 3.6 to 5.7 dwellings per acre and 2.7 to 3.5 dwellings per acre, respectively.

### University of Maryland Facilities Master Plan

The prior facilities master plan (superseded in late 2011 by the University System of Maryland's approval of the facilities master plan update) was revised in 2007 to reflect a desire for higher intensity, mixed-use and residential development on university holdings in the southwest quadrant of Campus Drive and Mowatt Lane. Subsequent to the amendment, two projects have been approved in this area—the Mosaic at Turtle Creek and Domain College Park—which have the potential to change the character of the West Campus station area and serve as potential future anchors for additional development.

### 2010 Domain Project Area Charrette

During spring 2010 Design Collective worked with the City of College Park and key property owners in the southwest quadrant of the intersection of Campus Drive and Mowatt Lane to develop several potential design approaches to the development of the West Campus station area south of Campus Drive. Three primary themes emerged from the charrette: (1) create a compact, pedestrian-friendly, mixed-use neighborhood; (2) enhance Campus Drive as an attractive pedestrian-oriented 'gateway' with calm traffic; and (3) improve Mowatt Lane as a pedestrian- and bicycle-friendly, residential-scaled street.

### Corridor Access Study

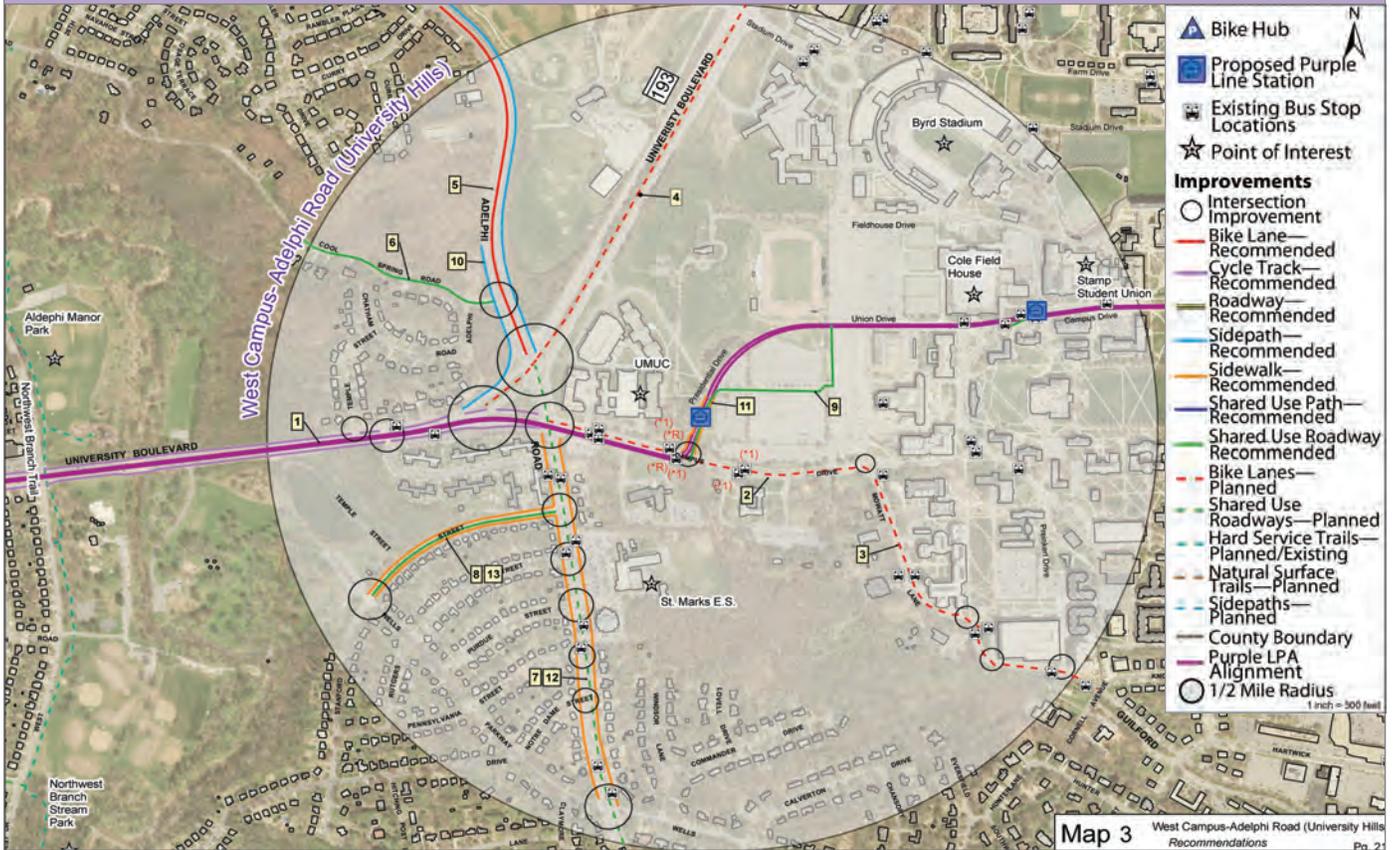
In June 2011, the Commission completed an access study for the purpose of providing the community, State of Maryland and Prince George's County staff, and elected officials with documentation of access issues at each of the proposed Purple Line stations in the county. CAST provides detailed information about each station's transit and access issues. The report describes the station location as being partially located within the UMD Master Plan area. Thus, UMD will be closely involved in the detailed recommendations from the report. The report recommended new bikeways, new and improved bus stops and shelters, and enhanced street crossings so that people can easily and safely reach the proposed Purple Line station. MTA has moved the proposed Purple Line station location from Presidential Drive to Campus Drive since the time that the report was completed in 2011. Further analysis of the existing conditions in the study area will ultimately improve upon the CAST recommendations.

### *Preliminary Feasibility Study for the Green Street Project – University Hills Subdivision*

The City of Hyattsville contracted with Charles P. Johnson & Associates, Inc. (CPJ) to perform a feasibility study for installation of sidewalks throughout the University Hills neighborhood, traffic calming measures, and a turnaround at the end of the western section of Rosemary Lane. The city also tasked CPJ with evaluating the pavement conditions in the neighborhood. Roads considered for improvement include: Wells Boulevard, Stanford Street, Rutgers Street, Purdue Street, Pennsylvania Street, Notre Dame Street, Gumwood Drive, Hitching Post Lane, Claymore Avenue, Rosemary Lane—Eastern Section, Rosemary Lane—Western Section, Bridle Path Lane, Pony Trail Lane, Pony Trail Court, and Calverton Drive.

Some of the preliminary observations of the streets within University Hills included an analysis of places where traffic calming could be implemented to reduce vehicle speeds and improve safety. These measures would probably ensure safer and more direct access to the proposed Purple Line station on Campus Drive. Most of the streets within the neighborhood are 26-foot wide with on-street parking on both sides of the street, and Wells Boulevard, Stanford Street, and Gumwood Drive are the major routes through the neighborhood. These streets contain 36 feet of paving and are identified as being in need of traffic calming. Some of the intersections along Wells Boulevard have been identified as having corner radii of 50 feet or more, which is very wide and allows vehicles to take corners at high speeds.

### Map 3.54 Purple Line Phase 2 CAST—Proposed Conditions, West Campus



## Station Location and PA Route

The PA route and station location for West Campus as proposed by MTA is shown to the right. This current proposed alignment and platform location is the culmination of community input, engineering feasibility, economic feasibility, and efforts to minimize disturbances outside of the right-of-way. All impacted properties are based on MTA's current alignment and are subject to change during MTA's PE phase.

The West Campus alignment currently follows the median of University Boulevard (MD 193) until it crosses Adelphi Road at grade, whereupon the alignment shifts to the southern side of Campus Drive to the proposed station location. Just east of the station, the alignment turns north along Presidential Drive and Campus Drive Extended to the Center Campus station area and east toward New Carrollton. Within proximity to the proposed station location, several institutional properties are impacted, including university parking areas and the University Baptist Church.

The current proposed Purple Line alignment would necessitate significant modifications to the intersection of University Boulevard (MD 193), Adelphi Road, and Campus Drive.

Disclaimer: MTA has revised its list of properties likely to be impacted by the Purple Line Project. Further update can be found from MTA's web site, <http://www.purplelinemd.com/>

Map 3.55 Station Location and PA Route

