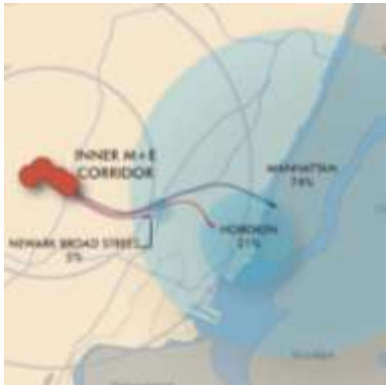


2 Corridors / 5 Strategies

Rail-volution 2013


EE&K a Perkins Eastman company
Eric C.Y. Fang, AIA



Inner M&E



Metro Green Line



40-Minute One-Seat Ride to New York Penn Station

40-Minute One-seat ride to the DC Monumental Core

Inner M&E



Metro Green Line



Four Stations in Essex County
Four Municipalities

Four Station in Prince Georges County
Four Unincorporated Areas

Inner M&E



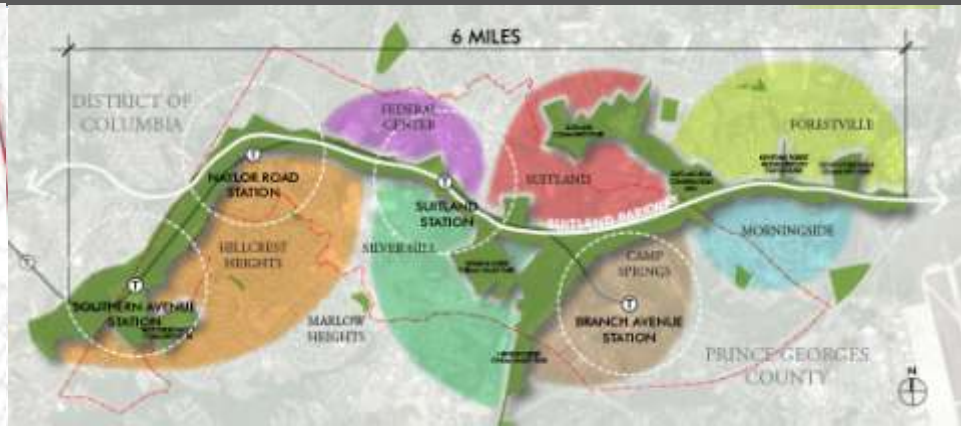
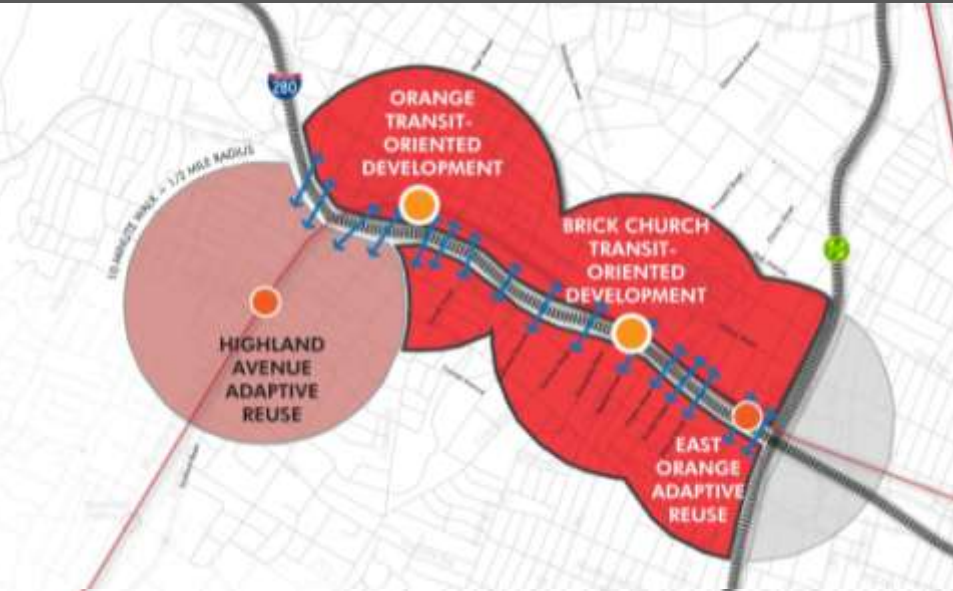
Established street grid and building stock

Metro Green Line



Auto-oriented transit; Post-war suburban landscape

1. Transform Regional Dividers into Unifying Dividers



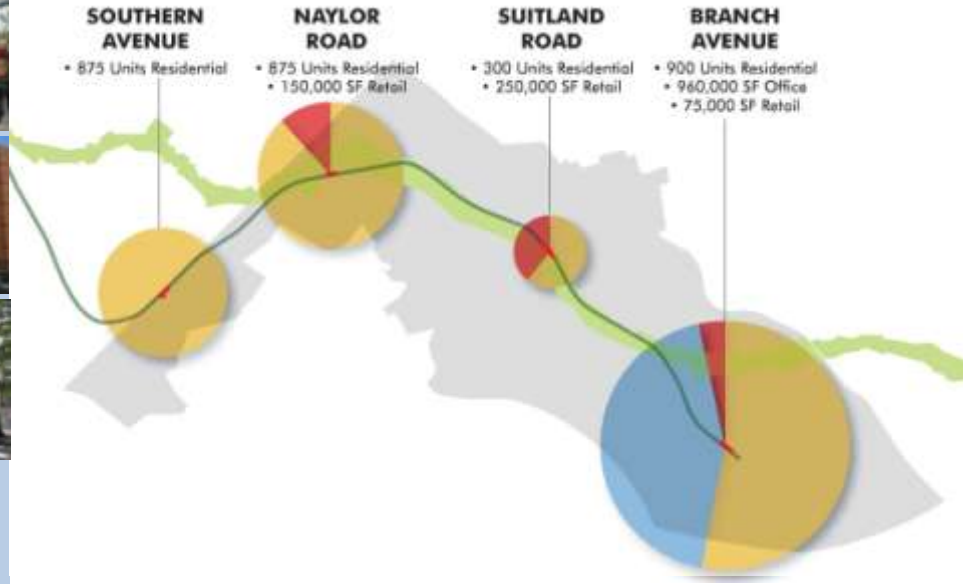
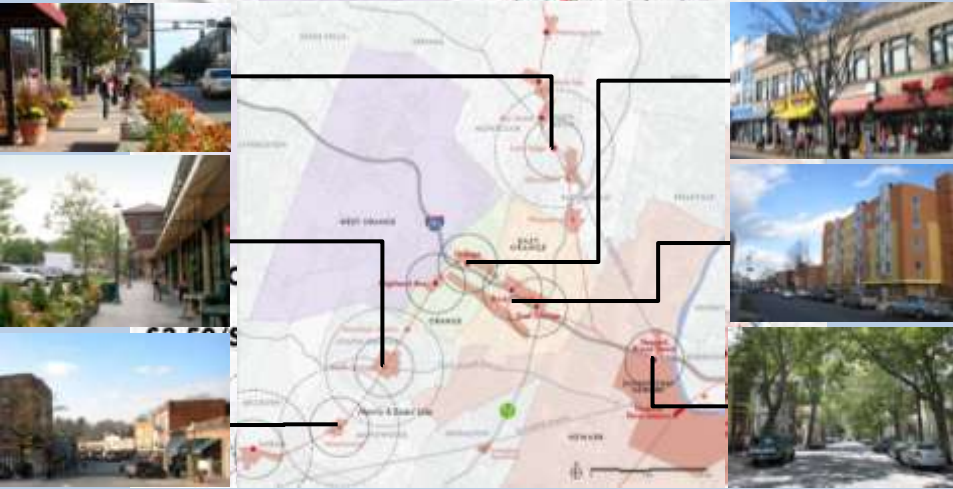
Interstate I-280 and associated Service Drive cuts off half the corridor from transit access

Suitland Parkway creates fundamental divide through the Green Line corridor

1. Placemaking



2. Market Differentiation



Distinct development strategies to match market opportunities

Gauge development capacity and mix to suit local context and infrastructure

3. Transforming Regional Dividers into Unifying Elements



Freeway service road into a new neighborhood addressing street



Suitland Parkway into new Regional Park and trail system

4. Strategic Connections



Bus Line plays the key role in connecting corridor residents to major job destinations

Post-war suburban cul-de-sac and subdivisions limits connections between station areas

4. Strategic Connections



Surgical Connections to activate streets and improve station access

New streets to create a walkable street grid and development parcels

5. Capacity Building



“Urban Essex Corridor for Smart Growth”

Establishing neighborhood identity