

Transit Oriented Development Practices

Background

The Prince George's County Planning Department is updating and replacing the *Approved 2009 Countywide Master Plan of Transportation (2009 MPOT)*. It is comprehensively developing goals, strategies, and policies to better implement *Plan 2035, the Prince George's County General Plan*, approved in 2014. Task 6 involves the research, assessment, and report preparation of relevant existing transportation conditions and trends in the County. The work completed for Task 6.16 is focused on a review of successful transit-oriented development (TOD) practices and a baseline analysis of TOD practices and potential strategies for the County.

Scope of Work

Prince George's County has long strived to leverage its extensive transit infrastructure by promoting TOD to support economic growth and increase transit use. As part of this update to the 2009 MPOT, the consultant team worked to identify the current potential for TOD in Prince George's County and a framework for continued support of TOD. The following tasks were performed and are summarized in the following sections:

- Peer review of successful TOD practices along similar transit corridors across the country, including station area planning, financing mechanisms, and implementation.
- Review of current plans, policies, regulations, and zoning in place that affect TOD potential in the County.
- Baseline analysis of the County's transit corridors and station areas: land uses, existing and projected socio-demographics, transit ridership, multimodal transportation network and use, and parking supply and demand.
- Definition of station TOD typologies (i.e., mixed-use center, urban, suburban, higher education campus, etc.) in the County – considering characteristics such as land uses, zoning, density, multimodal connectivity, and parking supply.

Peer Review

The consultant team conducted a review of peer agencies to identify examples of station area planning, financing mechanisms, and implementation. These examples focus on different aspects such as affordable housing, facilitating development review, and joint development. Strategies used by peer agencies could be used by Prince George's County to strengthen local TOD efforts.

City of Denver

The City of Denver developed a TOD Strategic Plan that includes an implementation action plan with both city-wide, high-level policy recommendations and station-level action items. The plan identifies 29 stations and color-codes them on a scale of development potential and market readiness. A handful of stations rise to being most ready for transit-oriented development.

The plan also identifies a TOD typology with design and land use standards for each station type. The purpose of the typology is to: “provide a snapshot of the aspirational character, set expectations for development, and establish a level of magnitude for possible investments.”

Denver's TOD typology includes five different station types (Downtown, Urban Center, General Urban, Urban, and Suburban) along with functional overlays for some stations (Innovation, Institutional, and Entertainment).

The typologies define station area characteristics, including land use mix, street and block pattern, building placement, building height, and the mobility options people use to move around.

The functional overlays identify stations with a unique setting to “[provide] additional context and [clarify] future expectations”.

Montgomery County, Maryland

Montgomery County has been more successful than any other agency in the country in creating affordable housing. More than 13,000 affordable housing units have been produced from 1974 through 2011, an average of 358 per year. Zoning has incentivized this in areas two key areas with multimodal transit. The approach is through mandatory set-asides. Highlights of the program include:

- Mandatory set-asides – for all developments of more than 20 units, 12.5% must be moderately priced dwelling units (MPDUs)
- 22% density bonus for 15% MPDUs
- Maximum income limits vary, but are typically 60% to 70% of median household income
- Developers can transfer MPDUs to an alternative site in the same planning policy area

The county has been able to focus development at the Bethesda and Silver Spring Metrorail Stations through zoning methods. Originally designated as central business districts, the zoning gave developers an option to provide greater densities in exchange for developer-provided public amenities to support the increased density. Then in 2014, the zoning ordinance was revised to classify Bethesda and Silver Spring as commercial residential (CR) zones. The CR designation provided more flexibility in land uses and further incentives for greater density and height. The CR zones encourage a commercial and residential mix of uses and 24/7 activity. They also incentivize provision of open spaces, affordable housing, and strategies to retain small, neighborhood-oriented businesses.

In 2015, Montgomery County also helped streamline its commercial and residential development process by creating a Development Ombudsman position who guides high-priority projects through the development process, identifies challenges, and works to improve efficiency as these projects move through development review.

Arlington County, Virginia

Starting in the 1970's, Arlington County's vision for TOD has resulted in one of the nation's best models. The county focused efforts around five WMATA Orange Line stations along the Rosslyn-Ballston corridor. Prior to the Metrorail service, the county adopted defined growth strategy policies for the corridor that called for a “concentration of mixed-high density use near Metro stations in bulls eyes of approximately ¼-mile in radius”. Later efforts included a Long-Range County Improvement Program, a general land use plan for the corridor, and sector plans for each station. Each effort laid out the vision, policies, and aspirations for the intended development. Zoning was used to set by-right development levels. Maximum development was through a special exception site plan process. The county's site plan process allowed the county to negotiate development and benefits including transportation infrastructure, limited parking and transportation demand management.

To encourage TOD and other development, Arlington County published a County Profile containing an overview of demographic, economic, educational, and transportation highlights in the county.

Fairfax County, Virginia

The Innovation Center Station on Phase 2 of the Silver Line is a good case study for TOD. To help develop the station as an innovation hub, Fairfax County partnered with businesses, public/private universities, research institutions and incubators. The county also engaged the community through special events and workshops. To address parking demand from the TOD at the station, the county formed a public-private partnership with a developer that contributed \$52 million toward stormwater infrastructure, roadways, and a parking garage.

Fairfax County has also been successful in creating affordable housing. Fairfax County created the first inclusionary zoning program in the United States. The program resulted in 1,112 renter-occupied and 1,336 owner-occupied units between 1992 and 2011, an average of 117 per year. The program elements include:

- Sliding scale of requirements for most property types
- Single-family: 20% density bonus for 12.5% affordable dwelling units (ADUs)
- Multi-family (under four floors): 10% density bonus for 6.25% ADUs, 20% for 12.5% ADUs
- One-third of rental ADUs reserved for households with incomes below 50% area median income (AMI), two-thirds for incomes below 70% AMI
- Established an ADU Task Force
- Developers can provide a portion of the required ADUs with a buy-out option for others

To support future high frequency bus rapid transit (BRT) along Richmond Highway between the Huntington Metrorail Station and Fort Belvoir, the county prepared and adopted a comprehensive land use plan update to allow greater densities at planned BRT stations. Each station includes uniquely planned densities, mix of uses, amenities, and a grid of streets that will promote walkability.

The Dunn Loring-Merrifield Metrorail Station is another good case study for TOD. Utilizing WMATA's joint development process, a surface parking lot was transformed into the Avenir Place residential and commercial mixed-use development with a parking garage and replacement bus loop. The development includes 720 multi-family dwelling units and 125,000 square feet of retail space, including a grocery store anchor with a "Main Street" of ground floor shops. WMATA has made the joint development program guidelines available to developers to clearly outline the process and agreements needed to pursue a purchase, lease or joint venture for TOD. Dunn Loring is one of eighteen projects completed jointly by WMATA between 2002 and 2016 using the joint development program.

Findings

Lessons learned that are highlighted in the peer examples above include:

- Sharing a vision for TOD with developers and the community through planning documents and policies
- Using TOD typologies to set expectations and guide desired level and character of development
- Using zoning to allow greater densities in exchange for developer-provided public amenities and to define by right development levels
- Utilizing functional overlays to define the type of expected development



- Performing comprehensive land use plan updates at station areas to support high frequency transit
- Requiring affordable housing through mandatory set-asides or inclusionary zoning
- Streamlining the development process
- Using the site plan approval process for negotiating site-specific and county benefits
- Utilizing partnerships to achieve intended development types
- Using public-private partnerships to leverage investment
- Utilizing WMATA's joint development program to promote TODs at WMATA-owned property adjacent to Metrorail stations

Review of Current Plans, Policies, Regulations and Zoning

The consultant team performed a review of current plans, policies, regulations, and zoning in place that affect TOD potential in the County. The following summarizes the documents and materials reviewed.

Purple Line TOD Study, May 2013

Of the 11 future Purple Line stations, the five stations without recent sector plans were studied for their potential for TOD in the Purple Line Transit-Oriented Development Study:

- UM West Campus
- College Park Metro-UMD
- M Square
- Riverdale Park
- Riverdale Road (Beacon Heights)

The study summarizes existing conditions, provides a market analysis, and lays out a detailed development strategy for the five stations including a zoning template and specific implementation strategies which include:

- Business technical assistance
- Business financial assistance
- Mitigation of construction-related impacts
- Residential implementation strategies
- Federal affordable housing tools
- Expanded state/local affordable housing tools
- Redevelopment funding alternatives

It should be noted that following this 2013 study, plans and zoning were developed for each of the five stations that replace the content developed as part of the study.

Plan 2035, Prince George's Approved General Plan, May 6, 2014

Plan 2035 provided the following related to TOD:

- Strategic Investment Map (Map 2) identifies three areas designated as Downtowns, an area designated as the Innovation Corridor, and five Neighborhood Reinvestment Areas.
- Growth Policy Map (Map 11) identifies eight Regional Transit Districts along with employment areas.

- Table 16 provides a classification system along with attributes for the eight Regional Transit Districts and 26 local centers which are further classified as Local Centers, Neighborhood Centers, Campus Centers and Town Centers.
- The County has 15 Metrorail stations, 8 MARC stations, and 1 Amtrak intercity rail station. The Purple Line will have 11 stations in Prince George's County.
- There has been a decline in employment around Prince George's Metrorail stations.

Plan 2035 includes policies to:

- Direct a majority of projected new residential and employment to Regional Transit Districts that are designated as Downtowns.
- Revise the County Code to create a streamlined development review process and standards for the Downtowns and the Innovation Corridor to encourage business development.
- Support new sidewalk and trail connections between transit facilities and residential and employment areas in the Downtowns, the Innovation Corridor, Regional Transit Districts, and Local Centers.
- Include block size, building placement, and density requirements in the Zoning Ordinance that support walkable, mixed-use development in identified Regional Transit Districts and Local Centers.
- Amend the Level of Service (LOS) standards or exempt the Downtowns from the adequate public facility transportation requirements to encourage development in transit locations.
- Incentivize compact development.

Connect Greater Washington, The Region's Transit System Plan, Draft Report, October 2014 by WMATA

The Washington DC region's transit plan prepared by WMATA contains the following TOD goal:

- Goal 2: "Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play".

Prince George's County Transit Vision Plan, 2018 - 2022 by the Prince George's County Department of Public Works and Transportation

As the guiding document for transit in the County for the past several years, this document highlights the following TOD-related policies:

- "Key decision makers within the Prince George's County Department of Public Works and Transportation (DPW&T) understand the need to improve TheBus and Call-A-Bus systems in order to "catch up" to the changes in the County and to support County economic development initiatives and Transit Oriented Development goals." (page ES-3)
- County Transit Vision Statement (p. ES-4): "Prince George's County is a premier destination with a first-class public transit system that enhances the quality of life and provides mobility options for all residents. This robust system supports transit-oriented development, fuels economic development, and expands service to improve connectivity between jobs, housing, retail, medical, recreational, and faith-based destinations. The transportation network features safe, pedestrian friendly streets, and convenient last-mile connections while supporting alternative transportation modes including taxis, bike share and ride-share services."

- Goal 3 – Objective 3: “Continue to develop transit development strategies and policies in conjunction with M-NCPPC to support and guide Transit Oriented Development and land uses that reflect County land use and development goals and which support fixed route transit.” (ES-5)
- Future Rapid Transit Corridors Strategy. “These fixed guideway systems are critical for enhanced access, mobility and economic development. In addition, they are essential to provide mechanisms to support transit-oriented development, connect to the fixed guideway networks of adjoining jurisdictions, and bridge the regional jobs/housing imbalance and as a meaningful tool to reduce vehicular congestion.” (ES-22)

Designing for Transit, Transit-Oriented Development Guidelines, Maryland Department of Transportation Maryland Transit Administration, Office of Planning and Programming, Revised January 2020

The State of Maryland developed this document to provide a framework and design guidelines for TOD. Highlights include:

- “A successful TOD creates a place that fully leverages the presence of transit to become a vibrant community node, capitalizes on the synergy that occurs by locating the highest intensity of development in close proximity to transit, and introduces a diversity of land uses and elements that contribute to a vibrant place.”
- The document provides a summary chart and characteristics for four different TOD place types: Downtown; Urban Neighborhood; Town, Suburban, or Employment Center; and Village Center or Rural Town.
- “A station’s parking facilities can provide joint development opportunities.”
- Area Land Uses:
 - “Local comprehensive plans and small area plans need to support TOD, as well as local zoning and development regulations.”
 - “Working together, state policies and local jurisdictions’ appropriate area land uses can catalyze economic development and expand housing choices.” “...area land uses can redefine where and how economic activity will occur and help community revitalization efforts focus around transit stations.”
 - The MDOT Secretary’s Office, MDOT MTA, and MDOT SHA can assist with TOD designation, land assembly, and planning and feasibility studies. MDOT can provide technical assistance in plan development and site plan review.

Unlocking the potential for inclusive transit-oriented development in Prince George’s County, Station vision and economic impact, December 2020 by Ernst & Young

This TOD-specific document summarizes the current state and potential for TODs in Prince George’s County. Specifics include:

- 2008 Maryland legislature adopted definition of TOD: “a dense, mixed-use deliberately planned development within a half-mile of transit stations that is designed to increase transit ridership”.
- Provides a comprehensive summary of TOD challenges and opportunities within Prince George’s County:
 - Defines state-, county- and general station-level barriers to TOD including:



- Limited financing and funding for TOD
- Permitting delays and development uncertainty
- Stations that lack personality
- Lack of united stakeholder vision for TOD
- Poor connectivity, access, and walkability
- Low office footprint and difficulty attracting retail tenants
- Location of most Metro station areas within floodplain areas
- Offers potential solutions to increase funding, establish a stronger and more coordinated vision, and address physical constraints:
 - Establish state TOD designation for additional stations
 - Expand existing tax credit program to all industries creating jobs in TOD-designated areas
 - Expand the feasibility of value-capture programs
 - Streamline by-right development and make permitting/approval/fee waiver process more predictable
 - Seek public-private partnerships wherever practical
- Highlights four specific station areas at New Carrollton, Greenbelt, Morgan Boulevard, and Southern Avenue.

Building the Transit-Oriented Region: An Implementation Strategy for Anne Arundel and Prince George's Counties, February 2021 by the Greater Washington Partnership

A companion document to *Unlocking the potential for inclusive transit-oriented development in Prince George's County*, this report highlights the benefits that the County will gain from increased TOD:

- “TOD must be equitable. Proactive strategies are needed to ensure that households of all incomes and businesses of diverse ownership can benefit from TOD.” Increasing inclusive TOD in the region was identified as part of the Greater Washington Partnership’s *Blueprint for Regional Mobility*.
- The County could see significant increases in residential units, office square footage, retail square footage, permanent jobs, and new county tax revenues through increased TOD based on the hypothetical examples at Greenbelt, New Carrollton, Morgan Boulevard, and Southern Avenue.
- Four strategies for realizing TOD include:
 - Formalize TOD vision and implementation plans at the State and County levels including specific visions for station areas.
 - Prioritize equity by establishing equity-related goals for TOD-related programs, tracking progress, and encouraging preservation and production of affordable housing and small business space.
 - Target resources and incentives to TOD areas including through fee waivers, tax abatements, tax credits, loans, and grants.
 - Streamline processes for TOD projects including policies and guidelines, processes to acquire and develop land around stations, permitting for transit-supportive projects in TOD areas, and by-right development for TOD-supportive uses.

Bus Rapid Transit Feasibility Study/Master Plan, June 2021 by the Prince George's County Department of Public Works and Transportation

This document references a prior planning effort:

- Recaps the County's 2018 Transit Vision Plan goal to support short- and long-term economic development for the intended outcome of creating a robust transit system that provides employers access to the workforce needed for continued success (page 11).

Washington Metropolitan Area Transit Authority, 10-Year Strategic Plan for Joint Development, 2022

The purpose of the plan is to “accelerate development” at Metro stations, “prioritize Metro planning and investments”, “align Metro and jurisdictional interests”, and “attract private sector investment” utilizing WMATA's established joint development program. The plan identifies Prince George's Plaza (Hyattsville Crossing) as a completed joint development and identifies other Metro stations in the County as future joint development sites.

Identified acceleration strategies include:

- Partner with local jurisdictions
 - Coordinate site infrastructure needs and funding
 - Pursue policies and funding that support housing goals
 - Leverage local economic development strategies
- Right-size transit facilities
 - Reduce parking
 - Modernize pick up/drop off zones
 - Optimize bus infrastructure
- Increase development readiness
 - Evaluate site conditions and development feasibility
 - Resolve entitlements and other site issues
 - Secure gap funding commitments
- Minimize implementation risks
 - Complete compact public hearings for transit facility changes pre-RFP
 - Simplify solicitations and proposal requirements
 - Offer smaller parcels

The plan discusses station evaluation for individual stations in terms of development potential, infrastructure needs, and market readiness. Stations within the region are then prioritized into groups based on existing joint development agreements or planned future solicitations.

Prince George's County Transit District Overlay and Development District Overlay Zones

The County has been successful with the implementation of TOD through Transit District Overlay and Development District Overlay zones.

- T-D-O: Transit District Overlay:

- “Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.”
- D-D-O: Development District Overlay:
 - “Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.”

Baseline Analysis

The County has 15 Metrorail stations, 8 MARC stations, and 1 Amtrak intercity rail station. The Purple Line will have 11 stations in Prince George’s County. Table 1 summarizes the existing and future rail transit corridors and stations within the County.

Table 1: Existing and Future Rail Corridors and Stations

Transit Corridor	Stations
Green/Yellow Line (North)	West Hyattsville, Prince George’s Plaza (Hyattsville Crossing), College Park (U of MD), Greenbelt
Orange Line	Cheverly, Landover, New Carrollton
Blue/Silver Line	Capitol Heights, Addison Road, Morgan Boulevard, Largo Town Center (Downtown Largo)
Green Line (South)	Southern Avenue, Naylor Road, Suitland, Branch Avenue
Purple Line (future)	Takoma-Langley Crossroads, Riggs Road, UM West Campus, UM Campus Center, UM East Campus, College Park Metro-UMD, M Square, Riverdale Park, Riverdale Road (Beacon Heights), Glenridge, New Carrollton Metro
MARC Camden Line	Riverdale Park Town Center, College Park, Greenbelt, Muirkirk, Laurel
MARC Penn Line	New Carrollton, Seabrook, Bowie State University
Amtrak	New Carrollton

As part of Plan 2035, the County identified eight locations as Regional Transit Districts:

- Branch Avenue Metro
- College Park/UM Metro/M Square Purple Line
- Greenbelt Metro
- Largo Town Center (Downtown Largo) Metro
- National Harbor
- New Carrollton Metro
- Prince George’s Plaza (Hyattsville Crossing) Metro
- Suitland Metro

Table 2 summarizes the baseline conditions for each Regional Transit District.

Table 2: Baseline Conditions for Regional Transit Districts

Station	Land Uses ¹	Metrorail Daily Ridership ²	Average Transit	Multimodal Network	Parking Supply ³
Branch Avenue	Commercial Shopping Center, Mixed-Use Transp. Oriented	2019: 5.2K 2022: 0.8K		Metrorail, Bus	3,072 paid spaces in surface lots
College Park	Mixed-Use Infill	2019: 3.7K 2022: 0.7K		Metrorail, MARC, Future Purple Line, Bus	1,290 space paid parking garage
Greenbelt	Mixed-Use Infill, Mixed-Use Transp. Oriented, Reserved Open Space	2019: 5.4K 2022: 1.1K		Metrorail, MARC, Bus	3,399 paid spaces in surface lot
Largo Town Center (Downtown Largo)	Major Activity Center, Mixed-Use Infill, Mixed-Use Transp. Oriented	2019: 4.0K 2022: 0.8K		Metrorail, Bus	2,200 paid spaces in surface lot and parking garage
National Harbor	Mixed-Use Transp. Oriented, Residential Medium, Rural Residential	N/A		Bus	Private paid parking garages and surface lots and metered street parking
New Carrollton	Mixed-Use Transp. Oriented	2019: 6.7K 2022: 1.2K		Metrorail, MARC, Amtrak, Future Purple Line, Bus	3,519 paid spaces in surface lots and parking garages
Prince George's Plaza (Hyattsville Crossing)	Mixed-Use Infill, Mixed-Use Transp. Oriented	2019: 4.3K 2022: 1.2K		Metrorail, Bus	1,068 space paid parking garage
Suitland	Mixed-Use Town Center	2019: 4.4K 2022: 0.8K		Metrorail, Bus	1,890 space paid parking garage

Source: ¹General Plan Centers 2035 Zoning <https://mncppc.maps.arcgis.com/apps/MapSeries/index.html?appid=5760b4d195444efe8dbec58311d91f2d>

²Metrorail average daily rail entries. The 2022 data through January 31, 2022. <https://wmata.com/initiatives/ridership-portal/Rail-Data-Portal.cfm>.

³<https://wmata.com/service/parking/parking-details.cfm>.

Of the 11 future Purple Line stations, five were identified as potential locations for TODs in the Purple Line Transit-Oriented Development Study:

- UM West Campus
- College Park Metro-UMD
- M Square
- Riverdale Park
- Riverdale Road (Beacon Heights)

As part of the Purple Line TOD Study, detailed market analyses were performed for each station. The work resulted in specific land use and policy recommendations for each station.

Station TOD Typologies

Typologies will guide expectations for the character and intensity of development at specific TOD sites. Recommended TOD typologies are based on classifications provided in Plan 2035 as shown in Table 3.

Table 3: TOD Typologies

TOD Type	Candidate Sites	Land Uses	Density	Multimodal Connectivity	Parking Supply ³
Regional Transit Districts	<ul style="list-style-type: none"> • Branch Ave Metro • College Park/UM Metro/M Square Purple Line • Greenbelt Metro • Largo Town Center (Downtown Largo) Metro • National Harbor • New Carrollton¹ Metro • Prince George's Plaza (Hyattsville Crossing) Metro¹ • Suitland Metro 	Moderate- to high-density and intensity regional-serving centers; mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; balance of uses will vary depending on center's predominant character and function	40+ Dwelling Units/Acre; 3+ FAR for New Commercial Development; greater density within a quarter-mile of Metro and light rail stations	Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities – commuter rail (Amtrak and MARC services), fixed guideway (light rail and bus rapid transit) and interstate highways and arterials; walkable and bikeable	Parking varies based on site
Local Transit Centers	<ul style="list-style-type: none"> • Addison Road Metro • Capitol Heights Metro • Cheverly Metro • Landover Metro • Takoma-Langley Crossroads • Morgan Boulevard Metro • Naylor Road Metro • West Hyattsville Metro 	Smaller-scale, mixed-use centers; local-serving retail and limited office uses; mid-rise and low-rise apartments and condos, townhouses	15-30 Dwelling Units/Acre; 1.5-3 FAR for New Commercial Development	Metrorail or light rail and local transit connections with all types of bus service	Potential for localized parking



TOD Type	Candidate Sites	Land Uses	Density	Multimodal Connectivity	Parking Supply ³
Neighborhood Centers	<ul style="list-style-type: none"> • Annapolis Road/ Glenridge² • Beacon Heights² • Muirkirk MARC • Oxon Hill • Port Towns • Riverdale MARC • Riverdale Park² • Seabrook MARC • Southern Avenue Metro 	Neighborhood serving retail and office uses; mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family	10-15 Dwelling Units/Acre; 0.5-2 FAR for New Commercial Development	Light rail, commuter rail, or local bus hub	Limited or no park-and-ride facilities
Campus Centers	<ul style="list-style-type: none"> • Bowie MARC • UMD East² • UMD Center² • UMD West² 	Low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie MARC; mid-rise and low-rise apartments, condos, townhouses, and small-lot single family	10-15 Dwelling Units/Acre; 0.5-3 FAR for New Commercial Development	Light or commuter rail, arterial roadways, and local/express bus service	Parking varies based on site

Sources:

1) Plan 2035 Center Classification System, Plan 2035 Prince George's Approved General Plan, May 6, 2014.

2) Designing for Transit, Transit-Oriented Development Guidelines, Maryland Department of Transportation Maryland Transit Administration, Office of Planning and Programming, Revised January 2020.

¹New Carrollton and Prince George's Plaza (Hyattsville Crossing) already have significant TOD development.

²Future Purple Line centers.

³All TOD Types: Surface parking is discouraged; takes the lowest priority. On-street parking can be a buffer between pedestrians and traffic. Structured parking placement should not disrupt traffic or pedestrian flow within the TOD. Provide kiss-and-ride facilities within 800 feet of primary station entrance. Prioritize carpools and vanpools with reserved parking.

Note: The decision about where to relocate the FBI should be made in the Fall of 2022. Both Greenbelt Station and the former Landover Mall site are candidate sites. The decision will likely affect where those locations fall on a list of most promising locations for TOD.

Next Steps

This peer analysis, review of current plans and policies, baseline TOD analysis, and defined TOD typologies will guide the following additional work that will be conducted by the consultant team:

- Identify the five most promising station areas for TOD.
- Screen the sites for high-medium-low land use and transit mix scenarios and needed TOD elements including mobility and access, variety of services, and redevelopment potential –



- to gauge support for compact development and infrastructure that supports integrated transit and land use and can leverage nearby development.
- Use existing local and regional plans and GIS resources to consider a mix of developable and available land, permitted land uses, parking supply, demand, cost, and regulations, property ownership, real estate market dynamics, allowed densities and support for higher densities, walkability, bike access, community resources, land preservation, environmental resources, and transit stations' physical characteristics.
 - Develop an evaluation matrix that cross-compares the five most promising station areas and a set of pragmatic recommendations to advance the efforts in the next 5 to 15 years.