CREATING A GREAT PLACE AT THE NEW CARROLLTON METRO STATION

2010 RAIL-VOLUTION CONFERENCE
PORTLAND, OR
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A New Plan for the New Carrollton Metro Station Area

- The original New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) was adopted in 1989 for a 71-acre area north of the Metro station.
- The 2002 General Plan designated the New Carrollton Metro Station area as a Metropolitan Center and recommended transit-oriented development (TOD) at this and other development centers within Prince George’s County.
- The Prince George’s County Council approved the amended TDDP/TDOZ in May 2010.
- The amended TDDP/TDOZ covers 640 acres, or an area of one square mile.
Key Elements of New Carrollton TOD Concept

**Density**

- Increases transit use and reduces auto dependency
- Homes, jobs, and shopping close to transit

**Diversity – Mix of Uses**

- Mix of uses close together
- Land use/transit linkages facilitate transit use

**Design**

- Built environment is seen as safe, attractive, and pedestrian-friendly
2004 Planning Study Area
Opportunities & Constraints
Proposed Neighborhoods

- Annapolis Road Corridor
- Residential Hillside
- Civic Center
- Metro Core
- Garden City
- Existing Industrial Complex
Metro Core

- Walking distance from Metro
- Highest intensity commercial, residential & hotel area
- Ellin Road & Garden City Drive are urban boulevards
- Iconic “Transit Cathedral”
- High-density mixed uses on deck over transit yard
Civic Center

- 3,000 seat cultural venue
- Government and public offices
- Visible landmark for the New Carrollton Metro Center from Beltway
Metro Core - Bird’s Eye
Garden City

- Two mixed-use neighborhoods on the major greenway
- Long-term replatting creates walkable urban street grid
- Infill office and residential
- Neighborhood retail
Hillside Residential

- Stable single-family & multi-family neighborhoods
- South-facing hillside with mature tree cover and a new public park
- High-density residential next to the Metro Core
Annapolis Road Corridor

- Gateway to Metro Center via Harkins Road and 85th Ave
- Prominent ridge location
- Transformed into a community-serving mixed-use retail & residential street
- Wide sidewalks & pedestrian-friendly lighting
- Complements Hillside Residential area
Preliminary Issues Addressed by the July 2007 ULI TAP

- Engineering feasibility of the proposed connecting underpasses at the New Carrollton Metro Station
- Potential of the recommended public infrastructure improvements to catalyze future development
- Feasibility of the recommended TOD program
Key Findings and Recommendations from the 2007 ULI TAP

- An early priority should be a revitalized station and new gateways to the New Carrollton Metro area.
- The revitalized Metro station should feature an expanded pedestrian linkage through it lined with traveler-oriented retail uses.
- Development should create two interrelated neighborhoods north and south of the station with enhanced pedestrian connectivity through the station.
- The added value created by early and middle stages of development may justify the construction of vehicular connections across the shared rail alignment as the New Carrollton Metro area approaches final build-out.
Purpose of the Plan

- To maximize transit ridership generated by future development around the New Carrollton Metro Station
- To support a sustainable development pattern
- To revitalize the area while maintaining its socioeconomic diversity
- To strengthen existing neighborhoods and provide a range of new housing options
- To preserve, restore and enhance sensitive environmental features and open space
- To create a sense of place
Approved Plan Vicinity Map
Plan Development and Public Participation

- Plan Initiation – September 20, 2007
- Public meetings and stakeholder interviews – December 2007 through April 2008
- First Public Hearing – June 2009
- Planning Board Adoption of Preliminary Plan – September 2009
- Second Public Hearing – March 2010
- District Council Approval – May 2010
Premier regional destination and Metropolitan Center distinguished by its attractiveness; its accessibility; its mix of high-quality and sustainable residential, office/retail, and public/institutional uses; and its built-in social equity.
Plan Elements

- Vibrant and diverse neighborhoods
  - Metro Core
  - Annapolis Road
  - Garden City
  - North Hillside
  - West Lanham Hills/Hanson Oaks
- Multimodal transportation system
- Sustainable and accessible environmental infrastructure
- Pedestrian-oriented urban design
TDOZ Neighborhoods

- Metro Core – high-density mixed-use
- Annapolis Road - primary commercial corridor
- Garden City - medium-density mixed-use residential and commercial
- North Hillside - primarily residential with some infill
- West-Lanham Hills/Hanson Oaks - preserved
A Multimodal Transit Vision

- Upgrade the New Carrollton Metro station
- Create pedestrian / bicycle connections that promote transit use
- Ensure that future development accommodates the planned Purple Line
- Construct a bridge or tunnel crossing the Metrorail / Amtrak / MARC rail alignment
A Vision for Connectivity and Complete Streets

- Employ traffic-calming measures on Annapolis Road
- Create a new network of complete streets in Garden City
- Reconstruct Harkins Road, 85th Avenue, Garden City Drive, and Corporate Drive as landscaped boulevards
- Expand the Pennsy Drive bridge overpass at US 50 from two to four lanes
A Vision for a Green Community

- Create new wetlands with micropools near the Metro station
- Develop a greenway along the Beaverdam Creek stream valley
- Develop new rain gardens at key intersections along primary streets
- Ensure new and reconstructed streets include environmental site design (ESD) features
- Encourage new development that uses green building technologies
Illustrative Site Plan (Urban Design)

- 5,500 housing units
- 6,100,000 square feet office/retail space
- New public green space in Garden City area
Plan Implementation

- Zoning
- Development/Design Standards
- Transportation Demand Management District
- Special Tax District
- Public Facilities
- Workforce Housing – Density Bonus Program
- Housing Preservation / Foreclosure Prevention
Recent Planning and Development Activity at New Carrollton Metro

- **August 2009** – Maryland Governor O’Malley announces final alignment and transit mode—light rail—for the proposed Purple Line between Bethesda and New Carrollton, MD
- **September 2010** – Washington Metropolitan Area Transit Authority (WMATA) and the Maryland Dept. of Transportation announce a joint request for qualifications (RFQ) to select a developer team with which to craft a phased development plan for 39 acres of land owned by the two public agencies