

San Francisco  
2008

## MOVING FROM JOINT DEVELOPMENT AND STATION ACCESS PLANNING TO TOD

Washington Metropolitan Area  
Transit Authority (Metro)  
October 28, 2008

# About Metro

- 2nd largest rail, 5<sup>th</sup> largest US bus network
  - 108 rail miles, 86 stations
  - 1,500 Metrobuses, 350 routes
  - 58,300 station parking spaces
- Multi-jurisdictional agency serves 8 localities
  - 3.5 million people in 1,500 sq. mi.
  - Over 500,000 Metrobus trips/day
  - Over 750,000 Metrorail trips/day
- In 10 years, station boardings grew 30% to over 100%

**OPERATIONS FOCUS:** get people swiftly to their destinations throughout the region



# Joint Development Program

- Sell/lease Metro land for TOD
- Over 50 projects since 1976
  - \$3 billion total value
  - 7 msf office
  - 2.7 msf retail
  - 6,760 multi-family dwelling
  - 1,300 hotel rooms
  - \$15 million revenue/year, rising
  - Only Metro dedicated capital funding
- Mainly one building/urban or station connections to adjacent buildings



# Recent Joint Development

- Large 10-30 acre suburban tracts with parking, bus bays
- Still 250-350 acres available

TOD Development Focus: Maximize station development, orient to pedestrians, not vehicles, provide connection to Metro transit

Past Issues:

Developer led

Local plans, little coordination

Limited WMATA site guidance



Result: Operations/Joint Development Conflict

# Prince George's Plaza Illustration

- 22 acre suburban site with 1300 parking spaces, 8 bus bays

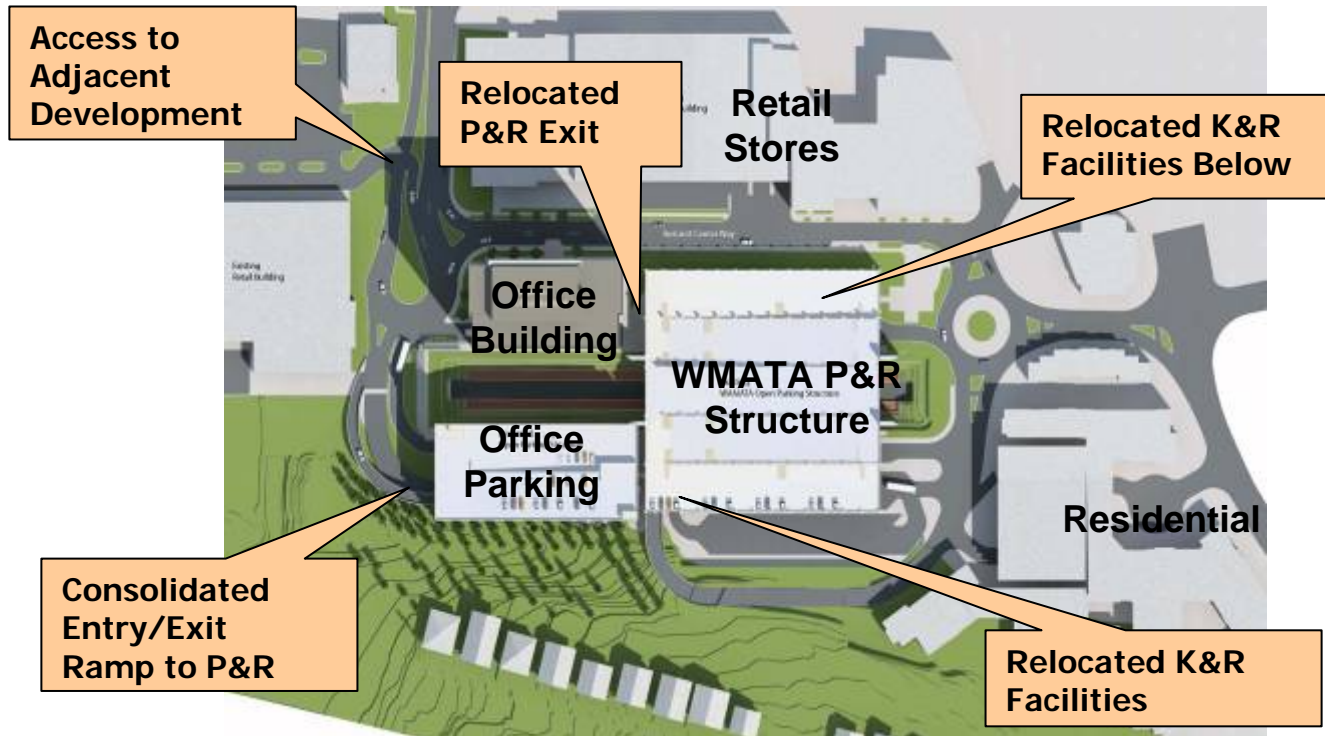


# Belcrest Center Site Plan - 2003

Mixed Use: retail, housing, proposed office (200,000 TSF)

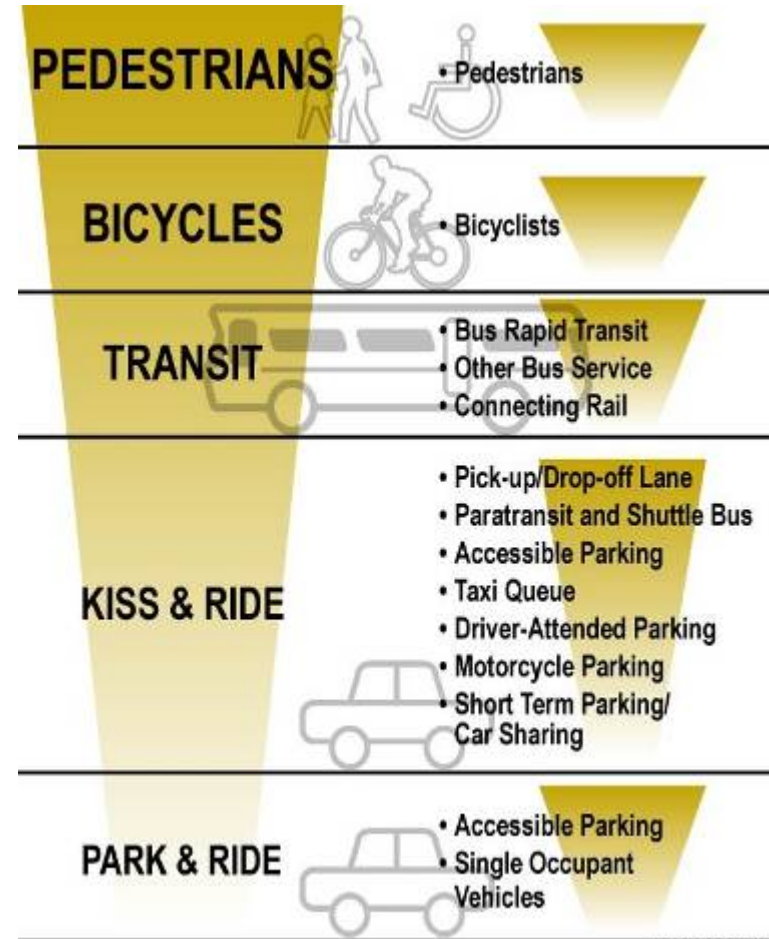
Radically altered site and WMATA operations

Traffic conflicts; reduced parking, bus circulation, parking garage exit capacity; pedestrian safety concerns



# Toward TOD - Station Access Planning

- Station Access Planning Manual
  - Pedestrians take top priority
  - Park and Ride is least important
- Intra Agency coordination
  - Regular meetings
  - Dispute Resolution Steps
- Station Access Plans
  - Needs Forecasts
  - 15 completed, 8 underway
- Station Vision Plans



# Toward TOD - RFQ Development Process

- Naylor Road, Maryland
- RFQ with developer
- Identify local goals & transit needs upfront
- Establish TOD Access standards
- Work with developer & community through entitlement
- Then negotiate terms
- Modeled after MDOT Baltimore State Center project

Objective: Merge access planning and development



- Metro Property
- Adjacent Property
- Metrorail Alignment



# TOD Issues

## Retrofitting

- Reduced/Shared Parking (Metro and private development)
- Bike, Pedestrian Access
- Integrating Metro Parking Structures
- Accommodating Metrobus Service

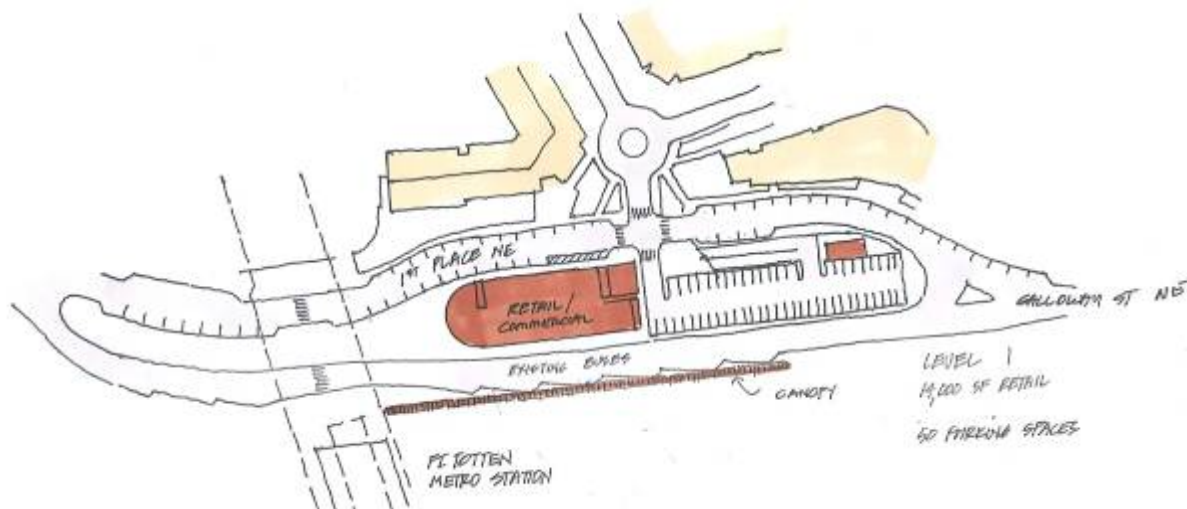
## Other

- Affordable Housing/LEED



# Reduced Parking/Shared Parking Pedestrian Access

- Fort Totten, DC, Vision Plan
  - 9 acres
  - Less than one for one Metro replacement parking (425 existing spaces)
  - Reduced residential parking
  - Improved pedestrian access cut off by earlier joint development
  - ULI Technical Assistance Program



# Integrating Metro Parking Structures

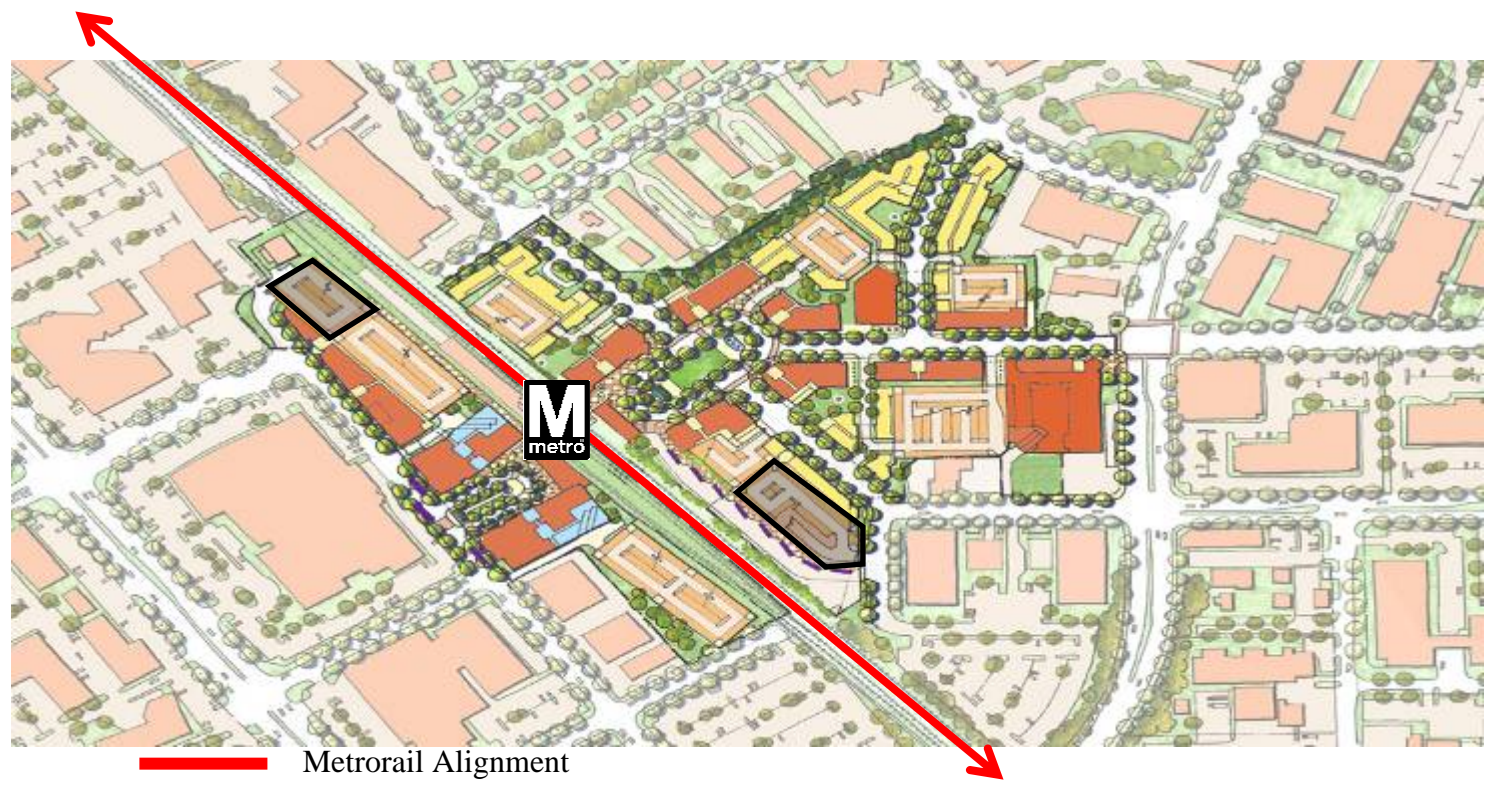
- Greenbelt, MD: 78 acres, 2.2 million sf mixed use, 3,400 space garage, 300+ kiss & ride spaces
- Work in progress – concerns project too large, inactive streetscape
- One large garage, located on periphery of town center



█ Metrorail Alignment  
█ Metro Parking Garage

# Reduce Metro Garage Sizes

- Twinbrook, MD: 26 acres, 1,600 apartments, 325 TSF office and 220 TSF retail
- Two smaller garages, separated within development (1,100 total spaces)



— Metrorail Alignment  
— Metro Parking Garage

# Put Other Uses in Metro Garages

- Dunn Loring, VA: 15 acres, 700 apartments, 125,000 TSF retail (60,000 in Metro garage)
- Garage has ground floor retail to assimilate to local "Main Street"

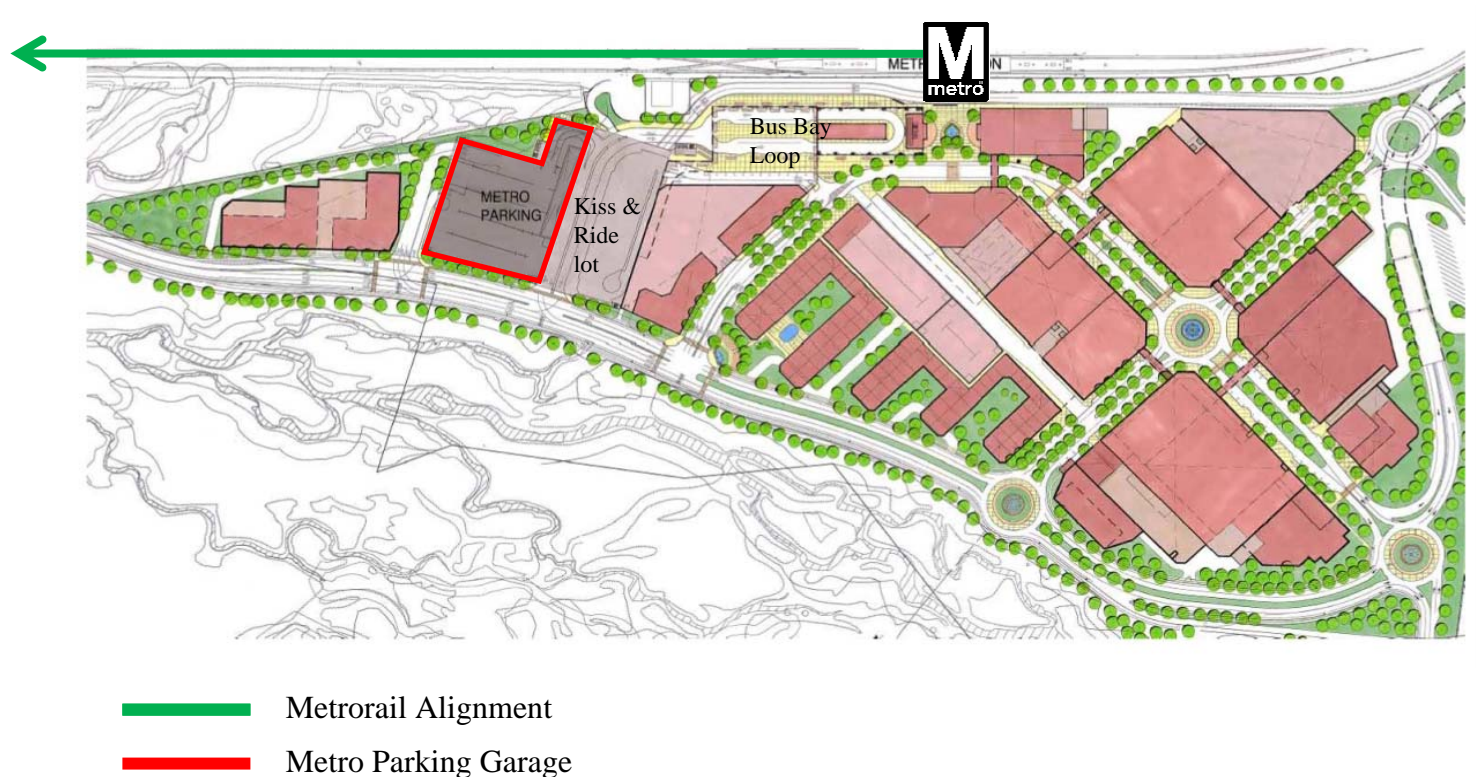


— Metrorail Alignment  
— Metro Parking Garage

# Accommodate Metrobuses

Greenbelt, MD terminal station (17 bus bays)

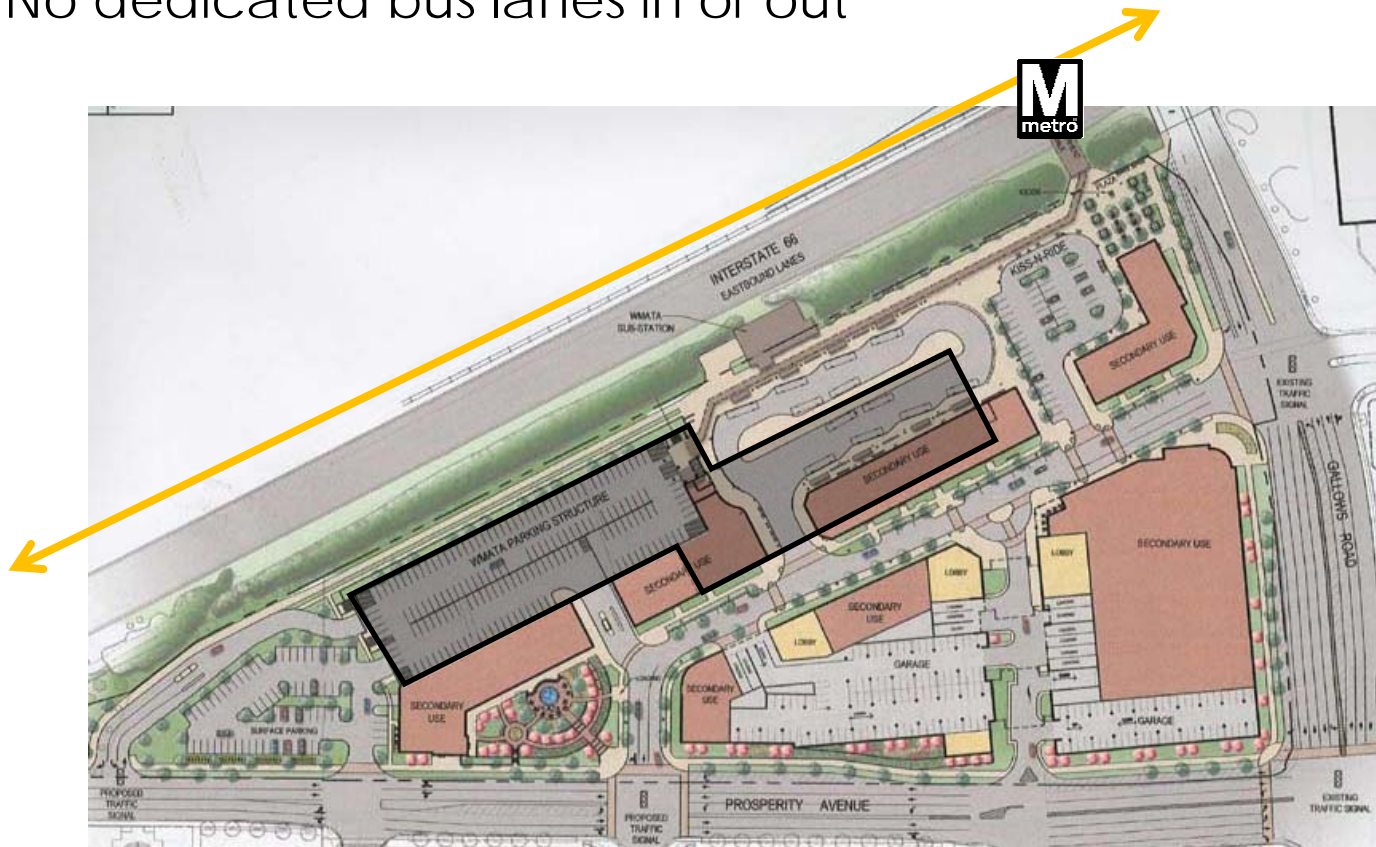
- Over the road buses getting wider and longer
- Provide necessary feeder service
- Give buses dedicated area and separate entry/exit lanes



# Urban Mix

Dunn Loring, VA

- Small site with dense development
- No dedicated bus lanes in or out



- Metrorail Alignment
- Metro Parking Garage

# Terminal, Through Buses

Twinbrook, MD

- 8 bus bays on one-way loop, no dedicated bus exit
- 3 buses on street





# Conclusion

- Mixed Record of Success in Retrofitting for TOD in Recent Projects
- RFP Process Resulted in Reactive Metro
- Metro Now Proactive
- RFQ Process to Integrate Joint Development and Station Access Planning for Better TOD Outcomes