Chapter 3

Branch Avenue Station

Branch Avenue

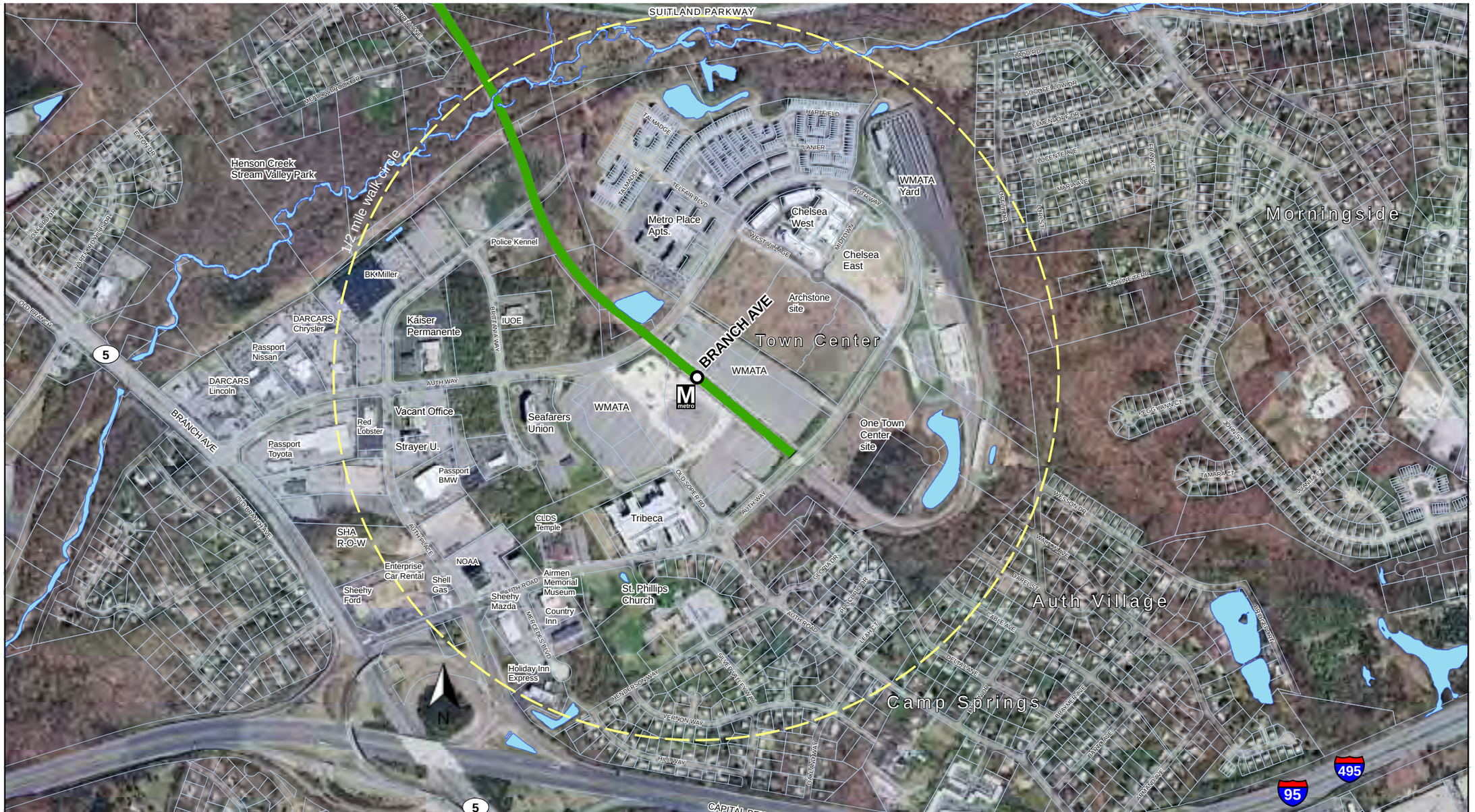


Figure 22 Branch Avenue Overview

Branch Avenue

Station Area Overview

The post war development boom in Prince George's County passed by the area that is now centered on the Branch Avenue Metro Station. Historical aerial photographs show that small-scale truck farms in the area called Woods Corner, north of Auth Road, gave way to large gravel pits after the war. Development to the north and northwest was blocked by Suitland Parkway, Henson Creek, and steep slopes. Land use for the majority of the area remained in flux at the end of the 20th century, even as access to the Beltway and MD 5 encouraged the development of a small number of office buildings and the location of car dealerships visible from MD 5.

The horseshoe shaped Auth Way was constructed to mirror and connect to Auth Road, while land use planning and zoning recommended development of an office/industrial park. Once the basic roadway pattern was established, with connections to surrounding areas only from Auth Road and Branch Avenue, the area could be understood as a district set apart, close to Suitland and Morningside, but not connected to them. A roadway extension from the north was included in master plans during the 1980s; however, the cost, environmental impact, and political opposition halted further planning. All of this was prior to the construction of the Green Line and its terminus station northeast of the intersection of the Beltway and Branch Avenue.

Fortunately, planning for the Green Line pulled the rail maintenance yard as far away from the station as possible, preserving vacant land immediately north of the station for future development. Unlike the Southern Avenue and Suitland stations, Branch Avenue station relies on surface parking; this is more land intensive, but less of a capital investment, leaving the 30 acres that WMATA owns around the station a key opportunity for TOD.

In the heady days of the real estate boom which peaked in the years just after the station opened in 2001, private developers constructed a series of projects within the half-mile circle of the station, including:

- Tribeca Condominiums, which included 282 units and 21,000 square feet of retail space.
- Chelsea West Apartments 252 units and 25,000 square feet of retail and 34,500 square feet of office.
- MetroPlace with 397 apartment units, 86 condominiums, and 354 townhouses.

These developments represent a relatively fast response to the opening of the new station, and all of them promote the walkable proximity of their units to Metro. However, after the real estate market downturn, unsold condominiums were turned to rentals, and none of the commercial space has been leased. These empty storefronts expose a fundamental flaw in the current approach to zoning for mixed use at the Branch Avenue and Naylor Road stations, specifically requiring commercial space in locations that are not optimal to attracting customers and also before the necessary residential or office density is high enough to generate sufficient demand. Site plans for additional development have been approved for land north of the station, but these efforts have stalled due to the downturn and issues surrounding the zoning and entitlement process. And yet, the market has shown the potential for significant new investment at the Branch Avenue Station area and the amount of land that is available for development makes this station the most promising of the four on the Southern Green Line.

One of the factors favoring Branch Avenue Station is that nearly all of the land within the station area is level. While Henson Creek and its tributary surround the area, there are no streams running through it, and the water features that do exist are man-made, specifically two stormwater holding ponds near the Green Line track alignment. Indeed the open space around the edges of the half-mile walk circle help to frame the station area as a distinct place with boundaries; this should help make the case of a concentrated and relatively intense pattern of future land use. The separation provided will also limit impacts to existing low density neighborhoods.

M-NCPPC owns land to the west of the station along Henson Creek and in an area of steep slopes that stretches northwest to Suitland. A homeowners association owns and maintains open space to the north of the new residential development which abuts Suitland Parkway. Another HOA owns common lands to the east of the WMATA maintenance yards. This open space consists of the main stream channel for the creek as well as smaller side channels and wetlands. It is a passive recreational resource and a visual amenity for adjacent lands—one that will never be developed.

The Branch Avenue Station area is seen in the distance, to the left, from southbound MD 5

MetroPlace apartments, seen from the Metro station entrance, represent new transit-oriented development constructed after the opening of the Southern Green Line

Land Use

Land use in the vicinity of the Branch Avenue station area is shaped both by development that predates opening of the station in 2001 and that which came afterwards. Commercial uses along MD 5 are predominately automobile dealerships oriented to the highway and interstate. Along Auth Way and Brittania Way is low density commercial office development; these buildings are likely located there because of the area's excellent access to regional roadway network, including MD 5 and I-95/495. Much of the land beyond the half-mile walk circle is devoted to older single-family detached subdivisions and open space conserved because of the Henson Creek stream valley. North of the station is residential development that was constructed in direct response to the presence of the station, most of it planned and constructed in the mid-2000s.

Within a quarter mile of the station the use is dominated by the Metro commuter parking lot and, to the northeast, large undeveloped parcels. The newer residential is markedly denser than the previous eras where only low density single family, in the three to six dwelling units per acre range (DU/A), was built. Three multi-family residential buildings lying on the edges of the WMATA property exceed 30 DU/A and new townhome development north of the station has a density of 23 DU/A.

An office commercial use west of the commuter lot is built at a low suburban intensity of 0.3 FAR. The intensity of commercial development along MD 5 and Auth Place ranges from a high of 0.8 FAR (an office building) to a low of 0.1 FAR (a restaurant). Northeast of the station is the Metrorail maintenance yard. To the east of the yard there is a large open space commons along with single-family residential built at 5.4 to 6.1 DU/A. The areas to the east and south of the station roughly follow this pattern with a smaller portion of the Metro's property to the east that is abutted by single-family residential. Along Auth Road to the south of the station is an institutional use (a church) along with more single-family detached residential that has a density of around three to four DU/A.

Figure 23 Branch Avenue Existing Land Use

Zoning

Zoning around the Branch Avenue Station establishes an opportunity for a strong core of development. The Branch Avenue station area has a concentration of M-X-T zoning, as well as the only industrially zoned areas, both located immediately adjacent to the station. Moving west along Auth Road/Auth Way from the station, zoning steps down to general commercial zoning along Branch Avenue, allowing uses that are served by the highway. Residential and open space zones form a perimeter to the east of the station site.

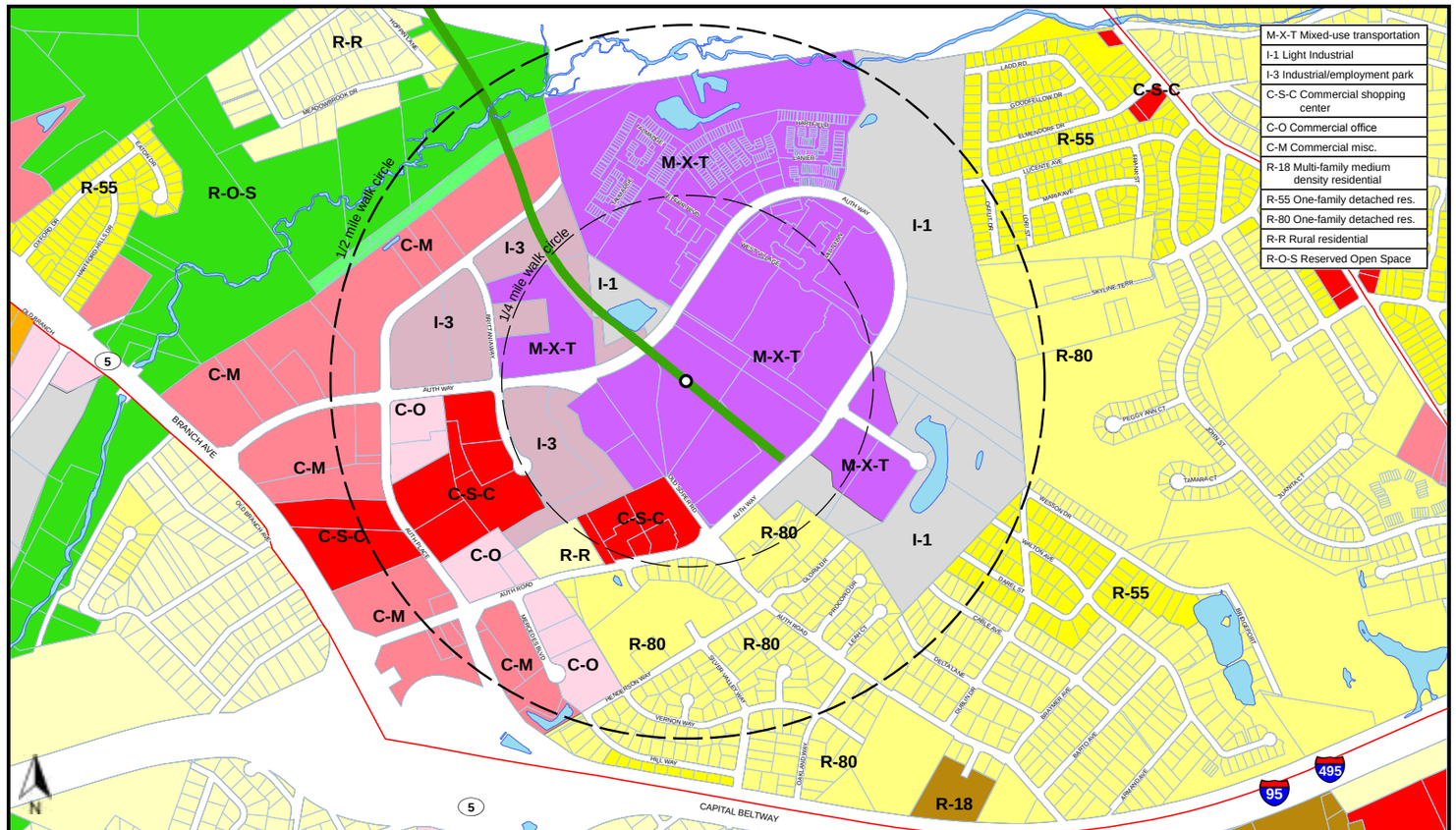


Figure 24 Branch Avenue Existing Zoning

Transportation System

Roadway Network and Traffic Analysis

The Southern Green Line terminates short of the Capital Beltway a little more than half a mile northeast of the Branch Avenue interchange with I-495. Traveling from the north on the inner loop of the Beltway, the exit to Auth Road aligns with Auth Place, and from the outer loop the exit is to MD 5. Auth Road and Auth Way are the only connections from the station area to the outside. Auth Road has an intersection with MD 5 then continues east and southeast passing over the Beltway to Allentown Road leading to the front gate of the military base. The State Highway Administration has completed planning and design for a new access road, to be called Woods Way, from MD 5 to the station (see page 28); however, this road will only add a third route from the same direction. Suitland Parkway and Suitland Road help to define the location of the Branch Avenue Station, but the station area is not connected to those two major roads.

While the Auth Way to Auth Road loop establishes a basic framework, the roadway network in the station area is only partially developed. Auth Place connects between Auth Way and Auth Road, but Brittania Way is currently a cul-de-sac and Old Soper Road leads into the station parking lot. This situation forces traffic to drive around the horseshoe or back to Auth Place to get to Auth Road. Auth Place points to a northern route out of the area, but is blocked by Henson Creek, the Green Line guideway, and Suitland Parkway.

Besides the interstate, MD 5 carries the heaviest traffic in the general station area. Traffic analysis shows that the segment of Branch Avenue between Auth Way and Auth Road carries 69,351 vehicles a day, which is 68% of capacity for LOS 'D' if the road is considered an expressway, or 86% percent/LOS 'E' if an arterial. The new Woods Way access road project will remove the signalized intersection at Auth Road making this segment act more like an expressway. Either way the road is wide, with vehicles moving at high speeds in an area that is transitioning between a wide open

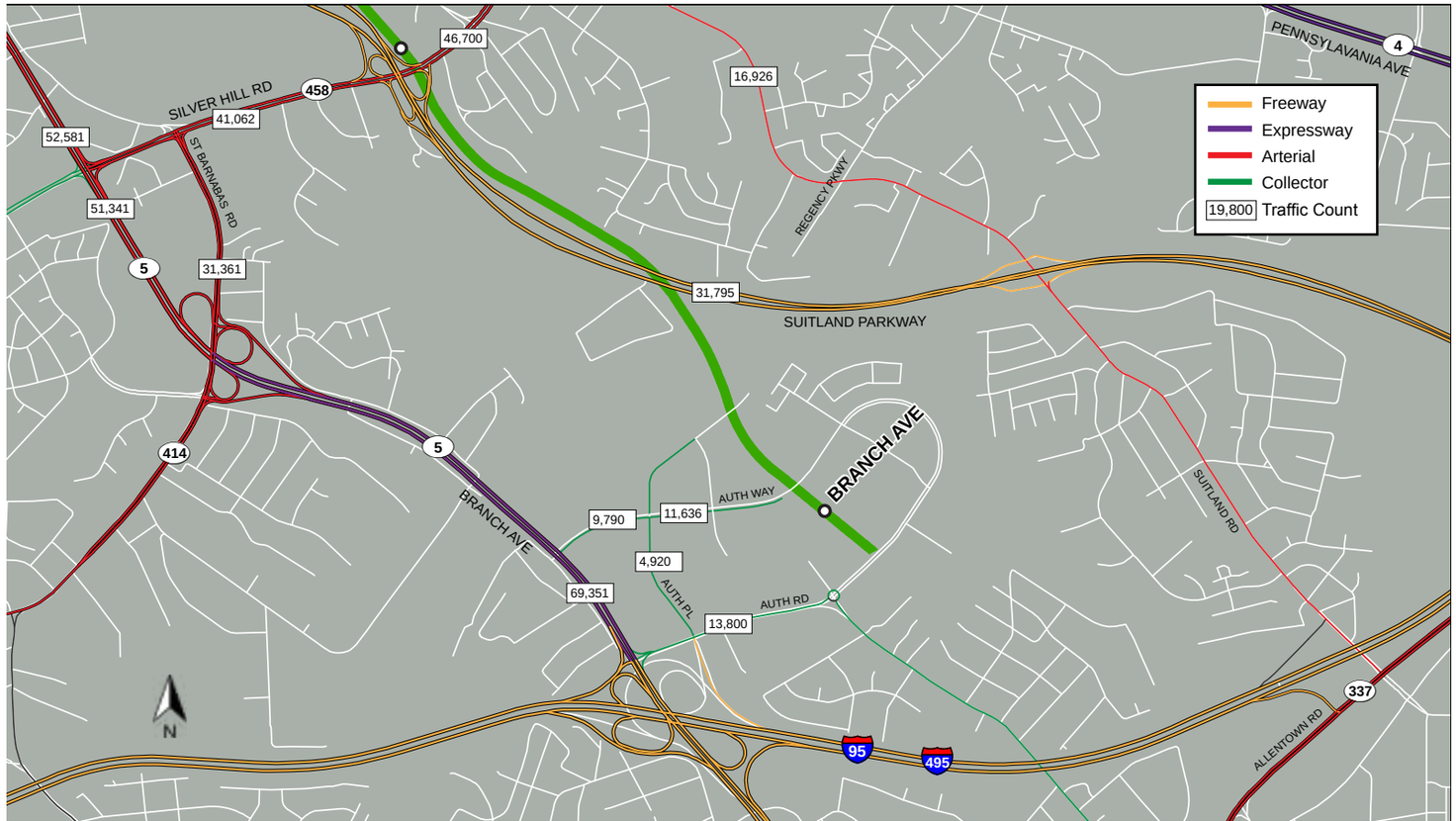


Figure 25 Branch Avenue Roadway Network

expressway and an arterial. Besides Branch Avenue, the roads within the station area carry light traffic volumes.

Metrorail Service and Ridership

The Branch Avenue Station is the terminal station for the Southern Green Line in Prince George's County. As a terminal station it plays a somewhat different role in the subregional transportation system, which is reflected in its ridership numbers, mode of access, and its bus routes. Since the opening of the line, the Branch Avenue Station has maintained the highest ridership of the four stations. The station has the largest supply of parking spaces, which may be the main reason Branch Avenue Station attracts the most riders, and yet other factors, including station area land use also affect the ridership so that there is not a direct correlation between parking spaces and riders. Suitland for instance is just a few hundred riders less, but in fact Branch Avenue Station has over 1300 more spaces. Southern Avenue has more parking spaces than Suitland, yet a smaller ridership. Location in the regional road network, ease of access, and surrounding land use are also factors.

And yet, even with the highest ridership, Branch Avenue Station has the lowest number of riders per space at 2.0.

Branch Avenue

Branch Avenue Station is the farthest from downtown Washington.

Travel times to other Metro stations are:

Gallery Place 20 minutes

Metro Center 30 minutes with transfer

National Airport 32 minutes with transfer

In 2011, the average daily ridership on the Green Line at the Branch Avenue Station was 6,660, the highest of the four stations in this study, but only about 250 riders more than Suitland Station. Ridership has been increasing at an annual rate of 3.2 percent since the start of service in 2001, the highest of any of the four stations and at a faster rate than the overall MetroRail growth of 1.7 percent over the same time period. However, the peak level of ridership was 2010 when average daily ridership was 6,868. Since that time, ridership has fallen 3 percent.

The Branch Avenue station has the highest peak half hour loading factors for rail ridership. In WMATA's 2008 *Station Access and Capacity Study*, the peak half-hour for entries was 7:00-7:30 AM, when 18% of the daily entries occurred. This morning peak is a half hour earlier than the peak at Suitland and a full hour earlier than the peak at Southern. The peak half hour for exits was 5:30-6:00 PM, when 15 percent of the daily exits occurred. The station is projected to have among the highest peak half-hour factors of 14 percent in 2030.

Station Access Mode

Branch Avenue Station has by far the highest percentage, at 69 percent, of riders who use single-occupant vehicle parking at the station. It also has the lowest walk up, at 7 percent, and the lowest bus ridership in percentage, 11 percent, and number, 607. All of this data on the exceptional results for the Branch Avenue Station can be related to its position as the terminal station and the place where thousands of individuals coming from the lower density subdivisions and exurbs south of the Green Line access the Metro system. These areas have less bus service, and the relatively isolated location of the station in relation to the surrounding matured communities also cuts ridership from the bus mode. But the station has the highest percentage and highest number of riders carpooling to the station, showing that transit patrons from the same neighborhoods may be pairing up for the long drive. The undeveloped land use pattern around the station reduces the number of riders walking to the station.

Table 19 Branch Avenue Station: Access Mode for Metrorail Riders

Mode of Access	Number of Metrorail Riders	Percent of Metrorail Riders
MetroBus	470	8%
The Bus	98	2%
Other Bus	39	1%
Automobile SOV Park and Ride	4337	69%
'Kiss and Ride' Drop Off	735	12%
Carpool	99	2%
Walk	463	7%
Taxi	16	< 1%
Bicycle	0	0%
Total	6257	100%

Parking Supply

Branch Avenue Station has the largest number of parking spaces of the four stations, with roughly 1100 more spaces than Southern Avenue and 1300 more than Suitland and a higher percentage of all day spaces rather than metered. The spaces by type are:

All day spaces: 3,072

Short-term metered spaces: 132

Additional metered spaces: 170

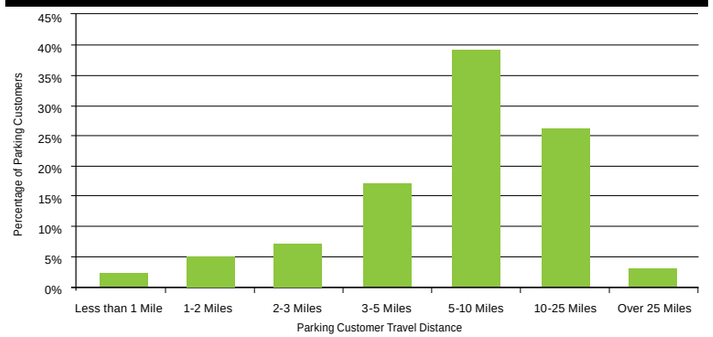
Total parking spaces: 3,374

All of the parking spaces are in surface lots.

Parking Customer Origin Data

Data from WMATA shows that 68 percent of Metrorail parking customers are driving to the station from a distance of more than five miles: nearly 40 percent are coming from a distance of 5 to 10 miles and another 25 percent from 10 to 25 miles. Relatively few riders are driving from less than three miles from the station, which may be due to a lack of connections into the station from the surrounding neighborhoods, such as Suitland and Morningside.

Table 20 Parking Customer Travel Distance for Branch Avenue Station



The correlation of the station with Branch Avenue, or MD 5, is perhaps even stronger than Indian Head Highway with Southern Avenue and Suitland with Suitland Parkway. Indeed, the expressway operation of MD 5, provides uninterrupted driving from the southern part of the county without any stop lights; the first light being at Auth Road. The terminal Southern Green Line Station at Branch Avenue displays its basic function as a commuter rail.

Sidewalk Inventory and Pedestrian Access

County policy is to require developers to pay for and construct sidewalks at the time of development, rather than fund sidewalk construction through public works. The result of this policy is particularly evident in the Branch Avenue Station area where more recent development has sidewalks, but long gaps are also found on important routes to the station for pedestrians. Of particular note is the lack of a sidewalk to the north of the station on the east side of Auth Way opposite the MetroPlace development, where land awaits development. There is a sidewalk on the west side in front of the new residential, but a worn path (see photo on facing page) shows that many people walk along the east side to access the station. There are no crosswalks in this area. Most of the eastern half of the Auth Way horseshoe is undeveloped and lacks any sidewalks. Pedestrians are observed walking in the drive lanes. These are critical missing pieces of station area infrastructure.

Also of note is the lack of sidewalks along Auth Road east of the roundabout and on most of the side streets in older subdivisions that pre-date mandatory sidewalks for new development. Construction of sidewalks along Auth Road is important to provide access to the station and this project has been in the county's Capital Improvement Plan for more than 15 years; however, it remains unfunded. The rural section conditions along Auth Road are a challenge to design and construction of a sidewalk and bicycle lanes, and the project will be costly and may require some acquisition of private property; the Department of Public Works and Transportation continues to work on a feasible concept.

Besides gaps in the sidewalks, there are barriers to pedestrian routes surrounding the station area, including: the WMATA yard, MD 5, I-95/495, Henson Creek and its tributaries, and Suitland Parkway. A wetland area between the WMATA yard and the Morningside community east of the station is a barrier and no pedestrian facility links this area to the station.

A path is worn on property immediately north of the station where there is no sidewalk.

The sidewalk along Auth Road turns into a stripped shoulder only one block east of the roundabout, just outside the quarter-mile walk circle.

A man walks in the drive lane along Auth Way where no sidewalk is provided on either side of the street..

Walk Distance Analysis

The "ped shed" analysis shows that actual walk distances for the Branch Avenue Station are surprisingly good. Even with a very limited number of public streets, the Auth Way to Auth Road pair, with connections to Auth Place and Brittania Way, allow walks that met the edge of the quarter-mile and half-mile walk circles in a number of directions. North of the station all of the new residential blocks are within a half-mile walk of the station. The walk from the station entrance to Old Soper Road and out to Auth Road also provides a relatively direct route and the actual walk is near the half-mile circle.

Bicycle Facilities

As is the case throughout the project area, at present there are no off-street bicycle trails nor any designated, striped on-street bicycle lanes. An extension of the Henson Creek Trail is included in the MPOT; however, the conceptual design of extension up to the station area is currently stymied by the difficulty of crossing under the interstate and under or over MD 5. These barriers are significant and would require major capital investment, not only in trail construction but also in tunnels or bridges. The utility of this trail extension though is that it could provide a bicycle connection to the station for neighborhoods south of the Beltway that are within an easy ride, but are cut off by these roads.

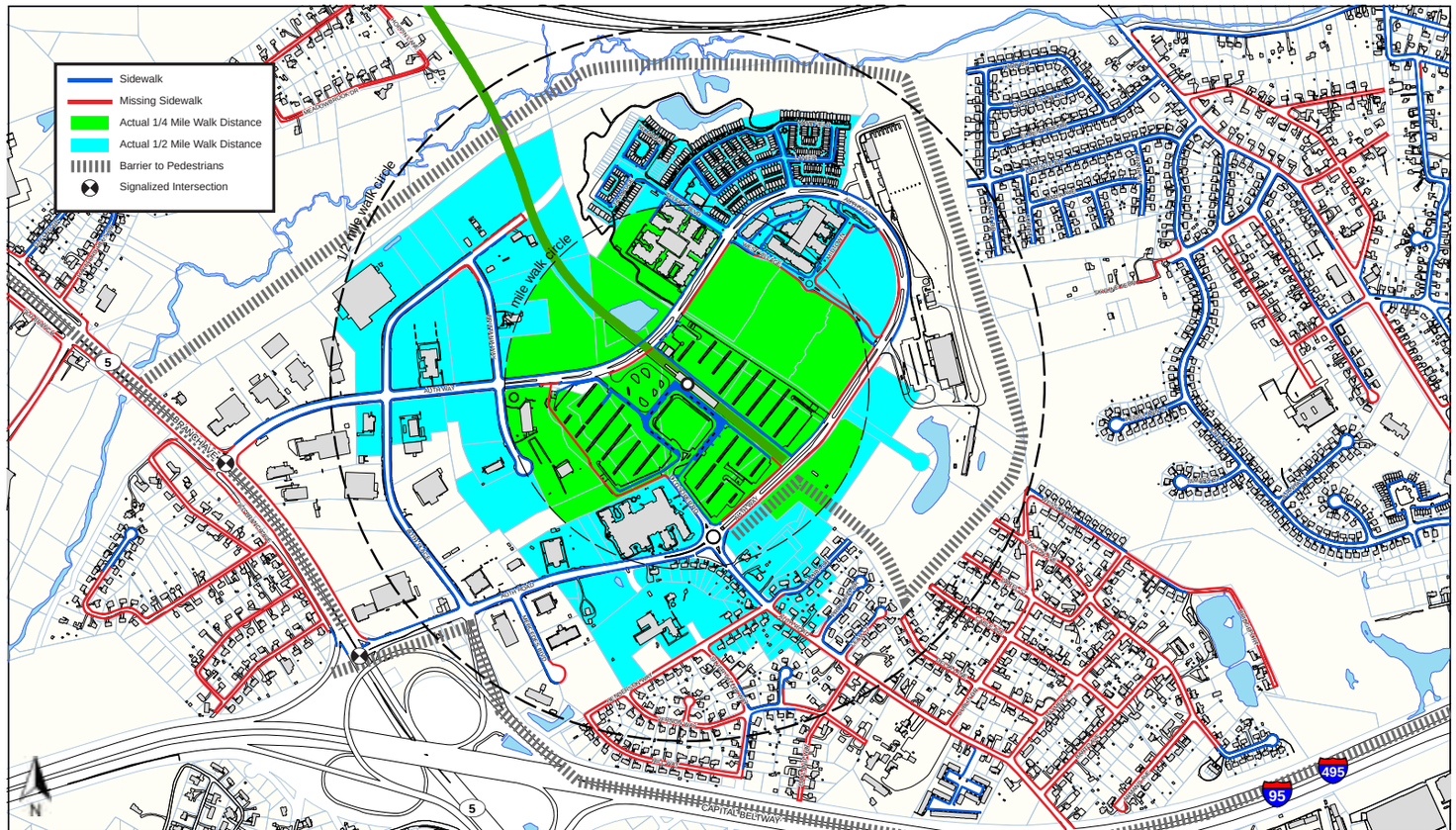


Figure 26 Branch Avenue Sidewalk Survey and Actual Walk Distance Analysis

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Figure 27 Branch Avenue TOD Opportunities and Issues

Branch Avenue

Opportunities and Issues

Key Issues:

- Market rate residential construction is proceeding on the Chelsea East site, but the approved development on the larger site to the southwest has stopped.
- Vacant sites surround the station in all directions and are held by a small number of owners.
- WMATA has studied joint development of its 33-acre surface parking lot, with accommodating over 3000 commuter parking spaces a key challenge.
- The street grid is undeveloped with dead end roads such as Brittania Way and Old Soper Road.
- There is potential for incremental buildout at lower than desired land use intensity.
- Key routes to the station lack sidewalks, including Auth Road in the single-family area and parts of Auth Way.
- The A.M.E. Zion Church seeks to sell an office building in poor condition on Auth Place.
- Strayer University is planning to move out of the adjacent office building on Auth Place to a new building on Auth Way.
- SHA's Metro access road project will create a new four-lane roadway from Branch Avenue to the station.
- There is potential for redevelopment of the automobile dealerships in the long-term after the existing available land is developed.
- Vacant Catholic Archdiocese-owned land on Auth Road has potential for development.
- Large sites owned by Prince Georgetown LLC to the east and west of the station have been considered for major office development.
- The area lacks a coherent and distinguishing place-name.

View of Branch Avenue Station from the Seafarer's Building shows the amount of land available for development.

From the station looking southwest, Branch Avenue Station area shows potential for infill as an office employment center.

Branch Avenue Station Area Plan

Primary Function: Office Employment Center

Secondary Function: Main Street pedestrian shopping district, market rate multi-family housing

The Vision

With regional access provided by the Metro, the Capital Beltway, and MD 5, the Branch Avenue Station Area is the economic engine of the Southern Green Line bringing energy, employment, and income to a growing urban center. A cluster of new office buildings along Auth Way and Old Soper Road brings thousands of employees who support a variety of restaurant, shopping and personal service businesses during the day. After hours, office workers mix with area residents and commuters at a full-service grocery store, while casual diners at street side cafes enjoy views of the activity in the town square park.

On Saturdays, programmed events bring shoppers to Old Soper Road, and the annual street festival closes off the roads around the town square for music and food. Residents continue to welcome new neighbors and see more shops open as new residential units add to the market demand in the neighborhood. Bigger apartment buildings fill in the new blocks next to the station, while townhouses are clustered at the edges of the district.

Bicycle access to the station, as well as the area's parklands, improves dramatically with new lanes along Auth Road and especially the extension of the Henson Creek Trail, which brings commuters and visitors from the older parts of Camp Springs and Temple Hills past the old barriers of the Beltway and MD 5. New express bus service connects to Brandywine and National Harbor, and even Alexandria.

Key Elements of the Plan

- A dense core of office buildings on Auth Way and Old Soper Road next to station entrance with over 1.5 million square feet of leased space.
- Town Square urban park
- Storefront shopping district along Old Soper Road and around the park, including a full service grocery store
- Main Metro station commuter parking structure between Auth Way (East from Auth Road) and Woods Way.
- Additional multi-family and single family housing northeast of the station.
- Planned Metro access road to be called Woods Way.
- A grid of local streets and block plan.
- Auth Road sidewalks and bicycle lanes.
- Extension of Henson Creek Trail providing bicycle access to the station from neighborhoods south of the Capital Beltway.
- Long-term connection to Regency Parkway via a bridge over Suitland Parkway.
- New express bus service on MD 5.

Three dimensional model shows office buildings at intersection of Auth Way and Old Soper Road

Branch Avenue

Figure 28 Branch Avenue Illustrative Development Concept

Development Concept and Program

The illustrative plan for the Branch Avenue station area tests the feasibility of certain uses and building types (and related parking) in the available space and the proposed street and block layout. Based on the real estate market analysis, the development program provided here provides an indication of what is possible; many other iterations are possible within the overall framework, and this presentation is for illustrative purposes only.

A Auth Way Office Corridor

Development Program: Class A Office

Potential Space: 1.0 million to 2.0 million square feet

The development program for the Auth Way Office Corridor establishes the key recommendations for future land use and zoning that will position the Camp Springs Station area to become a major employment center in Prince George's County. Building on existing office uses, the illustrative site plan explores the potential for blocks fronting on Auth Way from Auth Place to the station to absorb new office space. The site plan lines Auth Way frontage with new office buildings that have standard office floor plates and footprints of 25,000 square feet. Seven new office buildings front on Auth Way for a total floor plate of 175,000 square feet. If these buildings average eight stores each, the total office space is 1.4 million square feet. Structured parking is located to the rear of the building, providing sufficient spaces to service the office population that is not able to make the trip via Metrorail or bus.

B Station Square

Development Program: Mixed use, with Class A Office, ground level storefronts, wood frame multi-family residential, and an urban park.

Potential Space: 500,000 to 750,000 square feet office, up to 130,000 square feet of retail, up to 530 dwelling units

Station Square is the heart of the new Camp Springs. The urban park is surrounded by office and residential development with storefronts lining its facing streets creating a true mixed use, walkable urban center with direct access to the Metro system.

Garden apartment style, stick built wood frame construction limits heights to five stories. Provision of structured parking for new space and replacement parking spaces for Metro commuters is another limit on overall development potential.

C Station North Neighborhood

Development Program: Multi-family residential

Potential Units: An additional 800 to 1200 dwelling units

Continued residential development adds another 1500 units to the Station North neighborhood, bring the total of new units since the station opened in 2001 to over 2800.

D Auth Road South

Development Program: Multi-family residential

Potential Units: Up to 350 units

Infill residential development on vacant land to the south of Auth Road provides additional dwelling units within a quarter mile and half mile walk of the station entrance. This multi-family residential acts as a transition between the busy Station Square district and the low density, single-family residential subdivisions that stretch out to the east along Auth Road.

E Woods Way

Development Program: Mixed use, with existing office, hotels, and new residential

Potential Units: Up to 500 units

The new frontage along Woods Way opens up great addresses for either residential infill, or office, or retail if the market supports those uses. This is a transition zone between the car dealerships along MD 5, older office buildings on the east side of Auth Place, and new development focused on the station. Additional four and five story apartment buildings help to extend the influence of the station out toward the highway.

F Brittania North

Development Program: Medium density residential

Potential Units: 150 rowhouses

Surplus lands owned by WMATA, totaling 16 acres where Auth Place meets the Green Line guideway, offered the opportunity to establish a new townhouse subdivision in the area between a quarter mile and half mile to the station entrance. The new neighborhood district is quieter than Station Square, but within an easy walk of Metro and all of the shops and services provided in the urban center.

G MD 5 Highway Commercial Corridor

Development Program: Automobile sales

The existing automobile dealerships that benefit from great visibility along MD 5 are a viable use that bring visitors to the Camp Springs area from around the region to purchase cars. While not an intense use of land, the dealerships do act as something of a buffer between the very high traffic levels and speeds along the highway, and the growing station area urban center. In the long term, as demand for transit-oriented development grows in response to congestion and gas prices, this area will provide a potential reserve for continued high density development just a bit further than a ten minute walk to the station.

Sketch of view looking down Old Soper Road, park on the right.

Branch Avenue

Figure 29 Branch Avenue Districts and Development Program Concept

Recommended Phase One Development Strategy and Program

The development concept is based on the urban design plan that recommends creation of a basic grid of streets in the Branch Avenue Station area. The important first step of extending Old Soper Road to Auth Way North will create a new intersection that is exceptionally well positioned for office development: only one block away from the Metro station entrance, and with excellent regional access from the Beltway or MD 5, and a direct connection east to Allentown Road and Joint Base Andrews.

The proposed development concept looks for inspiration from recent successes along the Green Line in the District of Columbia, at the Waterfront and Navy Yard Metro stations, where new government office space is the catalyst for creating rich urban places focused on the street and transit access. Key elements of the concept design include:

- Orientation of office buildings on both sides of Old Soper Road to create an 'instant urban' address where new buildings face each other across an exciting and attractive urban street space. This basic design strategy ensures that the initial investment in office space results in a vital place where employees experience visual connections to the activity in adjacent buildings and interact with the surrounding community at street level.
- Use of standard 25,000 square foot office floor plates configured as three 11-story office structures. Two of these structures are shown as Building A and B share a common ground floor with a main lobby space between the two massings. This design provides for efficiencies in a consolidated security facility in the lobby and also easy circulation between the two buildings and across the intersection to Building C.
- Location of a new office, Building D, on the northwest corner of Auth Way and Old Soper Road.
- Direct access to the Metro station one block away.
- Ground level storefront space along Old Soper Road frontage which is supported by and meets the lunch time needs of office employees, and is in the walking path to the station entrance allowing for convenience shopping during the commute.
- High quality landscape architecture and streetscape amenities.
- A new placemaking urban park, Site E, designed as a central focal point for views from surrounding office and residential buildings, as well as a town square for informal and programmed social gatherings.
- Two structured parking garages adjacent to the office buildings, as well as potential for an underground parking facility on Sites A and B.
- A main commuter parking garage structure between Woods Way and Auth Way East.
- A mixed use development, Building F, at the corner of Woods Way and Old Soper Road that includes a full-service grocery store. The grocery serves daytime employees and anchors the retail district by attracting shoppers from surrounding neighborhoods, while also encouraging continued residential development.

New development on both sides of Fourth Street at the Waterfront Metro station in the District of Columbia.

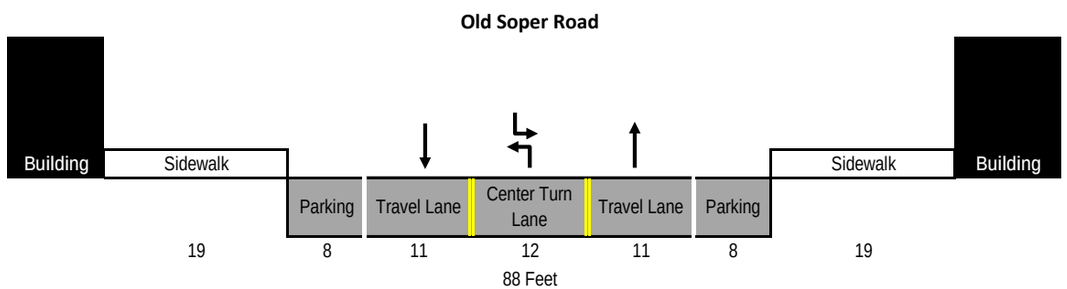


Figure 30 Old Soper Road, Street Section Concept

Branch Avenue

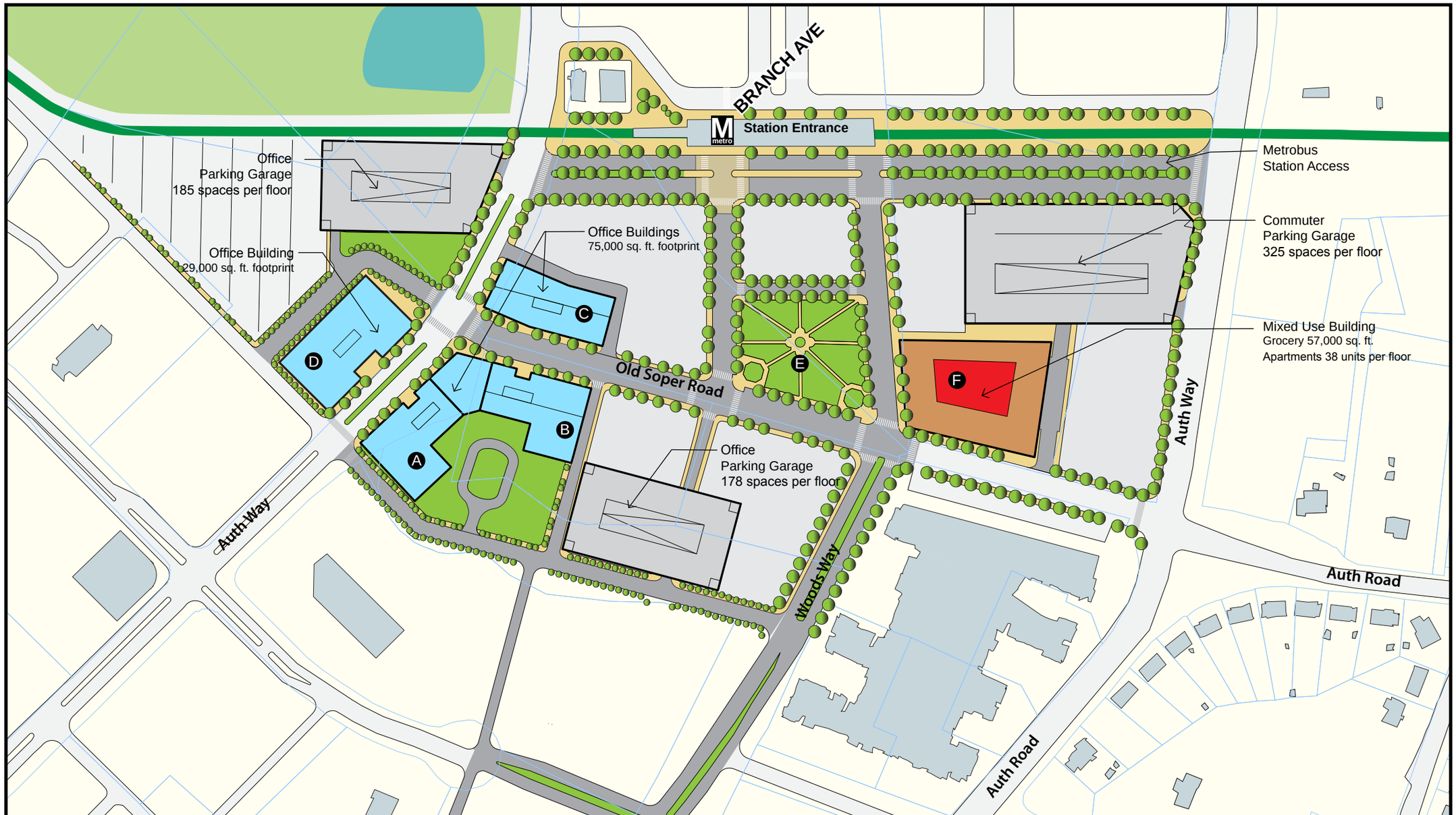


Figure 31 Branch Avenue Phase One Illustrative Development Concept

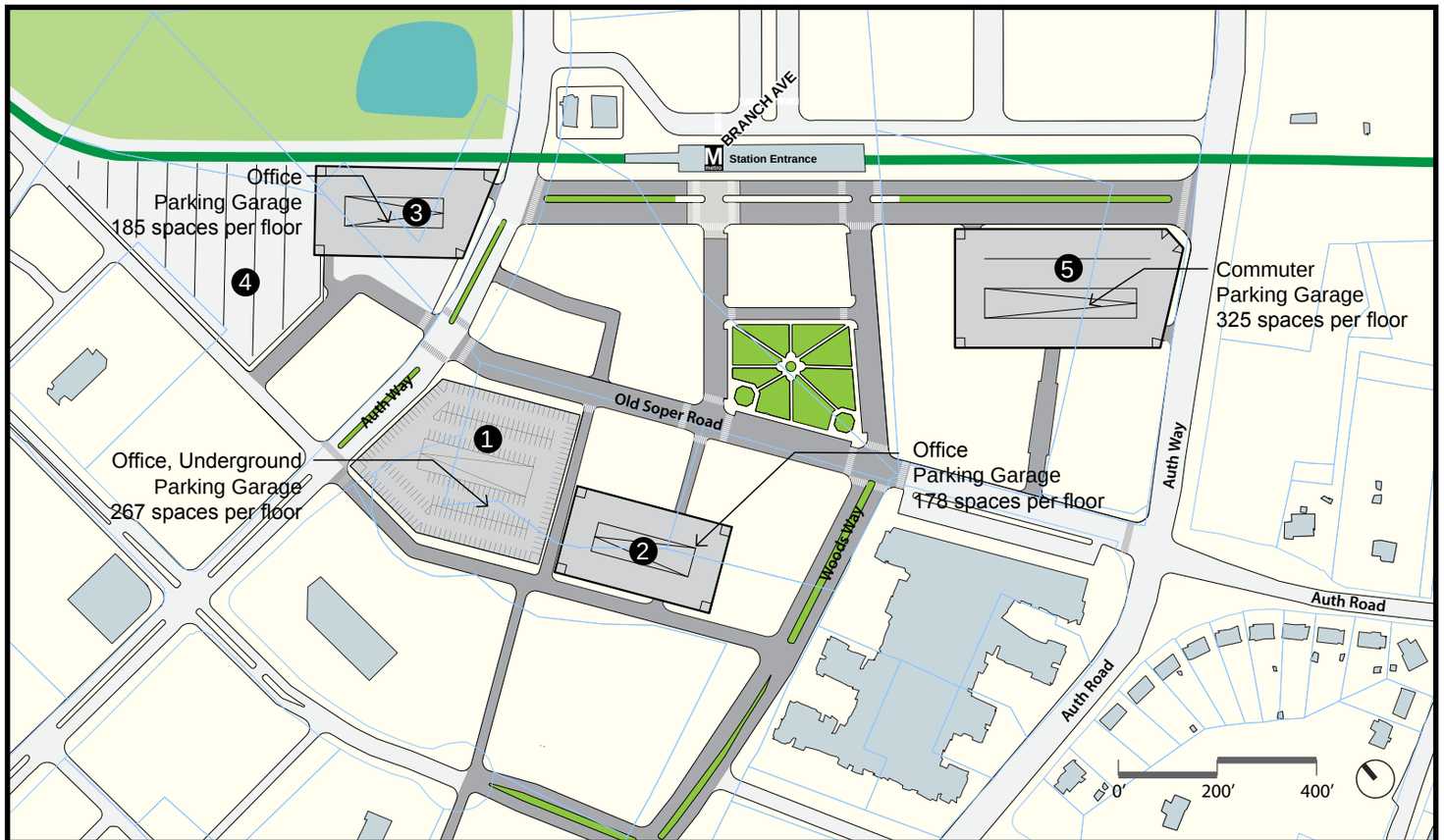


Figure 32 Branch Avenue Phase One Illustrative Parking Concept

Phase One Parking Concept

A number of options exist to provide the necessary parking spaces for 750,000 to 1 million square feet office space as shown in the Phase One Development Concept. An option that combines a single level of underground parking on Lot 1 and 8 levels in the structure on Lot 3 provides 1747 spaces, which is roughly 2.33 spaces per 1000 square feet of office space for 750,000 square feet of office.

The major advantage of this approach is that it does not require the spaces in Lot 2, which can be reserved for office space to be developed in Phase 2. Surface Lot 4 can provide roughly 400 spaces, which is an important reserve that relies on the potential of ample undeveloped land in the station area.

WMATA Metrorail Parking Concept

Existing station commuter parking totals are:

All-Day Spaces	3,072
Short-term metered spaces	132
Additional metered spaces	170
Total parking spaces	3,374

WMATA policy is to require replacement of all commuter parking spaces in joint development projects at stations like Branch Avenue, which currently function as commuter rail stations with large parking supplies. The future land use plan and multi-modal mobility sections of this chapter provide details on the recommendation to locate the main Metro commuter parking structure between Auth Way and the planned Woods Way, shown as Lot 5 on the adjacent graphic. The Lot 5 Metro station commuter parking structure allows for 325 parking spaces per level. The concept provides for 'kiss & ride' short term metered spaces to be accommodated on the ground level of the garage, which is large enough to replace all 302 short term and additional metered spaces.

WMATA recommends a maximum of seven levels for its commuter parking garages and at 325 spaces per level the concept provides for a total of 2275 spaces in this single structure. If all the metered spaces are subtracted from the total (2275 - 302), a total of 1973 all-day spaces can be provided in the upper six levels of the garage. Therefore, this one garage would replace 64 percent of the all-day spaces and all of the metered spaces, which is enough to open all of the area southwest of the station for joint development. All of the area to the northeast of the station can remain surface parked until joint development of that land commences.

Branch Avenue

Figure 33 Branch Avenue Phase Two Illustrative Development Concept Sketch

Urban Design

Streets and Blocks

The *Southern Green Line Sector Plan* promotes the development of a grid of local streets at each station area to the extent possible, given constraints. Fortunately, in the Branch Avenue Station Area the nascent network provides for logical extension of local streets such as Old Soper Road and Brittania Way that will begin to form a consistent grid of regularly spaced streets. When the planned Woods Way roadway is added to the network the grid becomes more established, creating urban sized blocks in the range of 300 feet to 600 feet on a side.

Traditionally, downtown blocks are smaller than residential blocks, and the plan for the Branch Avenue station area shows the benefits of this arrangement near the station and the proposed office core: smaller blocks allow more choices in walking route, especially important in the immediate vicinity of the station entrance, and they create more valuable street frontage.

Urban Parks

The juxtaposition of intensely developed small blocks with an open space amenity is a proven model for creating an exciting urban place. The plan positions a small urban park only a short half block from the station entrance, at Old Soper Road and Woods Way, and surrounds this open space with facing structures on all sides in the form of a traditional town square or piazza. The square allows for diagonal short cuts to the station entrance from adjacent blocks, while alternating the experience of enclosure and openness.

The proposed Station Square Park will add real value to the facing property, and the plan responds to this by recommending an intense mix of the office structures, housing, and ground level storefronts around the park. Increased views of storefronts across the park and quick routes for pedestrians is an added benefit that will encourage the utilization of the ground level space. Outdoor cafe seating along wide sidewalks on facing blocks is encouraged to maximize the economic and social value of the square.

The plan also recommends reservation of land along Teflair Boulevard at Midtown Square for a small neighborhood park. This park will serve the growing population of the residential district north of the station. This type of neighborhood park provides a for active and passive recreation, dog walking, tot lot playground, and creates a space for informal social gatherings, which is different than the role of conservation open space found at the edges of the district in the undeveloped and unprogrammed stream valley parks.

Boulevards, Streetscapes, and On-Street Parking

The plan recommends that the major collector roadways, Auth Way, Auth Road, and Woods Way receive special urban design treatment to help establish a unique aesthetic that signals that the Branch Avenue station area is a distinct place. On these wide roadways the precedent for landscaped medians is well established in the county, and medians exist on Auth Way from Brittania Way east to the roundabout with Auth Road. Woods Way is to be a four lane divided section with medians.

To address the need for a better pedestrian connection from the residential neighborhood northeast of the station and ensure a direct route to the station entrance, the plan envisions a special streetscape treatment along a new street from the station entrance north to Telfair Boulevard. The plan shows a wide landscaped median on the first block and a narrower median on the longer second block. Wide sidewalks with a generous landscaped buffer should also be included.

On-street parking should be provided along all public streets. Parallel parking along storefront shopping streets, such as Old Soper Road, is crucial to the economic viability of small businesses because this type of short term parking allows customers to make quick trips, rather than parking in a garage, and also in terms of the distance walked from car to shop. On-street parking also helps to create an urban street scene and environment where the cars parked along the curb buffer the sidewalk from moving traffic. Moreover, on-street parking is an important part of the overall parking supply serving the business district and residential streets. In many ways, parallel parking in the public right of way defines an urban district versus the suburban site plan that stores vehicles on private property creating holes in the urban fabric from setbacks and parking in the space between structures and the street. Lastly, an opportunity exists for the county to generate revenue for public realm amenities and maintenance through metered on-street parking and parking district fees for residents.

Street Names

In addition to the need to brand the station area with a name other than Branch Avenue, there is a need to consider the renaming of existing and new streets so that the street system is more logical and wayfinding is more intuitive. Currently, Auth Way is the official name of the road starting at MD 5 going through the station area to the 'horseshoe' curve and then reverses direction down to the roundabout at Auth Road. This naming makes reference to the two sides of Auth Way difficult and confusing, particularly for the core of the district which lies between the two sides of the road called Auth Way. For instance the new bus way in front of the station would stretch from Auth Way to Auth Way. The plan recommends that the two sides of the curved road be given different names, and proposes that the current Auth Way from MD 5 up to the top of the curve at Midtown Square be renamed to reflect the agreed upon branding name, shown here as Metropolitan Center Boulevard. To the east of Midtown Square the road should be named Auth Way to the roundabout and all the way down to MD 5.

Old Soper Road is also problematic since it currently only references a single block starting at the Auth Road roundabout. Extending Old Soper Road is a key recommendation of the plan, and yet this new road will be in the same general alignment as Auth Road. This road should be extended and named Auth Road rather than Old Soper, so that it is understood that Auth Road extends from the proposed Metropolitan Center Boulevard in the same southeast direction all the way to Allentown Road.

Policy recommendations regarding streets, blocks, and urban design features:

1. Support implementation of the Woods Way roadway project in SHA's planned alignment as part of an integrated grid of local streets and including connections to Woods Way at Brittania

Way and Old Soper Road, at the time of construction of Woods Way. Plan for additional future connections to Woods Way, including at least one north-south local road between Auth Place and Brittania Way, and one north-south local road between Brittania Way and Old Soper at the current alignment of the access road to the Metro station. Also consider the potential for extending Brittania Way to the south across Woods Way to Auth Road.

2. Require at least two local roads northeast of the station between the west and east segments of Auth Way, connecting from Telfair Boulevard south to and across WMATA property to a new road immediately north of the station building. Encourage special urban design and landscape treatment to the western road that is aligned with the Metro station entrance to create a high quality pedestrian experience.

Also, plan for at least one new local road connecting the two segments of Auth Way somewhere between the WMATA property and Telfair Boulevard.

3. Create a town square urban park on current WMATA property south of the station at the intersection of the planned Woods Way and Old Soper Road.

4. Plan for a small neighborhood park as a placemaking amenity in the developing neighborhood north of the station.

5. Install medians along Auth Way from Auth Place to Brittania Way to better demark the drive lanes and to create a gateway feature at Auth Place that signals a transition from the highway commercial automobile dealership area to the station area office corridor.

6. Rename Auth Way from MD 5 up to its intersection with Midtown Boulevard as 'Metropolitan Center Boulevard' or another name to reflect the overall branding strategy, in order to help brand the area and make it easier to distinguish between the two sides of the station area.

7. Rename Old Soper Road and any extension of the road to the north as 'Auth Road,' given that this alignment from the Auth Road roundabout is in the same general direction as the majority of

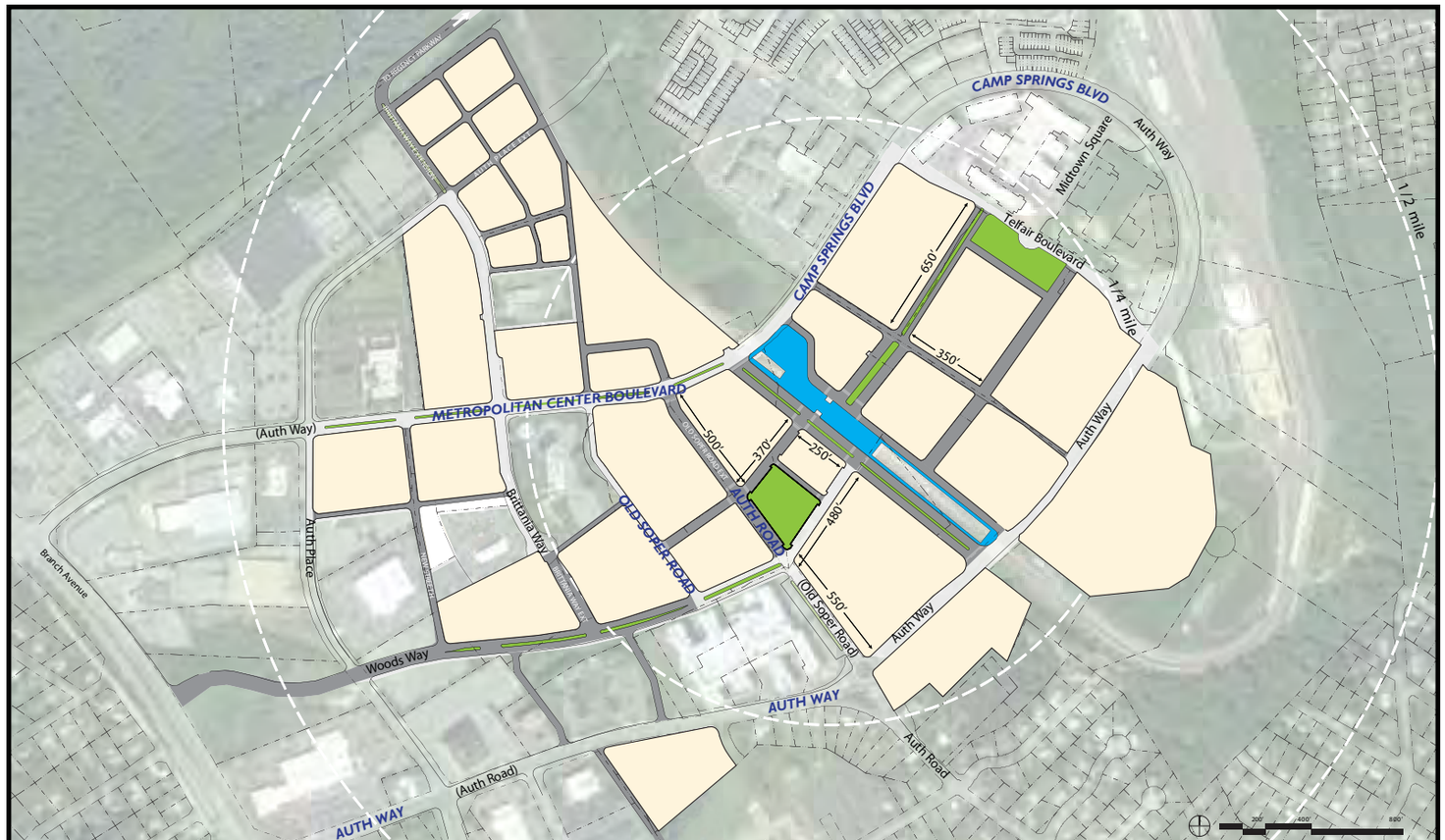


Figure 34 Branch Avenue Urban Design Concept

Auth Road from the roundabout southeast to Allentown Road.

8. Rename Auth Road from the roundabout to MD 5 as 'Auth Way,' which will result in Auth Way being the official name of this alignment from Midtown Boulevard southwest to MD 5.

7. Move the Old Soper Road name to the street one block to the west that is the Metro access road.

Future Land Use

The future land use plan for the Branch Avenue Station area is consistent with the General Plan which designated the area as a Metropolitan Center in 2002, just after the Metro station opened. The General Plan recognized the advantages that the area has that will enable it to develop as a dense mixed use center, including: a Metro station, direct access to the Beltway and MD 5, and available land. The extraction of gravel in the previous era of land use created a tabula rasa, or clean slate, that presented the opportunity to begin again. Where other Metro station areas in the county and on the Green Line are constrained by development that pre-dates the construction of the rail station, the Branch Avenue Station Area remains largely undeveloped land, and environmental features,

including Henson Creek and Suitland Parkway, and the man-made features of multilane highways encircle the area, creating something of a district set apart from surrounding low density subdivisions to the southeast and east. The Village of Morningside is separated from the station area by conservation wetlands and woods, while Auth Village to the southeast is only connected via Auth Road.

Given this context, the potential for growth at the Branch Avenue Station Area is bounded primarily by the market for private development, and by the regulatory structure that is set in place, and to a lesser extent by the capacity of the infrastructure of roads and sewers, and vehicular parking. And yet, while there is ample land to be developed, the supply within an easy walk to the station is finite.

Proposed Land Use Pattern and Explanation

The *Branch Avenue Future Land Use Plan* recognizes the need for flexibility to accommodate a wide variety of market responses, while at the same time establishes a set of guiding recommendations to shape the development of a dense metropolitan center that serves as both an employment center for this part of the county and as a vibrant walkable district that offers a place of residence and shopping, services, and entertainment.

Given the wide open context of undeveloped land surrounding the station, the plan recommends a land use pattern that emphasizes locations for specific land use types, to give shape to the urban center, within an overall scheme of mixed uses. The plan strongly supports the creation of a grid of new and extended streets in the station area, through a logical extension of existing roads such as Old Soper Road and Brittania Way, and the construction of new roads at regular intervals and typically aligned with parcel lines.

Residential

Because Auth Way to the northeast of the station is essentially a large cul-de-sac, with no outlet or through traffic, the plan recommends that only residential uses be located on blocks beyond the first row of blocks next to the station. Residential is the most likely use for property to the east of Auth Way East, where the Green Line track turns north to the maintenance yard; however, the plan understands that flexibility here is also allowable.

Beyond the quarter mile walk circle, the plan shows a medium density land use classification that would in terms of building type allow for smaller multi-family dwellings or rowhouses. This follows the pattern of residential construction to the north of the station which locates two over two condominiums and rowhouses at and beyond the quarter mile walk.

Office

Once Old Soper Road is connected to Auth Way (West), the Old Soper Road alignment will create a new connection from Auth Way to Auth Road that allows traffic to pass through the station area. This new block and traffic pattern will create a new intersection that is exceptionally well positioned for office development: only one block away from the Metro station entrance, and with excellent regional access from the Beltway or MD 5, and a direct connection southeast to Allentown Road and Joint Base Andrews.

Storefronts and Retail

This traffic pattern also creates visibility for ground level storefronts along the length of Old Soper Road, which the plan envisions as the primary location for creating a walkable shopping street. The existing storefronts in the Tribeca Apartment building, at the northwest corner of the Auth Road roundabout and Old Soper Road, will be put in a new context of a pedestrian shopping street surrounded by daytime office employees and additional high density housing. The plan shows this vertical mixed use as 'Retail on ground floor with office above' or 'residential above.' This requirement for storefront space in this location is crucial to the overall placemaking goal for the Camp Springs area, and this concentration of retail is facilitated by the plan by recommending the removal of the current requirement (in the M-X-T zone) to mix uses north of the station by planning for residential uses rather than a mix of uses.

Urban Park

The recommended urban park, sized and configured as a traditional town square, is a placemaking amenity for the office and shopping area southwest of the station that carries with it built in potential and needs pertaining to the surrounding land uses on facing blocks. The plan anticipates that the blocks facing this town square will be good locations to continue the storefront shopping district that is on Old Soper Road. Restaurants with cafe seating, small boutique type shops, and an anchor use such as a grocery store would all benefit from proximity and views to the park. In order to make sure that the park is used and watched over, at least one of the block faces fronting on the park should be a high density residential use. The plan recommends that this residential be located facing the park and in front of a Metro commuter parking garage at the corner of Auth Way north of the roundabout and the new station access road.

Metro Station Commuter Parking Structure

The location of the main station commuter rail garage is recommended for the block bounded by the Metro Way access road, the planned Woods Way, Old Soper Road, and Auth Way South; because Auth Road/Way and Woods Way will function as a pair of streets serving the station. Morning commuters coming primarily from the southern part of the county up MD 5 will turn onto Auth Road to access the station; in the evening the new Woods Way will facilitate left turns at MD 5 for the traffic to return south. Therefore the proposed location of the commuter parking garage between Auth Road/Way and Woods Way will facilitate these movements.

Flexible use

With the basic dicotomy of a designated residential area northeast of the station and office cluster southwest of the station set, the plan suggests a flexible approach to future land use on other blocks. This recommendation to allow for flexibility in the plan and associated zoning is in direct response to comments from key stakeholders, including WMATA, and from experience with previous mixed use plans and zoning. The issue with mixed use as a land use category is that frequently the market is not responsive at the parcel or block level. The empty storefronts at the Tribeca Apartment building, built in the C-S-C zone with a text amendment allowing multi-family, and at the Chelsea West project

Branch Avenue

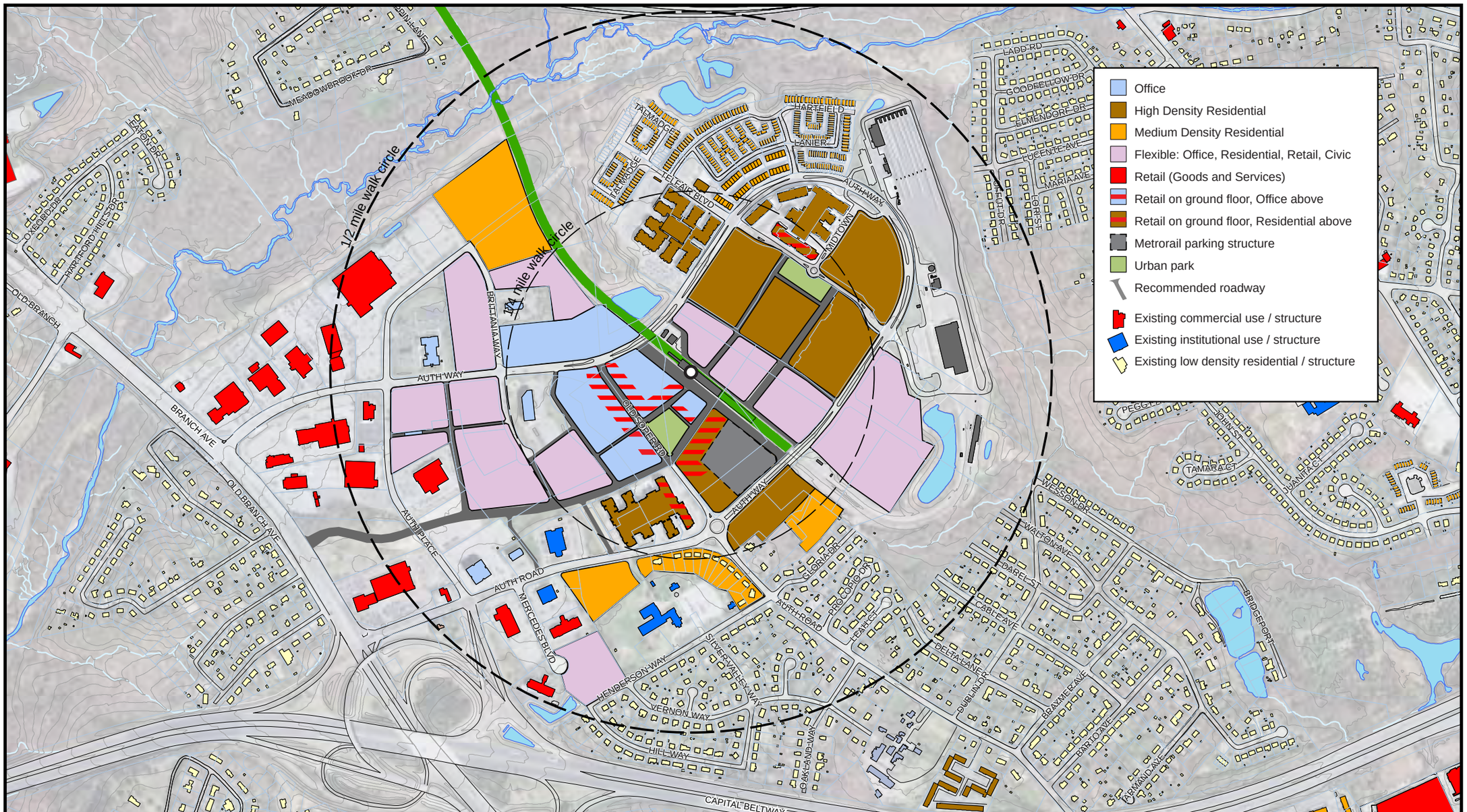


Figure 35 Branch Avenue Future Land Use Plan

a quarter mile north of the station entrance, show the result of planning for vertically mixed use in locations that are not optimal for retail uses and where the developer actually only wanted to construct residential. The flexible land use category is different: the land can be developed with only a single use such as office, or residential, or retail if that is where the market demand is, but it will also allow a block to be either vertically or horizontally mixed if desired by the property owner and developer.

The plan recommends this flexible land use category on the blocks directly northeast of the station, on WMATA property and in the area between Brittania Way and Auth Place. Trends indicate that the blocks northeast of the station will most likely find a market for more multi-family residential, but if other uses are proposed in the future the plan is flexible; likewise existing office uses along Auth Place and Brittania Way make more office uses on these blocks likely and welcome, but frontage along the planned Woods Way may find a market for high density residential or office.

This flexible approach depends on maintaining and enforcing the recommendation for office uses on a core group of blocks west of the station in order to catalyze the formation of a regionally significant employment center at Camp Springs.

Existing uses

Where existing structures are shown with the corresponding existing use the plan does not anticipate land use change in the next 20 years. Most of the land between MD 5 and Auth Place is currently used by automobile dealerships and the Plan does not anticipate changes in this use in the foreseeable future.

An exception to this general categorization showing existing structures is the area directly south of the Auth Road roundabout where 12 existing single-family dwellings are shown as an existing low density residential use, but also with a medium density residential future land use classification. The plan does not propose redevelopment of any single family dwellings in the project area because there is more than enough vacant land to plan for the next 20 years. However, these properties are close to the station and property owners may become interested in redevelopment, just as owners of single family houses on the site where Tribeca Apartments now stands decided to sell to developer less than a decade ago. If redevelopment is proposed by all or some of these owners, then a medium density residential use is appropriate for the location.

Policy recommendations for the future land use include:

1. Continue to develop high density residential uses on blocks to the northeast of the station.

2. Establish a core office employment cluster at the intersection of an extended Old Soper Road and Auth Way West.

3. Construct a small urban park at the northeast corner of Old Soper Road and the planned Woods Way as a needed amenity for placemaking, social life, and building value on facing blocks.

4. Require storefront forms along Old Soper Road and on blocks facing the urban park; supported by the daytime office population, Metro commuters, and residents of mixed use and multi-family buildings.

5. Locate the main Metro station commuter parking structure between Auth Road and the planned Woods Way.

6. Allow flexibility in future use for blocks between the planned office core and the existing commercial area to the west, and on the blocks immediately to the northeast of the station; with these uses to be selected from those allowed in the office, residential, or commercial retail uses allowed on the other blocks in the station area.

7. Promote development and infill of all vacant land, including current surface parking, on blocks proximate to the station as a priority before land use change between MD 5 and Auth Place.

TOD Zoning Concept

Current zoning does not support the proposed land use pattern and urban design around the Branch Avenue station area. Therefore, this plan recommends three new zoning designations in the vicinity of the station that will promote the creation of a major employment center into the station area, establish urban design standards to create a new main storefront shopping street, and shape the provision of additional high and medium density residential construction. Since these TOD zones do not currently exist in the zoning ordinance, the presentation in this document is conceptual only, requiring further study and actions to create that recommended regulatory approach.

TOD Office

Market projections identify Branch Avenue station area as the best opportunity for development of private office space in the Southern Green Line project area. The Future Land Use Plan recommends that a core of office and commercial uses be concentrated southwest of the Metro station. Therefore, a TOD Office (TOD-O) zone is recommended at the intersection of Old Soper Road and Auth Way North. This TOD Office zone will reserve this area for office development and preclude the possibility of the station area being developed with only residential land uses. The TOD-O zone should have a minimum three-story height requirement and high lot coverage. Additionally, residential uses in this area are not recommended, or should be limited on a block-by-block basis.

Storefront Overlay

In order to create a lively place focused near the Metro station, and to serve the anticipated daytime employee population and the needs of residents, the zoning concept includes a Storefront Overlay district, to be applied primarily along an extended Old Soper Road and on blocks facing the ground floor retail or the construction of buildings that will allow ground floor retail in the future, should they be required.

TOD Residential

Building on the success of existing residential development at the east end of the Auth Way loop, the plan recommends that the eastern portion of the station area be limited to high-density residential development. In areas outside of the immediate vicinity of the station, the density may be reduced, but should still focus on residential uses. Such a “TOD Residential” zone would maximize and provide for an expanding number of residential units to support nearby retail development.

Branch Avenue

TOD Flex

After reserving core areas for office and residential focus, the plan promotes significant flexibility in the remaining portions of the station area. Therefore, a "TOD–Flex" zone is recommended. This would allow a variety of uses while permitting a single use based on market demand. While the uses are flexible, design standards should shape the form of any new construction in the TOD zone.

Branch Avenue is the most complicated of the four station areas. The development concept is focused around an open space adjacent to the station, and includes residential concentration to the northeast of the station, mixed use surrounding the open space, and office parcels in the outlying areas to the west.

- The core station area parcels should be rezoned to the new TOD–Flex District to provide a flexible use core with walkable urban form.
- A core office area should be established by reserving this land for office uses with the proposed TOD-Office District along Old Soper Road Extension up to Auth Way to ensure significant employment opportunities near this station.
- Additional flexible use zoning (TOD-F) should extend along Auth Way and Woods Way, providing opportunities for mixed use, office or residential west of the office core.
- The parcels to the north and east of the station should be rezoned to the new TOD-Residential District in order to capitalize on the existing Archstone residential area.
- The parcel south of Auth Road should be rezoned to TOD-Residential.
- The parcels lying furthest north from the station area, along Brittania Way, should be rezoned to the new TOD-Residential District.

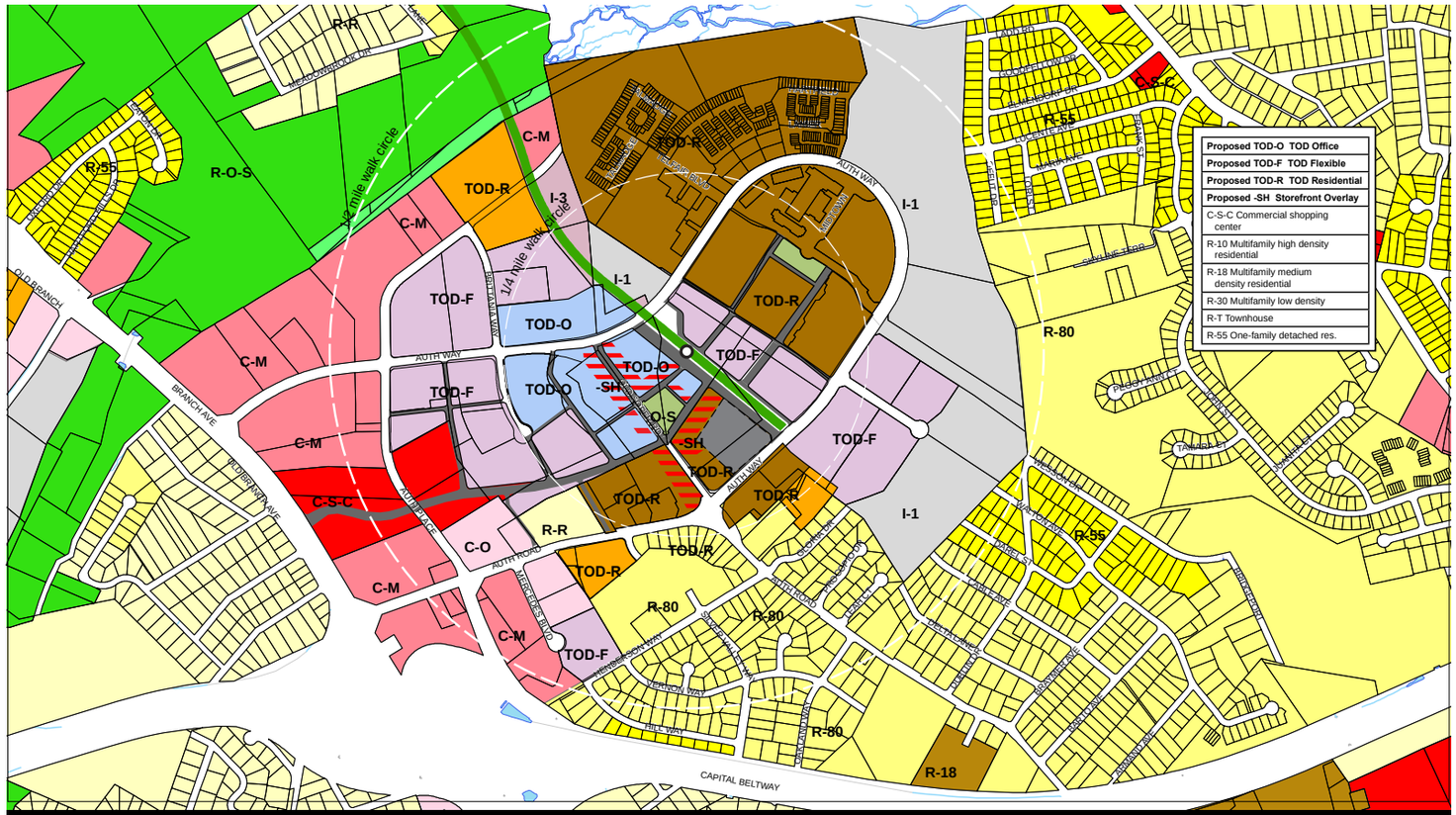


Figure 36 Branch Avenue Recommended Zoning Concept

Multi-modal Mobility

Planning for transit-oriented development is based on both land use change to support transit ridership and, importantly, on improving access to the station area and circulation within the station itself for all modes of access. When they were constructed the Southern Green Line stations were designed as major transit hubs and commuter rail parking lots that facilitated transfer from buses and private vehicles onto the Metrorail. The Branch Avenue Station was designed to accommodate many thousands of cars and has an overbuilt bus facility, but it is not welcoming to pedestrians or bicyclists.

The Branch Avenue Station plan outlines a general approach to increasing connectivity in the station area, while also making specific recommendations to facilitate access from all modes. The plan begins with proposed major roadway projects, then looks at station circulation and bus service concepts, and concludes with detailed recommendations pertaining to pedestrian and bicycle facilities.

The recommended improvements would create real improvements in non-motorized mobility in the station area, with the proposed facilities to include:

- Four miles of new local streets with numerous roadway connections to create a grid of streets in the station area.
- A dramatic reduction in dead end streets reduced primarily through sidewalk and trail connections made to the ends of existing stub streets.
- More than 12 miles of new sidewalks, including of 7.9 miles of new sidewalks on both sides of all new streets.
- Sidewalk retrofit projects totaling 4.3 miles of new walks along existing streets.
- More than three miles of on-street bicycle lanes and 4.7 miles of new trails, including connections to and spurs of the proposed Henson Creek Trail and Suitland Parkway Trail.

Major Roadways Projects

From the regional network point of view, the Branch Avenue station area has excellent access to the Capital Beltway and MD 5, and yet, the area is cut off from the local roadway network to the northwest, north, and east by topographic features. And although there are multiple connections to MD 5, the station area is essentially a large cul-de-sac on its eastern end. In order to address roadway capacity issues and connections to the regional network the plan supports and recommends two major roadway infrastructure projects.

Woods Way

One of the county's top priorities for State of Maryland transportation projects is the planned Metro access road project at the Branch Avenue Station, which is to be named Woods Way. Design of the project is complete and it awaits funding. Access to the Branch Avenue Station will change with the completion of the Woods Way project. This project will provide a new four-lane roadway from MD 5 that connects directly to the Metro station, but will also result in access changes at other adjacent intersections. As shown in Figure 37, access at the existing Branch Avenue/ Auth Way signal will remain unchanged. Woods Way will provide southbound left-in and westbound left-out access only; the two left turn movements will be grade separated and through traffic on MD 5 will pass under the new road.

The existing signal at MD 5 and Auth Road will be removed, with access changed to northbound right-in, westbound right-out access only. These changes will affect which roads vehicles use to enter and exit the station area. The dominant commuter traffic movement into the station in the A.M. peak will be northbound MD 5 to Auth Road, with exiting traffic in the P.M. predominantly from Woods Way to southbound MD 5. Thus Woods Way and Auth Road will function as a pair and planning for the overall station area addresses this configuration in terms of recommended circulation and location of commuter parking.

Regency Parkway Extension

The eastern part of the Suitland community is actually much closer to the Branch Avenue Metro station than to Suitland Station, but access to the Branch Avenue Station is blocked by Suitland

Figure 37 Planned Woods Way access road project at MD 5

Parkway and Henson Creek. In fact, the only arterial that connects in a general east to west direction across the project area's major roadways (MD 5 and MD 4) between Southern Avenue and the Beltway is Silver Hill Road. In order to create a better regional network in the Southern Green Line project area, the planners sought a potential additional arterial route that is roughly parallel to Silver Hill Road.

Regency Parkway is a collector roadway that currently extends from Marlboro Pike to a cul-de-sac terminus south of Suitland Road that is 200 yards short of Suitland Parkway. An extension from its current southern terminus across Suitland Parkway to connect to Branch Avenue has been considered in past master planning for the area, but was dropped for a number of reasons including high costs and environmental impacts.

Planning for the Branch Avenue Station Area requires another

Figure 38 Proposed Regency Parkway Extension

look at the possible benefits of extending Regency Parkway from its current terminus into the station area. Given the constraints of the parkway and Henson Creek, much of the proposed Regency Parkway extension would be elevated, including a clear span bridge to cross over Suitland Parkway and portions of the Henson Creek stream valley. Designing most of the extension as a bridge would avoid some of the environmental impact identified in previous planning that sought to connect to Suitland Parkway with ramps. The new road would also need to find a path over or under the Green Line guideway.

The current proposed project would connect Regency Parkway Extension to Brittania Way near the Branch Avenue Metro Station. The extension would be approximately 0.6 to 0.7 miles long depending on the specific alignment. A minimum of two single family residences on the southern end of Meadowview Drive would likely need to be taken to complete the Regency Parkway Extension.

Preliminary modeling shows a future daily traffic demand of approximately 17,000 vehicles on this new facility. The traffic model showed that this new connection would take 21 percent of the trips in the Branch Avenue Station Area. Although the Southern Green Line project has only completed high-level preliminary traffic modeling, and further study is recommended to determine the full impacts and costs of the Regency Parkway Extension.

Metro Station Access and Circulation

Unlike the other Southern Green Line Stations, the Metrorail guideway at Branch Avenue Station bisects the station site in an alignment that provides parking and access to both sides of the platform. This arrangement and the fact that this station does not currently include a parking structure presents an existing opportunity to redevelop the surface parking areas—roughly 33 acres—as the primary location for transit-oriented development. In order to facilitate this infill development on WMATA property the plan recommends extensive re-configuration of all traffic circulation elements at the Branch Avenue Metro Station.

The recommended station access and circulation concept, shown as Fig. 40, results in changes to the primary circulation movements for buses, kiss and ride, and parking. Specifically, the bus access and kiss and ride access are relocated from a loop drive south of the station entrance to a new linear configuration parallel to the platform and tracks on a new street labeled 'Metro Way' on Figure 40

Bus

The bus circulation concept for Branch Avenue includes a one-way bus only lane running along the south side of the station between Auth Way South and Auth Way North. Sawtooth bus loading bays are provided along the busway to allow for buses to interface close to the station platform for the alighting and boarding of passengers from the station side of the bus lane. A total of 11 bus bays are provided, including ten 66-foot bays and one 72-foot bay to accommodate articulated buses.

The station area roadway network provides multiple options to access MD 5. Entering the station from MD 5, buses should primarily use Woods Way if arriving from the north and Auth Road if arriving from the south or from I-95. Buses routed towards the south on MD 5 would likely exit out via Woods Way.

Buses access the busway by turning left from Auth Way South onto Metro Way; a slip lane provides access to the busway, where buses proceed northwest towards Auth Way North where they merge back into Metro Way before turning left onto Auth Way North to exit the station towards MD 5. Buses will also have the option to enter or exit the busway via Woods Way.

Vehicular Access and Circulation

Kiss and ride, or the drop off and pick up of transit passengers at the Metro station, is proposed to occur on Metro Way, a two-way street that has a wide median to the north that will act as a linear drop off and pedestrian waiting area, and also a wide sidewalk along its length to the south that can also serve for drop off and pick up of Metro patrons. As such, kiss and ride drivers can enter Metro Way from either side of the station from Auth Way North or Auth Way South. Kiss and ride drivers entering the station area via Woods Way also have access to drop off or pick up passengers in either direction on Metro Way. Additional short-term kiss and ride parking is expected to take place on the ground level of the main Metro commuter garage. Taxis should stage on the north side of the station.

The intersections leading to station entrances are at Woods Way to the south of the Station Square park and a new street labeled as 'Parkside Drive' on Fig. 40. Both of these intersections are proposed to have special paving materials to signal to drivers that pedestrians are present, these being either colored or textured pavement or raised intersections with transitions designed to accommodate the longer wheel bases of buses without having them bottom out.

Station Building Expansion

In consultation with WMATA, and in response to the proposed circulation concept and potential increased TOD generated ridership, the plan recommends expansion of the Metrorail station building. Constructing an addition to the south of the existing building allows for a second entrance at Woods Way. This new entrance increases drop off and pick up options for buses and private vehicles. For instance, buses that are using Woods Way to exit the station area could use a bus bay to the south of Woods Way and then turn left onto Woods Way instead of proceeding north and circling back. Likewise, the second entrance would smooth out the kiss and ride traffic along Metro Way, allowing patrons to choose the most convenient route into and out of the drop off zone, whether coming from either direction on Auth Way or Woods Way.

The second entrance is also closer to the main commuter parking garage, and a second set off turnstiles and escalators would allow for easy access to the station platform on this southern end. Foot traffic in the station area would also converge on both sides of the Station Square park with the option of using either station entrance, which would help to enliven the park and increase foot traffic past the storefronts on Woods Way.

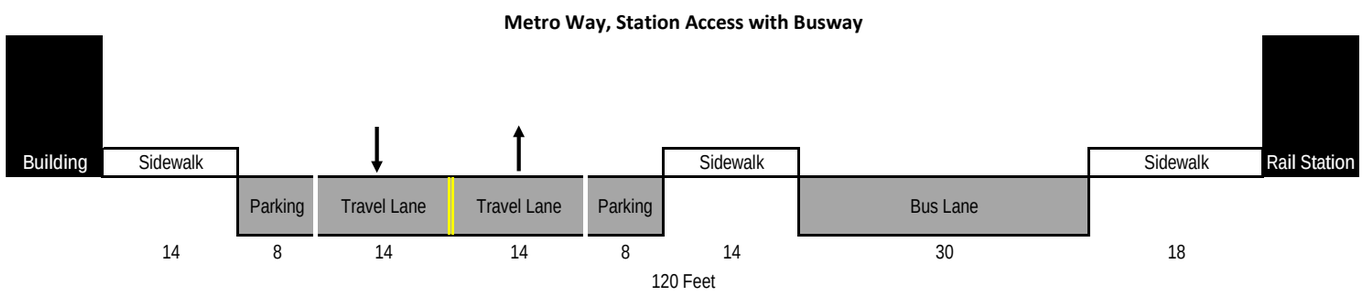


Figure 39 Proposed Busway and Kiss and Ride Section

Branch Avenue

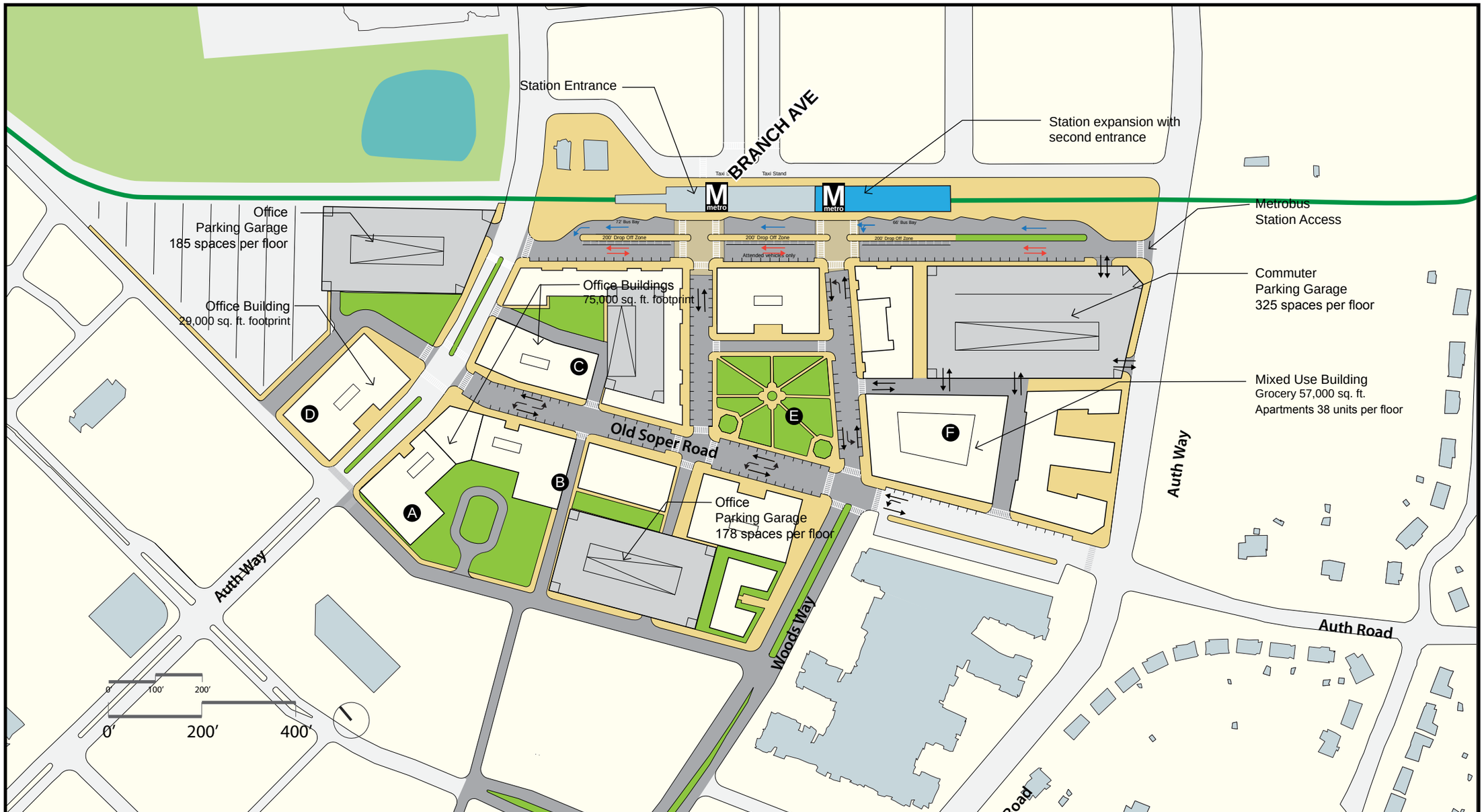


Figure 40 Branch Avenue Metro Station Access and Circulation

Proposed Bus Service Expansion

Two new bus services are proposed in response to the analysis of existing traffic patterns and the potential for a new regionally significant network connection if Regency Parkway is extended as proposed.

The first recommended project is to institute a new MD 5 Express service to the Branch Avenue Station, as shown in Figure 42 on the opposite page. This service is based on analysis of the vehicular access pattern provided by WMATA also shown in Fig. 42 as individual dots corresponding to parking customer SmartCard addresses randomized to the Census block. Based on the data for these park and ride customers that shows an access pattern centered on MD 5, a new commuter service is recommended that would serve the Branch Avenue corridor with stops at the existing Clinton park and ride lot and a proposed new park and ride lot in the Brandywine area. The express bus is proposed to operate to the station with four buses per hour. Based on results from the county's travel demand model, this new express route is projected to serve approximately 1,800 passengers per day. A potential alternative would be to terminate this route at the Naylor Road Station (rather than getting off MD 5 for the Branch Avenue Station), or continue the route into the District of Columbia.

If Regency Parkway is connected to the Branch Avenue station area it would be possible to create new bus routes that operate in that general direction across the regional network. Like the P12 service that operates on Silver Hill Road, the new service on Regency Parkway could connect to adjacent communities through the Metro station, and potentially continue on to Virginia. The proposed Regency Parkway Crosstown Route, shown in Fig. 41 would run from Largo or District Heights to Marlow Heights and on to Alexandria. This service would create new connections that are not currently served by Metrobus or Prince George's County 'The Bus' service.

In terms of bus bay utilization, with the changes in the 2008 *Transit Service and Operations Plan* and the two routes recommended in this study, the total buses per hour at the Branch Avenue Station would increase from 14 to 35, indicating a need for 6 bus bays out of the existing 15 bays, confirming that the existing configuration at Branch Avenue Station has a large surplus of bus bays. The proposed station concept includes a total of 11 bus bays (10 bays of 66 feet, and 1 bay of 72 feet to accommodate an articulated bus).

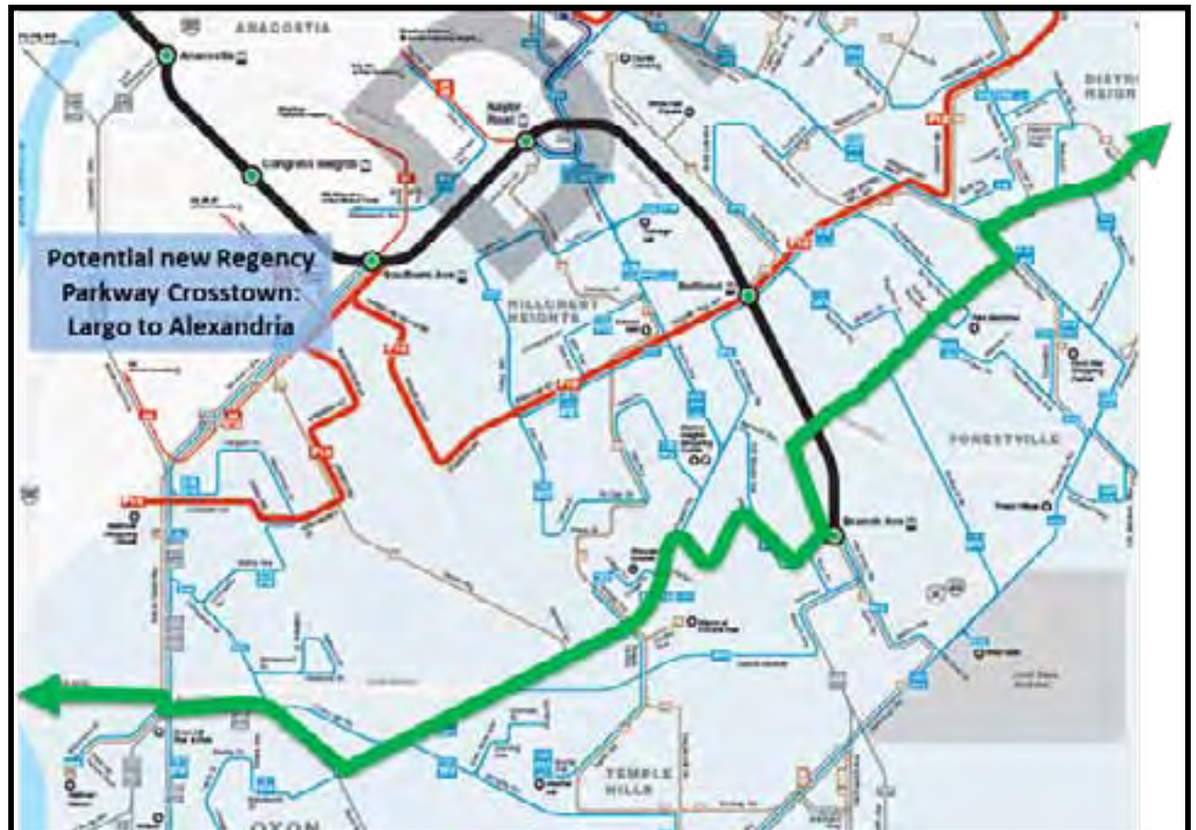


Figure 41 Potential Regency Parkway Crosstown Bus Route

Pedestrian and Bicycle Facilities

Provision of adequate pedestrian and bicycle facilities is a crucial component of creating transit-oriented development. A primary benefit of transit-oriented development is creating new development that is directly accessible to the transit station on foot without transfer to a motorized mode of travel, which reduces greenhouse gas emissions and helps to create a walkable community. The Southern Green Line station areas are currently deficient in terms of sidewalk network and lack any dedicated bicycle facilities. Therefore, the plan places a high priority on design and construction of new non-motorized mobility infrastructure projects.

In the Branch Avenue station area, the plan recommends a project-by-project strategy for filling existing gaps in the sidewalk network and solving pedestrian access issues on the station property. Table

Branch Avenue

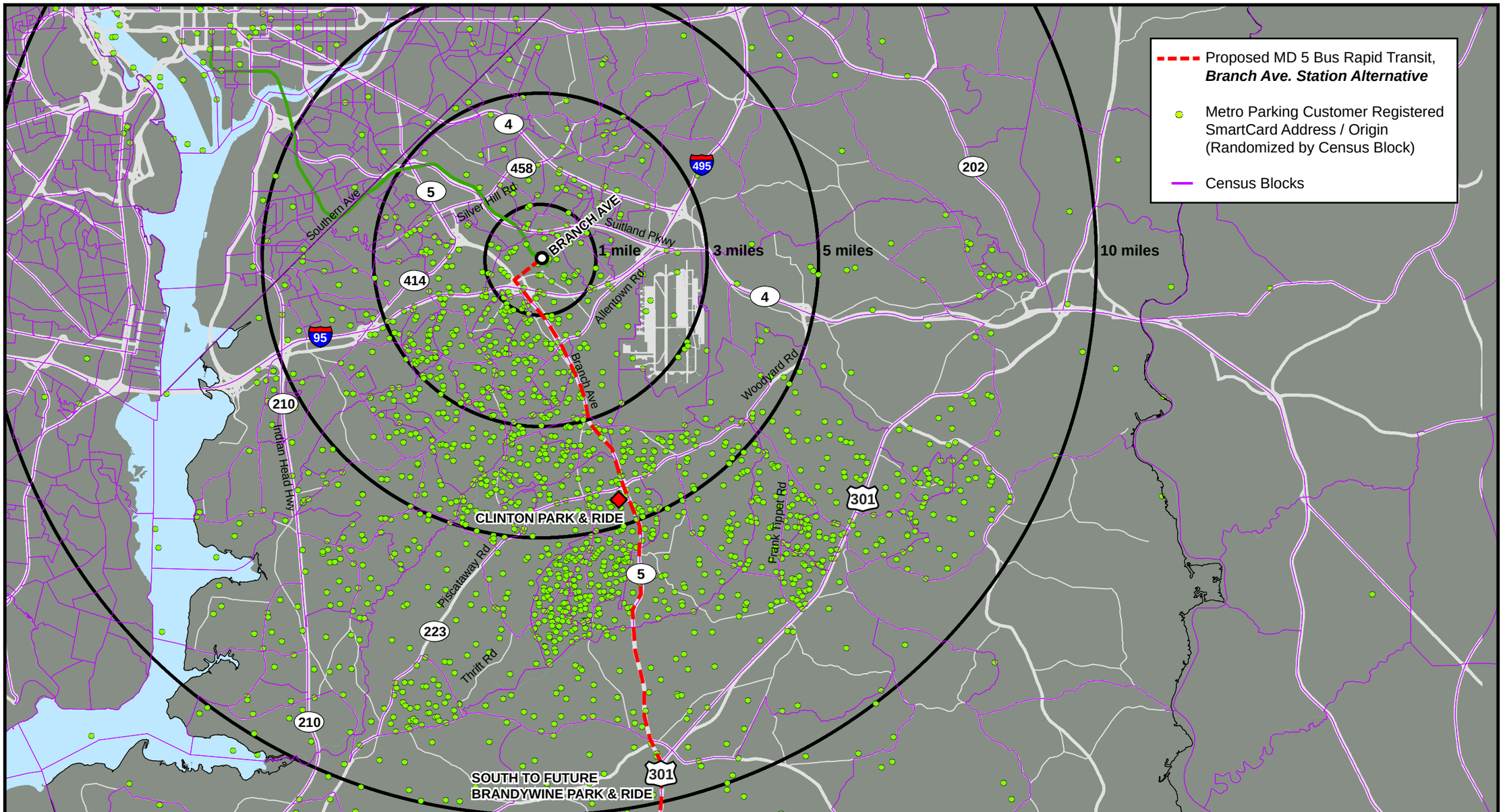


Figure 42 Proposed MD 5 Express Bus Service

21 presents a list of 20 recommended bicycle and pedestrian projects. The locations and types of improvements are shown in Figure 43. Eight projects have been identified as high priority projects, indicating an immediate need, high value, and generally lower implementation costs. These projects should be implemented as soon as possible to create a more amenable context for transit riders and TOD, rather than waiting for new development or new roadway construction.

The recommended high priority projects are:
Project 1: The provision of sidewalks and bicycle lanes along Auth Road east of the station to Allentown Road should be of the highest priority. This project is in the current CIP. Auth Road is the only route to access the station from this entire single-family neighborhood and this facility is needed to ensure that pedestrians and bicyclists have a safe route to the station.

Project 3: The existing sidewalk leading north from Old Soper Road and Auth Road to the station is inadequate and it should be widened to at least six feet, but preferably eight feet.

Project 4: The existing intersection of Old Soper Road with the station access road lacks marked crosswalks. This striping should be added and a full set of pedestrian facilities should be added when Old Soper Road is extended.

Project 6: Long segments of Auth Way South directly adjacent to the station do not have sidewalks. This facility should be added as soon as possible.

Project 7: Worn paths along the south side of Auth Way North from the station to Telfair Boulevard indicate that residents of the area to the north of the station frequently walk along this route to the station. A sidewalk should be added as soon as possible.

Project 8: The route addressed in Project 7 continues onto WMATA property where worn paths indicate pedestrians crossing the access drive at the pay booths and continuing in a line to the station entrance. A safer route and facility should be provided.

Project 9: Also in the same area as Project 7 and 8, a crosswalk is needed across Auth Way North at the station drive entrance.

Project 10: A sidewalk should be provided along the south side of Auth Way North along WMATA property.

These pedestrian facilities should be considered a minimum first step to creating an improved pedestrian environment in the station area and on station property. Construction of additional local roadways will also greatly improve pedestrian circulation in the station area over time.

In addition to marked bicycle lanes along Auth Road (Project 1), the plan also recommends that shared lanes, also know as 'sharrows,' or full on-street bicycle lanes be installed along Auth Way, Auth Place, and Auth Road from MD 5 to the roundabout. While these lanes will encourage bicycle use in the station area, additional facilities will be needed to connect to areas outside the station area and these will in most cases need to be off-street multi-use trails. The plan recommends implementation of the planned extension of the Henson Creek Stream Valley Trail from its current terminus south of the Beltway into the station area. Design solutions to the significant barriers of the interstate and MD 5 will require additional study. A trail alignment in the existing high tension power transmission corridor along Henson Creek is a possibility, with potential trail connection routes into the station along an existing path next to the MetroPlace Apartments, or an additional connection at Brittania Way.

Policy recommendations to increase multimodal mobility in the Branch Avenue Station area include:

1. Implement the planned Woods Way roadway project to provide better access to the Metro station, increase traffic capacity, and establish new street connections in a logical grid.

2. Coordinate with WMATA on realignment of the station busway and 'kiss and ride' circulation to a new road that parallels the Green Line track south of the station from Auth Way North to Auth Way South, and adjust the design for Woods Way to reflect this planned realignment, specifically construct a standard four way intersection where Woods Way meets Old Soper Road instead of a roundabout.

3. Respond to anticipated morning and evening commute traffic patterns that will utilize the new Woods Way and Auth Way/ Auth Road as a functional pair of streets by locating the majority of structured Metro commuter parking between Auth Way and Woods Way.

4. Plan for all local and collector streets within a half mile radius of the station to include on-street parking as part of the overall parking strategy and supply, with exclusions and limits as needed on specific roads during the peak commuter periods.

5. Study the feasibility and desirability of installing on-street parking meters in the station area, and the potential to designate these parking revenues for civic realm improvements in the station area, including sidewalk and streetscape construction.

6. Construct sidewalks and bicycle lanes along Auth Road from Old Soper Road to Allentown Road as a critical route for pedestrian access to the station from existing low density residential neighborhoods.

7. Prioritize construction of the planned Henson Creek Trail extension, including a trail spur connection on the most logical route to the Branch Avenue station entrance, as a critical piece of infrastructure to encourage and facilitate non-motorized access to the station from nearby neighborhoods that are separated from the station by the Capital Beltway and MD 5.

8. Study the potential of adding a new MD 5 Express Bus from a new park and ride lot in the Brandywine area with a stop at the existing Clinton park and ride lot, as a means of reducing the demand for commuter parking at the station, as well as reducing traffic levels on MD 5 and in the station area.

9. Study the feasibility, cost, impacts, and benefits of extending Regency Parkway over Suitland Parkway and Henson Creek to connect to Brittania Way (or Auth Place if deemed feasible) as a means to establish a more complete regional arterial system and provide additional roadway capacity to support intense land use development in the Branch Avenue station area.

Branch Avenue

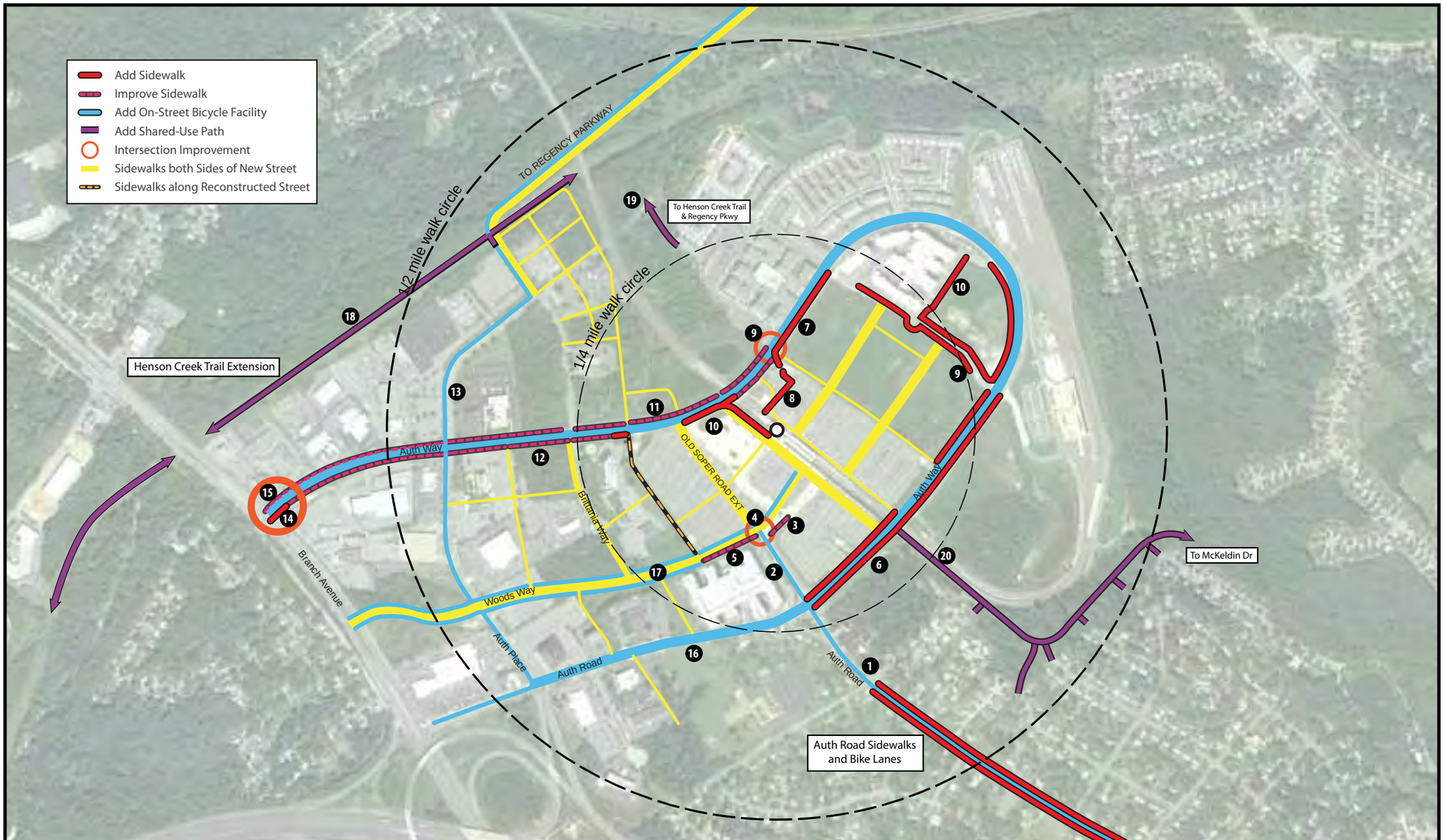


Figure 43 Branch Avenue Bicycle and Pedestrian Improvement Projects

Table 21 Branch Avenue Recommended Pedestrian and Bicycle Facility Projects

Number	Location	Improvement	Existing Issue	Priority
1	Auth Road, from Old Soper Rd. to Allentown Rd.	Add sidewalks and bike lanes	Missing sidewalks and bike lanes in CMPOT	HIGH
2	Old Soper Rd., from Metro access road thru roundabout	Add shared lane markings (sharrows)	Roadway proposed for bike route/shared lanes in CMPOT	MEDIUM
3	Metro access road east from Old Soper Rd.	Widen sidewalk on south side or road	Existing 4 ft sidewalk is narrow; wider 6-8 ft sidewalks should standard in station area.	HIGH
4	Old Soper Rd. intersection (at planned Woods Way)	Stripe crosswalks on all 3 legs of intersection	Missing crosswalks at intersection	HIGH
5	Woods Way (north side of access road)to Old Soper Rd.	Widen sidewalk	Existing 4 ft sidewalk is narrow; wider 6-8 ft sidewalks should standard in station area	MEDIUM
6	Auth Way South, from Old Soper Rd. to Telfair Blvd.	Add sidewalks where missing	Missing sidewalks along route to station	HIGH
7	Auth Way North, from station to Telfair Blvd.	Add sidewalks on south side of road	Missing sidewalks on high travel route to station	HIGH
8	Metro station, from Auth Way North to east entrance	Add sidewalks or striping across station parking lot to entrance	Worn paths indicate high travel pedestrian route in area of pay booths	HIGH
9	Auth Way North to east Metro access	Mark crosswalk across western approach	No marked crosswalks on route into station	HIGH
10	Auth Way North, Metro access drive entrance to bridge and platform	Add sidewalk on south side of road along station property from road to platform	Missing sidewalks on west Metro access route.	HIGH
11	Auth Way North, from MD 5 to MetroPlace Apts.	Widen sidewalks	Existing 4 ft sidewalks are narrow, then widen to 7 ft at MetroPlace Apts.	MEDIUM
12	Auth Way North and South	Add shared lane markings (sharrows)	Roadway proposed for bike route/shared lanes in CMPOT	MEDIUM
13	Auth Place	Add shared lane markings (sharrows)	Roadway proposed for bike route/shared lanes in CMPOT	MEDIUM
14	Auth Way, immediately east of MD 5	Add sidewalk on south side of road	Missing sidewalk	LOW
15	MD 5 intersection with Auth Way North	Stripe crosswalks on north and east approaches, add countdown timers	Intersection lacks pedestrian facilities	MEDIUM
16	Auth Road, MD 5 to Old Soper Rd.	Add shared lane markings (sharrows)	Roadway proposed for bike route/shared lanes in CMPOT	MEDIUM
17	Woods Way (planned road)	Incorporate sidewalks and bike lanes in road project	Provide designated bike facility from MD 5 to station	LOW
18	Henson Creek Trail extension to station	Construct off-road path extension of trail under I-495 and MD 5	Proposed regional trail extension in CMPOT	MEDIUM
19	MetroPlace Apts. to Henson Creek Trail extension	Construct path connection from regional trail to existing trail alongside MetroPlace Apts.	Provide trail connection from station to regional trail network	MEDIUM
20	Auth Village, dead end streets	Construct off-road trail connector from station to McKeldin Dr; connections to Gloria Dr, Delta Ln, Cable Ave, Darel St, Walton Ave, and Dublin Dr.	Provide trail connection from Auth Village neighborhoods into station	LOW

Chapter 4

Suitland Metro Station

Suitland

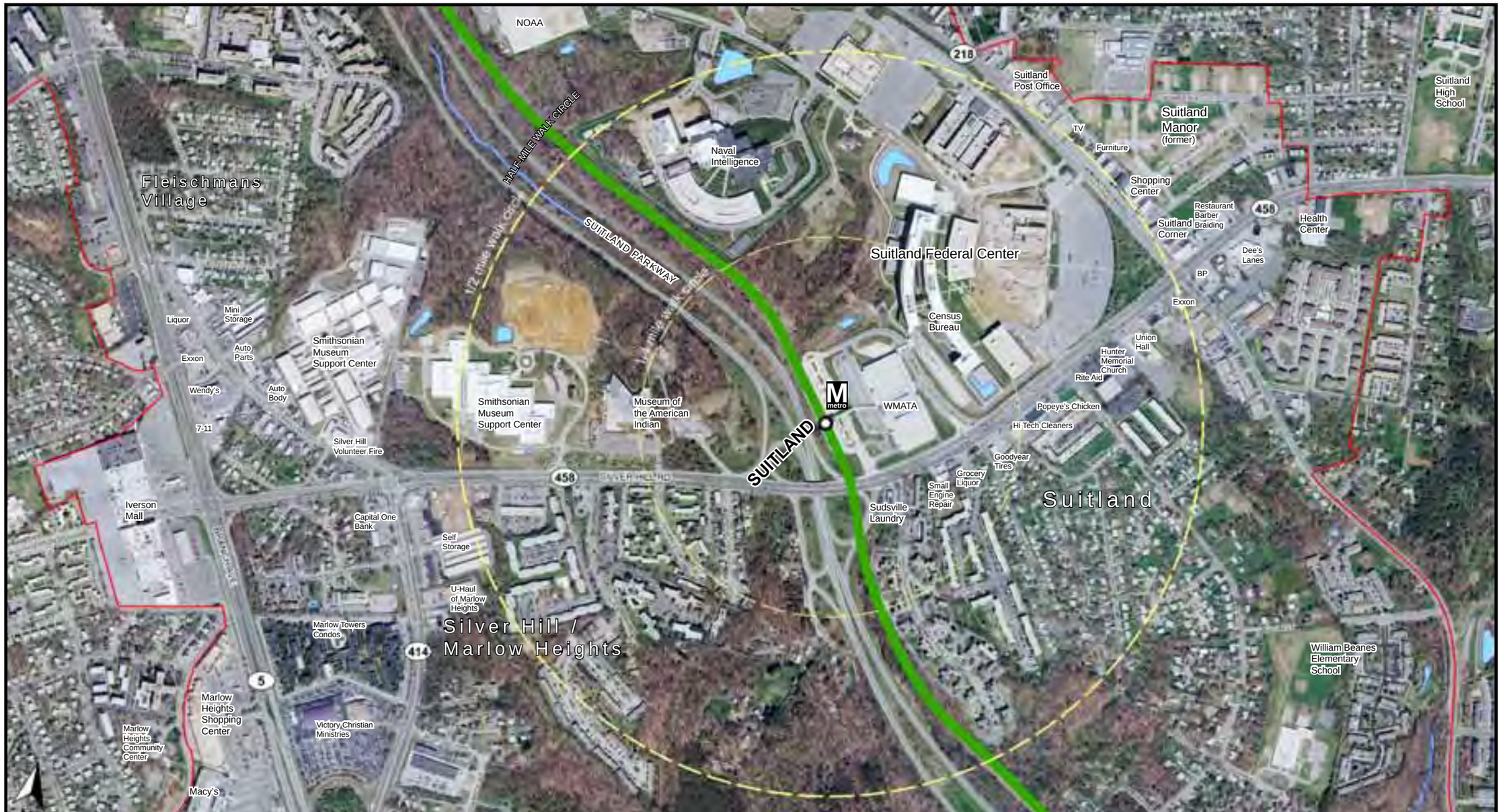


Figure 44 Suitland Overview

Station Area Overview

Of all the communities along the Southern Green Line, Suitland has perhaps the most recognized name. This is likely due to the history of Suitland as a settlement going back more than 130 years. The 1974 publication, *The Neighborhoods of Prince George's County*, says that "the name of Suitland first appears on a map of 1878 and was probably applied as the name of a distribution point for mail delivery, at the crossroads of Silver Hill Road and Suitland Road." The name comes from Mr. S. Taylor Suit who owned a 450-acre farm and established Suitland Road connecting the area to the District of Columbia. A small hamlet formed at the rural crossroads, which continues to be the conceptual focus of the community even though current land uses are not prominent destinations.

The Suitland Federal Center is the distinguishing feature in the station area, and along with Suitland Parkway and the Smithsonian Institution to the west of the parkway, federally owned property fills more than half of the half-mile circle station area. Silver Hill Road (MD 458) is a six lane arterial that is the main spine of the community crossing over the four lane, limited access Suitland Parkway. These large-scale elements dominate the Suitland station area, creating an uneasy juxtaposition with the surrounding residential community.

Construction of a new Census Bureau building and demolition of the older building (visible in the 2009 aerial photograph on the previous page) pulled the federal buildings further back from the crossroads intersection, leaving a void reinforced by a landscaped open space. Gas stations occupy two of the other corners at Silver Hill Road and Suitland Road, while a parking lot occupies the third.

A variety of small businesses occupy strip retail centers and individual buildings fronting on Silver Hill Road both east and west of the station. Directly across the street from the station, these businesses include a tire store and automobile repair shop, a laundromat, and a small engine repair shop—none of which cater to the thousands of transit riders. A convenience store with adjacent takeout restaurant and liquor store may generate some sales from patrons walking to the station; however, the generally poor condition of these structures and operations stand in contrast to the station itself and the impressive architecture of the Census headquarters.

A security fence surrounding the federal campus is a point of contention between the federal presence and the community, yet this physical barrier is just one indication of deeper divisions that can also be said to include the function of the station for commuters driving to it. Some new investments have been made in recent years in the construction of new senior housing east of the crossroads, as well as renovations to the stock of garden apartments, yet there is no apparent investment in new commercial or mixed-use development in response to the opening of the station in 2001.

Prince George's County intervened to address the deteriorating condition of the Suitland Manor apartments north of the crossroads by acquiring and clearing 19 acres. Hoped for reinvestment is slow in coming, but this site is an opportunity just a half mile away from the station. The existing condition of the commercial frontage and the civic realm will continue to be challenges to future private investment.

The U.S. Census Bureau headquarters building in Suitland, designed by Skidmore Owens and Merrill Architects.

Across the highway from the Census Bureau and the station, a small store meets the convenience shopping needs of nearby residential areas.

The Suitland Corners block received a façade improvement in the late 1990s funded by the State of Maryland.

Land Use

The developed portion of the Suitland station area is dominated by three uses: institutional, commercial, and high-density residential. Suitland Parkway also takes a substantial amount of area within the half-mile walk circle. Silver Hill Road divides the institutional uses from the commercial and residential development to the south. The federal institutional uses of the Suitland Federal Center east of the parkway and the Smithsonian campus west of the parkway use roughly half of the station area walk circle. The transportation use of the Metro station itself uses a large amount of land north of Silver Hill Road.

Commercial uses front on the south side of Silver Hill Road across from the Federal Center, as well as the frontage along Suitland Road north of its intersection with Silver Hill Road. High-density residential developments, most in a range from 20 to 25 dwelling units per acre, are located behind the fronting commercial areas east of the parkway, except along the northern part of Suitland Road where the ground was cleared for the redevelopment of the former Suitland Manor site. Lower medium-density single-family residential is adjacent to the high-density residential uses, so that in much of the station area the land uses are layered: commercial frontage, high-density residential, then low-density residential.

Commercial uses are clustered at the intersection of St. Barnabas Road and Silver Hill Road where automobile traffic is concentrated, yet a group of low-density residential lots separate this commercial node from the bigger commercial shopping centers at Branch Avenue. Iverson Mall straddles Iverson Street with a development that has a 0.9 floor to area ratio (FAR), indicating its two-level mall, which is three times that of the single-story Marlow Heights Shopping Center at 0.3 FAR.

An area of forested land is located at the edge of the half-mile circle directly south of the station. Most of this land is steep slopes and is owned by M-NCPPC. A small settlement of single-family houses is located just north of this forested land, in a rural residential density that also includes substantial woods on the lots.

Figure 45 Suitland Existing Land Use

Zoning

Two different planning efforts and their adopted plans set the zoning in the Suitland area. The Suitland M-U-TC Zone was recommended and approved by the 2006 *Approved Suitland Mixed-Use Town Center Zone Development Plan.* South and west of the station, Branch Avenue was rezoned to M-X-T by the 2008 A*pproved Branch Avenue Corridor Sector Plan and Sectional Map Amendment.* The area between the M-U-TC Zone and the M-X-T Zone is zoned for O-S (open space) at the Smithsonian archive property and high-density residential (R-10 and R-18) and commercial (C-S-C and C-O) along the south side of Silver Hill Road. The R-10 (multifamily high-density residential) properties were zoned from R-18 by the Branch Avenue Corridor Plan in 2008.

Open Space Zones: There are two significant parcels zoned O-S in the vicinity of Suitland Metro Station: an area of forest preserve on the Federal Campus site, and the Smithsonian archives site. These are not utilized as open space, per se, but support and preserve green space around the federal facilities. These zones comprise approximately 20 percent of the area within the half-mile walk circle.

Residential Zones: Residential zones are located exclusively to the south of the station, with the majority of residentially zoned property located on the opposite corner of Silver Hill Road and Suitland Parkway from the station entrance. The permissible density in the residential zones does increase in proximity to the station, with R-55 and R-30C Zoning, permitting densities under 12 units per acre. These are located along the fringe of the walk circle. R-18 and R-10 Zones, permitting densities over 12 units per acre, are located closer to the station.

Commercial Zones: There are no commercial zones in the vicinity of Suitland Metro Station. A cluster of C-S-C (Commercial Shopping Center) and C-O (Commercial Office) Zones are located along Old Silver Hill Road, and separate the Suitland M-U-TC from the Branch Avenue M-X-T Zones.

Industrial Zones: There are no industrial zones in the vicinity of Suitland Avenue Metro Station.

Mixed-Use Zones: The M-U-TC (Mixed-Use Town Center) Zone provides for a mix of commercial and limited residential uses, which

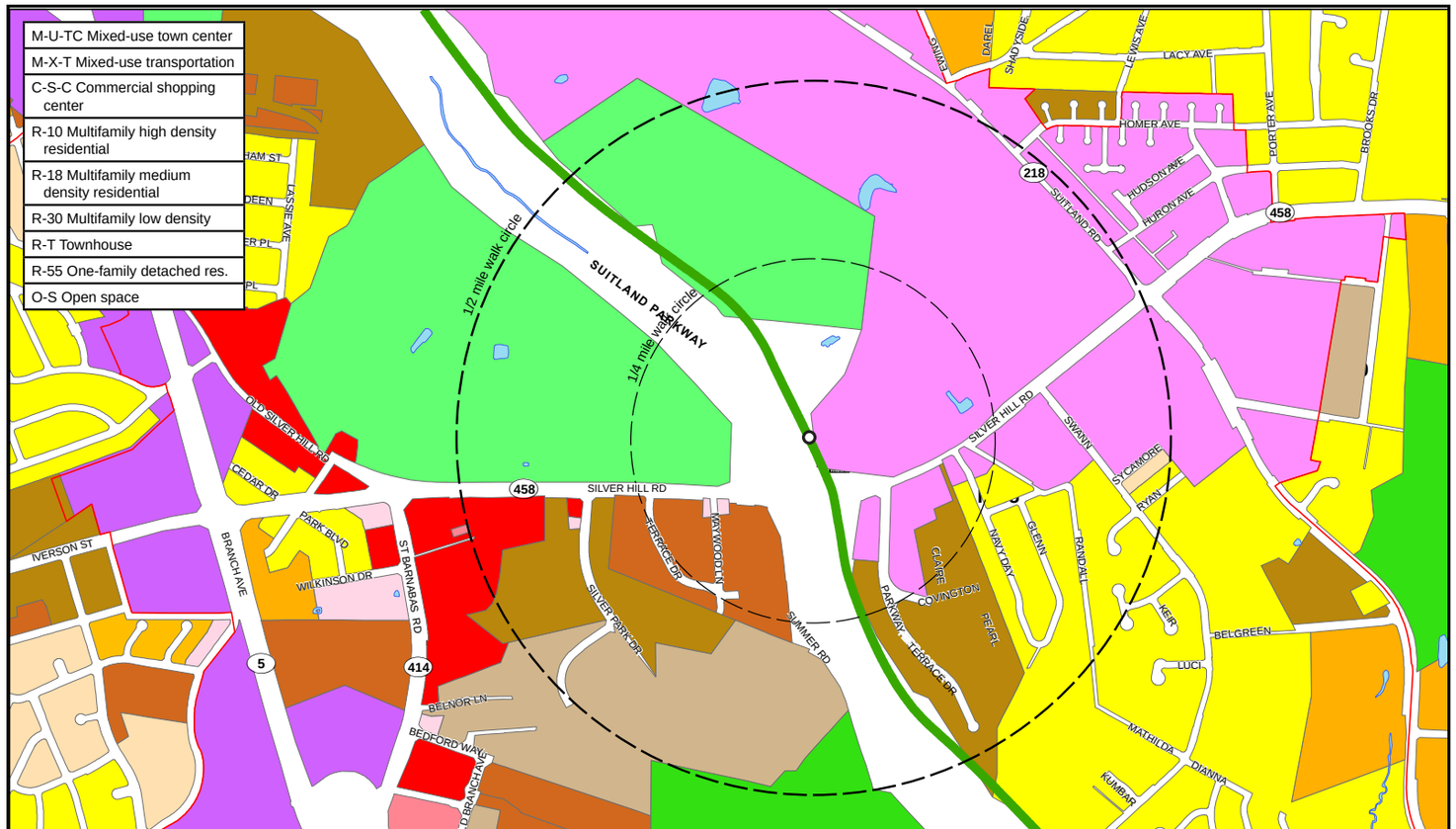


Figure 46 Suitland Existing Zoning

establishes a safe, vibrant, 24-hour environment. In this location, the zone is centered around the intersection of Silver Hill Road and Suitland Road and covers the entire Suitland Federal Campus. This center is approximately half a mile from the entrance to the station. The M-U-TC Zone was designed to promote appropriate redevelopment, preservation, and adaptive reuse of selected buildings in older commercial areas. Under a development plan adopted by the County Council at the time the zoning was put in place, M-U-TC establishes a flexible regulatory framework that includes minimum and maximum development standards and guidelines. A Design Review Committee has been established to review conformance of new developments to the development plan. Existing buildings can stay without being nonconforming uses. Most non-industrial uses are permitted in this zone.

A second node of M-X-T (Mixed-Use Transit) Zoning is located approximately one mile west of the Suitland station, centered on Iverson Mall. This M-X-T is established along the commercial districts on Branch Avenue and bears very limited relationship to the Suitland Metro Station. See Naylor Road for a description of the M-X-T Zone.

Transportation System

Roadway Network and Traffic Analysis

Suitland Metro Station is located at the northeast corner of the intersection of Suitland Parkway and Silver Hill Road. A state highway designated MD 458, Silver Hill Road, is the most important arterial in the study area providing the only direct connection between Pennsylvania Avenue (MD 4) and Branch Avenue (MD 5). Given these connections and its subregional position, Silver Hill Road carries a substantial amount of traffic, with its highest counts in the segment just east of the parkway where the Metro station and the Suitland Federal Center are located. The northbound exit ramp for the parkway is actually aligned at a signalized intersection with one of the entrances to the Metro station. Silver Hill Road's connection to St. Barnabas Road also provides good access to the station for that corridor continuing to the southeast of Branch Avenue and its adjacent neighborhoods.

It is telling that Silver Hill Road is the only road connecting into the station. The other three Southern Green Line stations all have at least two roads with entrances to the station, but Suitland station is pinned between the parkway and the federal campus, which does not allow a local connector street from the north. The roadway network in Suitland is very dependent on Silver Hill, lacking local street connections and having many long dead end streets, and this forces all traffic out to Silver Hill Road.

In response to high traffic levels, Silver Hill Road has been widened a number of times to its present lane configuration that includes three drive lanes in each direction and a center median with turn lanes at intersections. With this many lanes the capacity of the road is a staggering 80,770 vehicles per day, but all of the roadway segments in the project area are well below that, in the 46 percent to 51 percent range, for a LOS rating of "C." Despite observations of congestion at peak commute times for the Metro station and the federal campus, with nearly 10,000 employees, Silver Hill Road is operating at an acceptable level of service.

The only segment within the station area that has a capacity issue is Suitland Road where it meets Silver Hill Road from the north. That two-lane roadway segment is at 112 percent of capacity, carrying 17,840 vehicles per day with a rated capacity of 15,930 vehicles, for a LOS of "F."

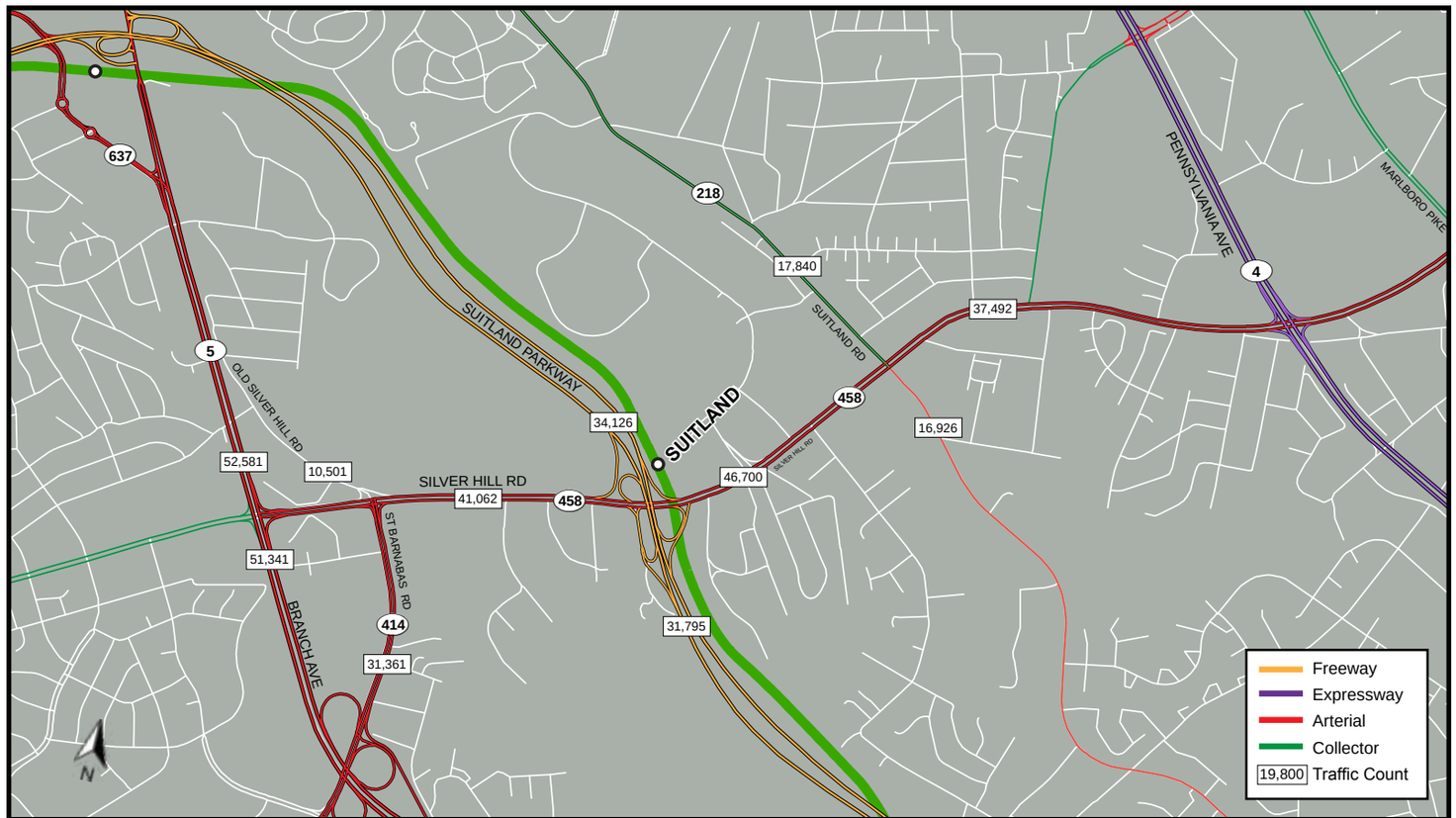


Figure 47 Suitland Roadway Network

Suitland

Metrorail Service and Ridership

In 2011, the average daily ridership on the Green Line at Suitland was 6,417, which is just a few hundred less than the Branch Avenue Metro Station. The two stations are essentially tied, even though Branch Avenue has nearly 1500 more parking spaces, but Suitland has an adjacent federal campus with 10,000 employees and more nearby apartments. While Southern Avenue has lost over 750 riders per day during the economic downturn, Suitland has stayed relatively steady in the range of 6400 to 6600 riders per day since 2007.

Mode of Access

Notable data from the mode of access survey shows a relatively high number of walk up customers at Suitland station, one out of five riders. Although the pedestrian environment in the station area is not pleasant, and the width of Silver Hill Road is difficult to cross, there are many hundreds of apartments with direct routes leading to Silver Hill Road that may be generating this result. Walk up access from the Federal Center may also add significant numbers to this mode.

Table 22 Metrorail Ridership at Suitland Metro Station

Year	Average Weekday Boardings
2011	6417
2010	6668
2009	6453
2008	6631
2007	6510
2006	6214
2005	6039
2004	6122
2003	5859
2002	5636
2001	5182

Source: WMATA, revised data 6/2011

Suitland has the highest number of patrons using a taxi to access the station, actually ten times the number at Naylor Road. While the station has a healthy bus to rail transfer at a combined 26 percent, it is the large parking garage that attracts the biggest number of Metro riders at 43 percent.

Table 23 Suitland Station Metrorail Rider Access Mode

Mode of Access	Number of Metrorail Riders	Percent of Metrorail Riders
Metrobus	1414	22
The Bus	122	2
Other Bus	138	2
Automobile SOV Park and Ride	2817	43
"Kiss and Ride" Drop Off	581	9
Carpool	41	1
Walk	1368	21
Taxi	90	1
Bicycle	0	0
Total	6571	100

A woman walks as far from the curb as possible along the narrow sidewalk on Silver Hill Road, while two with children walk further back in parking lots.

Pedestrians, bicyclists, and buses mix in a very narrow space along with the clutter of poles, lamps, and signs on the south side of Silver Hill Road.

Suitland station also serves as a bus hub for bus to rail and bus to bus transfers.

Parking

Suitland station's high number of drive up patrons is made possible by the provision of over 2000 parking spaces, most of them in a multi-level parking deck. The available spaces by type are:

All-day spaces:	1,890
Short-term metered spaces:	61
Additional metered spaces:	114
Total parking spaces:	2,065

A taxi stand is located one level up from the boarding platforms along the kiss and ride access lane. All-day spaces are provided in a three-level parking garage. Kiss and ride spaces are provided in a separate surface lot and high-occupancy vehicle (HOV) parking is provided in another surface lot.

WMATA's Station Access and Capacity Study shows that in October 2006 all of the all-day spaces were occupied. During the Monday–Thursday time period, an average of 100 percent of the spaces were occupied. This level drops to 91 percent on Fridays. From field observations during April 2012, the high occupancy levels appear confined to the unreserved spaces. Designated reserved spaces were less often occupied, with lower occupancy of the metered spaces. The HOV lot was unused.

Parking Customer Origin Data

Data from WMATA (chart at right) shows that the majority of patrons parking at the station are traveling from 5 to 10 miles and 10 to 25 miles to access the station. The basic shape of the distribution is the same as for the Southern Avenue Metro Station (**see page 62**), with a small spike in the 1- to 2-mile range, then a much bigger spike in the 5- to 10-mile range. The reasons for this pattern are likely also similar: a large supply of parking spaces and connection to a major roadway. For Suitland the distribution map shows the strong correlation with Suitland Parkway and Pennsylvania Avenue (MD 4). The parkway only has one signalized intersection before meeting MD 4, and it leads right into Suitland station providing for fast commutes. The large cluster of riders coming from areas to the north and south of Pennsylvania Avenue and areas east of the airforce base, shows how the Metro system serves low-density suburban subdivisions. Beyond the 10-mile circle the origins decline in the areas where the census blocks grow larger.

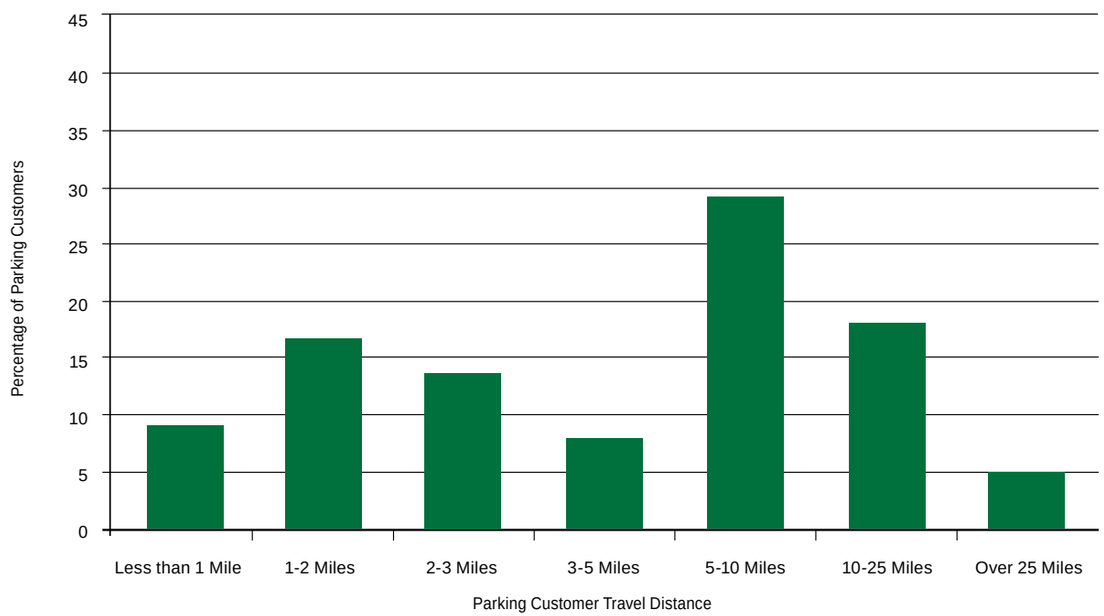
The station captures most of the Metro trips north of the parkway in the Suitland community. Other areas that generate groups of riders are Morningside south of the parkway along Suitland Road to the Beltway and down St. Barnabas Road. The map also shows many riders coming from the area south of the Beltway between Indian Head Highway and Branch Avenue. Some of these riders may be parking at Suitland after finding full lots at the Branch Avenue station.

Sidewalk Inventory and Pedestrian Access

The most important aspect of the community context is that the federal center blocks pedestrian routes for Suitland residents from the north and northeast. To reach the station from this direction all walkers must follow Suitland Road to Silver Hill Road; the campus has a security fence and only those with visitor clearance may enter. Compounding the problem is the lack of a sidewalk on Suitland Road along the federal property. Conversely, the access to the station from the federal campus for federal employees and authorized visitors is very good.

Access routes to the west of the station are also blocked, this time by the parkway and the Smithsonian campus, so more than half of the walk circle does not allow for pedestrian paths to the station. Therefore, the role of Silver Hill Road and its pedestrian facilities is crucial. Silver Hill Road does have a sidewalk on its north and south sides. The sidewalk along the federal campus east of the station has a landscaped buffer between the curb and walk, but on the south side of the road the narrow walk is right next to the curb and fast moving traffic.

Table 24 Parking Customer Travel Distances for Suitland Metro Station



Streets connecting to the south side of Silver Hill Road have an incomplete system of sidewalks. The area of single-family houses along Navy Day, Glenn, and Randal Streets lacks any sidewalks which means that pedestrians must walk on the road. Most of Swann Road, an important connecting route, lacks a sidewalk which makes it difficult for residents in this area to walk to the station. Missing street connections from Swann Road to other streets closer to the station mean that pedestrians must walk all the way out to Silver Hill Road instead of taking a more direct route. Indeed, none of the streets south of the station connect to each other in an east to west direction and barriers have been installed between apartment complexes, for instance on Covington Street, to block such connections.

The 2005 *Suitland Mixed-Use Town Center Zone Development Plan* provides detailed recommendations for improvements to the pedestrian realm, including a six-foot buffer strip between curb and walks and a minimum eight-foot walk width, yet the plan relies solely on the implementation by private property owners in conjunction with redevelopment, and in the absence of this new investment no new facilities have been constructed in the station area.

Walk Distance Analysis

The "ped shed" analysis for Parkway Terrace Drive, south of the station and parallel to the parkway, shows how a direct path extends the actual walking distance most of the way to the half-mile walk circle, meaning that residents of the last garden apartment in this complex are still within an easy ten-minute walk of the station entrance. Parcels along Silver Hill Road also have a direct path to the station, so the actual walk extends most of the way to Suitland Road. A lack of even a rudimentary grid makes actual walking distances longer, evident west of the station where apartment buildings near the terminus of Maywood Lane and the quarter-mile circle lie beyond the half-mile circle given the need to go all the way to Silver Park Drive to access public right-of-way. In a small number of cases, informal paths may provide for short cuts, but cutting across private property is necessary.

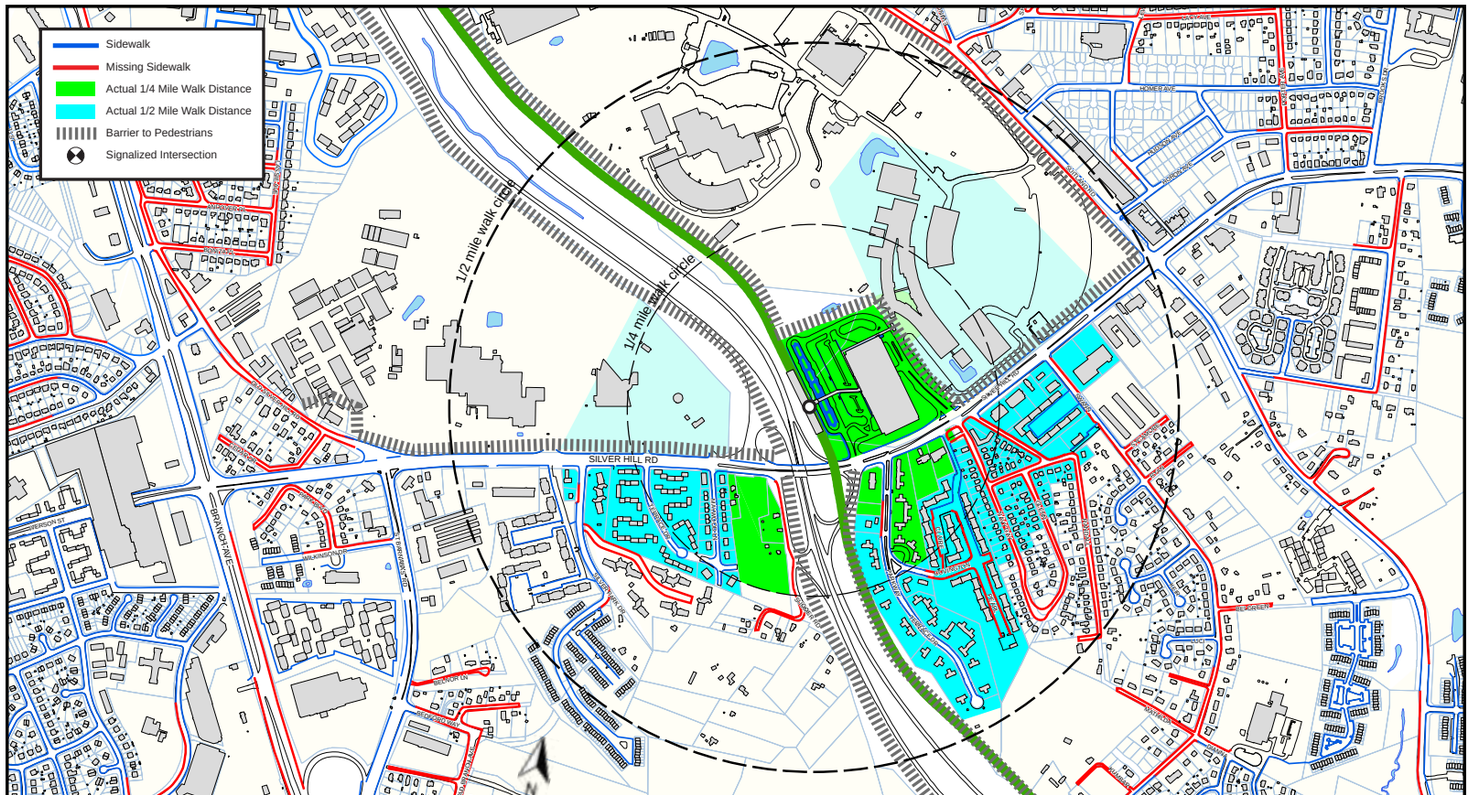


Figure 48 Suitland Sidewalk Survey and Actual Walk Distance

Bicycle Facilities

The lack of any off-road bike trails or marked on-road bike lanes poses substantial problems in the Suitland station area. The station is boxed in by federal property and destinations such as residential subdivisions and shopping centers are beyond typical walking distances. Bicycle facilities would help to bridge some of these gaps. The 2009 *Countywide Master Plan of Transportation (MPOT)* calls for designated bike lanes on Silver Hill Road and Swann Road.

Suitland

Figure 49 Suitland TOD Opportunities and Issues

Opportunities and Challenges

Key Issues:

- Suitland Federal Center is a secure campus with internal retail and restaurants, so the 10,000 employees contribute little to the local economy.
- The perimeter fence around the Federal Center creates physical, visual, and psychological barriers to community integration.
- Federal property lacks any building frontage, creating long stretches devoid of interest to pedestrians.
- Businesses and uses directly across from the station do not relate to transit patrons.
- The former Suitland Manor site has been vacant and available for development since 2007.
- A single owner, Mid Atlantic, owns a majority of commercial frontage at the crossroads of Suitland Road and Silver Hill Road.
- Haphazard juxtaposition of uses and varying quality of property management detracts from the potential for new investment.
- The public realm along Silver Hill Road, including telephone poles, wires, and highway business signs, presents an unattractive street scene.
- Pedestrian facilities are inadequate for a transit station area, especially the narrow sidewalk on the south side of Silver Hill Road.
- Three streets intersect with Silver Hill Road within a 300 foot span near the Navy Day Drive intersection.
- Alignments of private parking lot entrances and public streets are confused and redundant.
- National Park Service controls the design and management of Suitland Parkway and seeks to maintain natural views and limited access.

Land cleared by the Prince George's County Redevelopment Authority, where the Suitland Manor apartments stood, is an opportunity site just over a half mile from the station.

The fence surrounding the Suitland Federal Center displays the physical and social separation of the federal employment center from the Suitland community.

Suitland Station Area Plan

Primary Function: Government campus/retail corridor

Secondary Function: Residential neighborhood

The Vision

The Suitland community celebrates a revitalized town center where the federal campus, retail businesses, and new civic buildings come together at the historic crossroads of Silver Hill Road and Suitland Road.

Lush landscaping along the Suitland-Silver Hill Greenway creates a new green space with a multi-use trail stretching along all the federal property. Improvements along Silver Hill Road encourage federal employees to patronize a variety of restaurants and new shops, the new street life going a long way toward bridging the divide between the community and the campus. New retail has renovated Silver Hill Road in Suitland, with the high traffic counts along that highway attracting major national retailers. Public investments are paying off in new housing construction and attraction of additional federal office use.

Key Elements of the Plan

- Consolidation of streets at Navy Day Drive intersection with Silver Hill Road to foster redevelopment near the station entrance.
- New retail and mixed use development fronting on Silver Hill Road.
- Retail redevelopment at Suitland Road and Silver Hill Road crossroads.
- Boulevard frontage road along south side of Silver Hill Road.
- New Suitland civic campus along Suitland Road.
- Casual restaurant on station property at Navy Day Drive entrance.
- Commercial and office infill development between station entrance and parking garage.
- New residential development on the former Suitland Manor site and other locations.
- New federal office development along Suitland Road on the Suitland Federal Campus.
- Suitland / Silver Hill Greenway, with off-street trail, along federal property to Iverson Mall.
- New street connections from Suitland Road to Swann Road.
- New express bus service to Westphalia and Upper Marlboro.

Figure 50 Suitland Illustrative Development Concept

Development Program

The illustrative plan for the Suitland station area tests the feasibility of certain uses and building types (and related parking) in the available space and the proposed street and block layout. Based on the real estate market analysis, the development program provided here provides an indication of what is possible; many other iterations are possible within the overall framework, and this presentation is for illustrative purposes only.

A **Suitland Station**

Development Program: Hotel and Class A office
Potential Space: 100,000 square feet office and 150 room hotel

The Suitland Station development is proposed for the kiss and ride lot between the station entrance and the WMATA parking garage. A retaining wall and fill expands the space toward the station to accommodate a new six-story hotel with 150 rooms. The hotel would be very convenient to visitors and guests going to the Census Bureau and scientists working late hours at NOAA. To the north of the hotel a four-story 100,000 square foot office building provides new space for professional services and businesses that find proximity to the federal campus useful. Next to the office building, a new structured parking garage offering 760 parking spaces on five levels would serve new development in the area.

B **Suitland Federal Center**

Development Program: Class A office
Potential Space: 575,000 to 1 million square feet

The federal campus at Suitland has enough available land for decades of continued office development. The illustrative plan shows an option for creating new blocks on the east end of the campus. New office buildings with standard 25,000 square feet floorplates front on Suitland Road and Silver Hill Road.

C **Suitland Civic Campus**

Development Program: New civic buildings.

The concept locates a new Suitland Civic Center on the east side of Suitland Road, both as a redevelopment tool to address blighting properties and as a means to focus civic life at the historic crossroads of the community. The civic campus could include a new library, community center, or performing arts center. In front of the civic center the Suitland Square park is a popular meeting place before events and also a lunch time spot for federal works.

D **Suitland Crossroads**

Development Program: Retail shopping center and storefronts.
Potential Space: 100,000 square feet 'big box' retail anchor plus 50,000 to 100,000 additional storefront space in stand-alone and mixed use buildings, 50,000 square feet office.

Heavy traffic volumes on Silver Hill Road bring a market to the Suitland Crossroads area for a variety of retail types. A 'big box' style retail center can be designed with an urban form and generous parking. One option is to locate the building on the southeast corner of the Silver Hill Road and Suitland Road intersection so that the building fronts on the sidewalk along both streets to create a high quality pedestrian environment and meet the town center design standards. Parking is behind the building when viewed from the corner, but is also visible and immediately accessible from both Suitland Road and Silver Hill Road. The site provides excellent circulation with new access roads connecting to a proposed new signalized intersection at an extension of Chlesea Way.

The program calls for a one-story retail building with 100,000 square feet of space at the corner, which helps attract shoppers to additional new storefronts in the area. New vertically mixed use buildings with ground level shops and apartments above are across the highway, and a small office building with ground level retail is located on the southwest corner of the Crossroads.

E **Homer Park Neighborhood**

Development Program: Multi-family and single-family attached residential
Potential Units: 120 Townhouses, 400-600 apartments

The majority of the old Suitland Manor site is redeveloped as a mix of apartment buildings and townhouses, creating a new neighborhood taking its name from a new park along Homer Avenue. Townhouses are served by rear alleys and tuck-under garages to create an urban rowhouse scene along the public streets and around the park. Apartment buildings are clustered near to the Suitland Corners commercial area and across from the new civic center and Suitland Square park. The apartment buildings vary in height from three to five stories depending on the dedicated parking supply for each project, the more dense projects including structured and podium parking.

F **Navy Day Corners**

Development Program: Retail and restaurant storefronts
Potential Space: 14,000 square feet retail

The intersection of Navy Day Drive and Silver Hill Road is a main entrance to the Metro station and also a pedestrian route onto the federal campus. A ready-made opportunity for immediate implementation is the construction of a new casual restaurant with sports bar next to the WMATA garage at the Navy Day Drive entrance to the station. This building is located only 200 yards from the front entrance to the Census Bureau where 6,000 employees work every day.

Redevelopment on the southern two corners at Navy Day Drive provides enough space for up to 65,000 square feet of single-story retail space. New storefronts stretch across uninterrupted frontage to both sides of the intersection, with parking to the rear of the buildings.

G **Parkway View**

Development Program: Multi-family and single-family attached residential
Potential Units: 300 dwelling units

Two sites on either side of Suitland Parkway place residential units within a short walk of the station entrance. To the west of the parkway three condominium buildings with 200 units and 42 townhouses benefit from proximity to Metro and the large greenspace. A new apartment building is shown immediately south of the station, where a laundromat stands.

Figure 51 Suitland Districts and Development Program Concept

Urban Design

Streets and Blocks

At Suitland the basic framework of streets and blocks was set during initial settlement when Suitland Road was constructed leading to the District of Columbia and Silver Hill Road crossed it to create an important intersection. The topography of the Suitland Parkway corridor and other steep slopes led to construction of a series of dead-end streets that only connect to Silver Hill Road. The Plan explores a limited set of projects to create new connections.

A revised block pattern on the former Suitland Manor site is proposed, based in part on the extension of existing streets. Homer Avenue remains in its current alignment. Lewis Avenue is extended past the elementary school toward a proposed urban park, Suitland Road, and in the general walking route to the Metro station. Huron Avenue extends through the mid section of the site, turning up to meet Shadyside Avenue, rather than in its current alignment to Suitland Road. The Hudson Avenue street name is reapplied to the short street that parallels Silver Hill Road from Suitland Road to Chelsea Way. The existing, but undeveloped, Chelsea Way right of way is used to extend Chelsea Way to a proposed new intersection across Silver Hill Road.

South of Silver Hill Road, a new local route is created by extending Sycamore Lane to Suitland Road and also connecting Navy Day Place to Swann Road. These small projects will provide new routes into and out of this residential neighborhood via Suitland Road that do not require use of Silver Hill Road, thereby reducing the traffic and turn movements on the main arterial. A new street between Swann Road and Suitland Road, connecting to Sycamore Lane will encourage development on these large and deep parcels by creating new blocks.

Land on the federal campus can also be divided by continuing this new street north across a new intersection with Silver Hill Road. The alignment midway between Swann Road and Suitland Road would divide the existing 975 foot uninterrupted frontage into two, walkable 480-foot blocks. A new intersection on the federal campus should also be aligned with Homer Avenue at Suitland Road.

Vacation of redundant streets at the intersection of Navy Day Drive and Silver Hill Road will help to consolidate frontage at this important gateway to the transit station and encourage redevelopment. The existing disjointed frontage between Pearl Drive and Navy Day Drive is only 100 feet, and from Navy Day Drive to Randall Road is only 90 feet; the new consolidated frontage will create uninterrupted blocks of 530 feet and 750 feet respectively, which is a vast improvement creating a safe and comfortable pedestrian experience without interrupting streets and intersections. This will present an opportunity for a real urban streetscape (see sketch below) with storefronts up on the sidewalk when combined with the Silver Hill Boulevard project.

Urban Parks and Trails

Perhaps the best existing opportunity to create a new green space in the Suitland community is the proposed Suitland-Silver Hill Greenway that would extend along the whole frontage of the Suitland Federal Center along Suitland Road, along Silver Hill Road to the Metro station, and continue across the parkway and along Smithsonian frontage to Old Silver Hill Road and Iverson Mall. This federal property has available space along its frontage because the existing buildings and security fence are set well back from the roadway. Currently Suitland Road does not have a sidewalk along the federal campus, but there are at least 35 to 45 feet from the curb to the fence that can be used to install a wide multi-use trail with associated landscaping to create a greenway.

Sketch view of Silver Hill Road near its intersection with Navy Day Drive shows a protected slow lane, wide sidewalk, and urban-style storefronts.

This bicycle and pedestrian trail would be the first off-street trail facility in the Southern Green Line project area. In terms of TOD goals, it would provide a safe and convenient route to access the station via bicycle and a recreational amenity that will serve existing residents and new development.

Boulevards and Streetscapes

In addition to the greenway trail which would run along the north side of Silver Hill Road, a second project is recommended to improve the environment along the south side of this six-lane state highway. The proposed Silver Hill Road Multi-way Boulevard project is based on an urban frontage road concept that will create a slow drive lane separated from the faster drive lanes by a small median. Parallel parking is added along the new curb with a wide sidewalk creating an urban streetscape with the storefronts of new buildings set up next to the sidewalk. Private parking would be to the rear of new development. Given that Silver Hill Road is part of all routes to the Metro station, improvements to both sides is crucial to creating a safe and attractive context for new development.

Two new urban park amenities are proposed. The proposed Suitland Square brings a community space on the east side of Suitland Road north of the crossroads. Paired with a new civic building, the square acts as Suitland's front lawn and can be programmed to host major community events. A small neighborhood park is proposed along the north side of Homer Avenue between Lewis Avenue and Porter Avenue. This semi-circular park helps with the site layout for townhouses on this deep half block that currently measures nearly 200 feet from curb to the back of the land owned by the Redevelopment Authority. A small day care use along with tot lot would make the park a popular place for young families.

Figure 52 Suitland Urban Design Concept

Policy recommendations regarding streets, blocks, and urban design features at Suitland are:

1. Establish a final plan for street extensions and vacations in the former Suitland Manor area, with an emphasis on placemaking and a basic grid of streets.
2. Turn the alignment of Pearl Drive to the east to create a new intersection with Navy Day Drive and vacate the current intersection with Silver Hill Road to simplify turning movements and consolidate frontage.
3. Construct a Cul-de-sac at the end of Randall Road north of Navy Day Place, and remove its intersection with Silver Hill Road. Consolidate frontage along Silver Hill Road as part of redevelopment.
4. Extend Navy Day Place to a new intersection with Swann Road.
5. Extend Sycamore Lane to Suitland Road.
6. Work with the General Services Administration, the National Park Service, and the Smithsonian to design and construct a multi-use off street trail and greenway along federal property in the Suitland and Silver Hill communities.
7. Include placemaking urban park amenities in the redevelopment of the former Suitland Manor site.

Future Land Use Plan

The future land use plan for the Suitland station area is consistent with the General Plan which designated the area as a Regional Center in 2002.

Flexible Use

The Suitland Station Area Future Land Use Plan is, in general, in keeping with the spirit and policies of the existing regulatory framework covering the area, the 2006 *Approved Suitland Mixed-Use Town Center Development Plan*. The document states, on page 25, that "the M-U-TC Zone is intended to be flexible and allow the applicant alternatives..." and the future land use plan for the station area follows this approach, specifically with a land use plan that uses a 'flexible' land use category for the majority of frontage along Silver Hill Road and Suitland Road.

Within this 'flexible' use area, consolidation of commercial space to designated shopping center and node areas is recommended, allowing for a transition of some highway frontage between the nodes to other uses, such as high-density residential along the southern frontage of Silver Hill Road at Swann Road.

The location where the vision statement and illustrative plan shows a new Suitland High School, between Hudson Avenue and Shadyside Avenue, is shown on the future land use plan in the flexible category, meaning that if this land is not selected for a new high school or other civic use, the plan is flexible in terms of allowing its use for office, multi-family residential, or retail.

Commercial Shopping Center and Retail Nodes

Where this plan differs with the M-U-TC is in the concept for future use of the former Suitland Manor site northeast of the intersection of Silver Hill Road and Suitland Road. The language in the M-U-TC talks about a "Residential District" (2006 *Approved Suitland Mixed-Use Town Center Development Plan,* p. 33) on "neighborhood streets" located behind the commercial frontage. The current plan suggests that the opportunity exists to combine privately held commercial frontage with property owned by the Prince George's County Redevelopment Authority to allow for deeper commercial frontage along Silver Hill Road, opening up options for 'big box' style retail buildings that would have excellent visibility from the highway where nearly 38,000 vehicles per day pass by.

In addition to retail on the northeast corner of Suitland Road and Silver Hill Road, the plan also requires that the ground level of buildings on the other two corners on the south side of Silver Hill Road and Suitland Road be devoted to the sale of retail goods and services. Given the historic importance of this crossroads to the founding of the Suitland community, and the large number of cars passing through this intersection, ground level retail should be included in any future development. The use of upper levels of new buildings at this location is flexible, meaning it could be a residential or office use.

The other important retail node is at the consolidated Navy Day Drive intersection with Silver Hill Road. A commercial use is required on the ground floor of new buildings at this intersection. On the northwest corner of the intersection, surplus land owned by WMATA next to the commuter parking garage is proposed for a retail use, this being an excellent opportunity for a casual restaurant catering to the lunch time and after work needs of federal center employees.

Residential

Given the large supply of existing multi-family units and existing single family development, the plan calls for residential uses in only a small number of locations, including:

- The back side of the former Suitland Manor site as infill on land not needed for the new retail shopping center, and as a buffer between commercial or civic uses and the existing single-family dwellings.
- On the east end of Silver Hill Road where a site plan has been approved for a large residential building with storefronts.
- Along Swann Road and an extended Sycamore Road.

A site on the west side of Suitland Parkway with access to Silver Hill Road is also planned for high density residential within the quarter mile walk circle to the station entrance, where current residential zoning allows this TOD use.

Office

The plan would allow for office development anywhere in the 'flexible' zone, however, the market study performed for the project does not see any market in the near term for private office space at Suitland. Future development of additional federal office space is accommodated along Suitland Road and Silver Hill Road on the Suitland Federal Center campus.

Policy recommendations for future land use at Suitland are:

1. Maintain the basic recommendations of the Suitland M-U-TC Zone along Silver Hill Road and Suitland Road, except as may be necessary to achieve even greater flexibility in future land use as intended by the proposed 'flexible' land use classification.
2. Allow for the development of deeper commercial blocks fronting on Silver Hill Road east of Suitland Road, and including parts of the former Suitland Manor site, that can be developed as single-story retail buildings without a mix of other uses.
3. Require ground level storefronts at the historic crossroads of Silver Hill Road and Suitland Road and at a consolidated Navy Day Drive intersection with Silver Hill Road.
4. Study the potential need and locations for a new Suitland High School, a new performing arts center, or other civic uses.

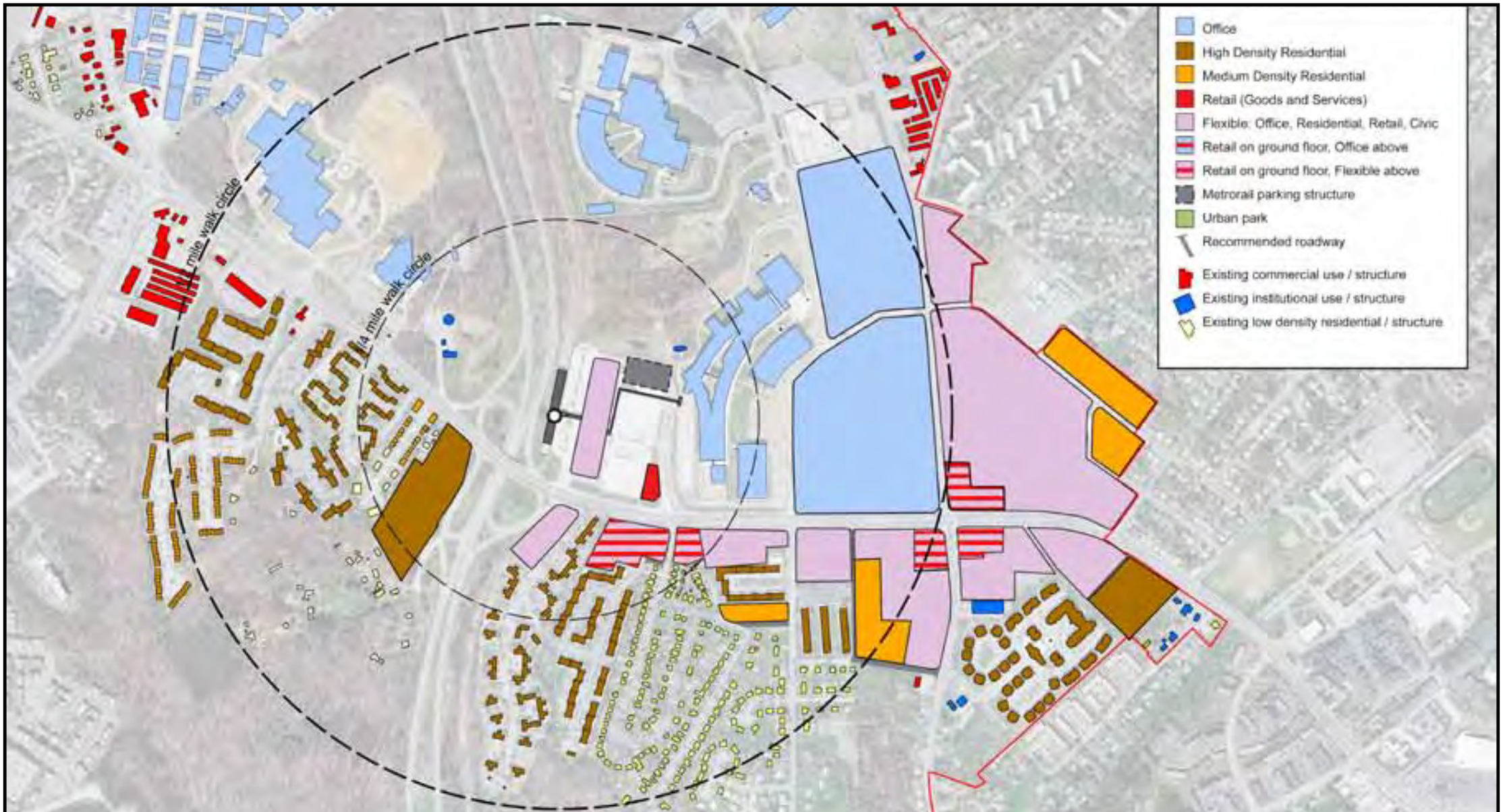


Figure 53 Suitland Future Land Use Plan

Proposed Zoning

The general goals and policies of the existing Suitland M-U-TC are consistent with the approach recommended in the Southern Green Line plan, particularly in terms of providing flexibility regarding land use and the application of urban design standards. However, a number of issues have been identified regarding the Suitland M-U-TC that should be addressed in order to encourage and facilitate redevelopment and reinvestment in Suitland.

The Suitland M-U-TC is ambiguous and unclear in regard to the allowed land uses, both in terms of the geographic extent of the commercial districts (boulevard and main streets) and residential district (neighborhood streets), and also whether or not a vertical mixing of uses is required, or whether or not residential uses can be developed without a vertical mix. The land use table seems to indicate that residential only uses would require a special permit, even in the 'neighborhood streets' area, which includes all of the former Suitland Manor site.

The existing code states that buildings along a 'boulevard' Silver Hill Road and Suitland Roads "should be a minimum of two stories in height" and along 'main street' "shall be a minimum of two stories and a maximum of five stories in height." The intent is clearly to create a more urban street environment in a town center form, however, this requirement can delay and defeat redevelopment proposals that are closer to the market demand, specifically single-story retail buildings. It is not clear if a false facade second floor, as is used for retail designs, would meet the requirement.

In the residential district, building heights "should be a minimum of two stories and a maximum of three stories" (p. 35) and the code is also very prescriptive in terms of materials, requiring brick or stone on 100 percent of three sides of single family houses and all facades of multifamily buildings.

Setback minimums and maximums are also difficult to understand or meet, with some proposed projects exceeding the maximum setback on the boulevard and main streets of 22 feet. The maximum setback in the residential district is 20 feet from the curb. A six foot landscape strip is required between the curb and sidewalk, which can conflict with the utility easement.

The Southern Green Line plan recommends retaining the Suitland M-U-TC, but updating and clarifying allowed uses and standards as necessary to eliminate ambiguities, better clarify when standards apply, and allow greater flexibility.

Specifically, the following recommendations are made to amend the Suitland M-U-TC:

1. Incorporate the Southern Green Line plan's future land use plan for the Suitland station area (as shown in the previous section) into the M-U-TC Development Plan in place of the Suitland Mixed-Use Town Center Concept Plan. The new plan will allow a flexible approach to new land uses within the M-U-TC as outlined in the flexible land use category, i.e., single or mixed use office, retail commercial, and medium and high density residential uses are allowed, while excluding industrial uses and low density residential uses.
2. Require commercial uses on the ground floor of buildings at the intersection of Silver Hill Road and Suitland Road, and at the intersection of Navy Day Drive and Silver Hill Road.
3. Allow commercial uses in the Flexible Zone on the former Suitland Manor site, west of Chelsea Way and south of Homer Avenue, either as stand alone buildings or mixed with other uses.
4. Allow single store commercial buildings anywhere in the areas designated as 'flexible.'
5. Require residential uses to be a minimum of two stories.
6. Eliminate height restrictions for buildings in the Suitland M-U-TC, with the exception of buildings adjacent to existing single-family lots or within 200 feet of existing single-family lots; in those circumstances buildings shall not exceed five stories.
7. Require the following setback and parking layout standards for new commercial buildings along Silver Hill Road and Suitland Road:
   - A landscaped buffer is between the curb and sidewalk with a minimum width of 6 feet.
   - A minimum sidewalk width of 10 feet in the public right of way, or private property, or combination thereof.
   - Any commercial building may have its front facade immediately adjacent to the public sidewalk, in a zero setback site plan.
   - A single bay of parking space can be constructed between the public sidewalk and building front, in a parallel or diagonal configuration, with a total width of the drive lane and parking stall not to exceed 36 feet. If parking is located between the sidewalk and the facade, a ten foot sidewalk must be provided within or adjacent to the public right of way and an additional minimum five foot sidewalk along the front facade of the building.
   - Site plans can propose to construct a protected drive lane and parallel parking as proposed in the Southern Green Line plan, if the total site frontage along Silver Hill Road is at least 300 feet in length, and thereby eliminate the requirement to construct two sidewalks as outlined above, and subject to review and consent of the Design Review Committee.
   - Buildings shall not be setback from the public sidewalk by more than 42 feet.
8. Establish revised standards for building materials on exterior walls to provide more flexibility and a greater choice in materials as long as they are durable and attractive such as brick, stone, stucco, glass, and decorative metals.
9. Require full review of proposed alterations to a structure if the alteration increases the gross floor area by more than 30 percent. If the proposed alteration includes any additions to the front of the building, then the setback requirements must be met.
10. Review the boundaries and extent of the Suitland M-U-TC to ensure that all properties within the boundary are viable components of a mixed use town center.

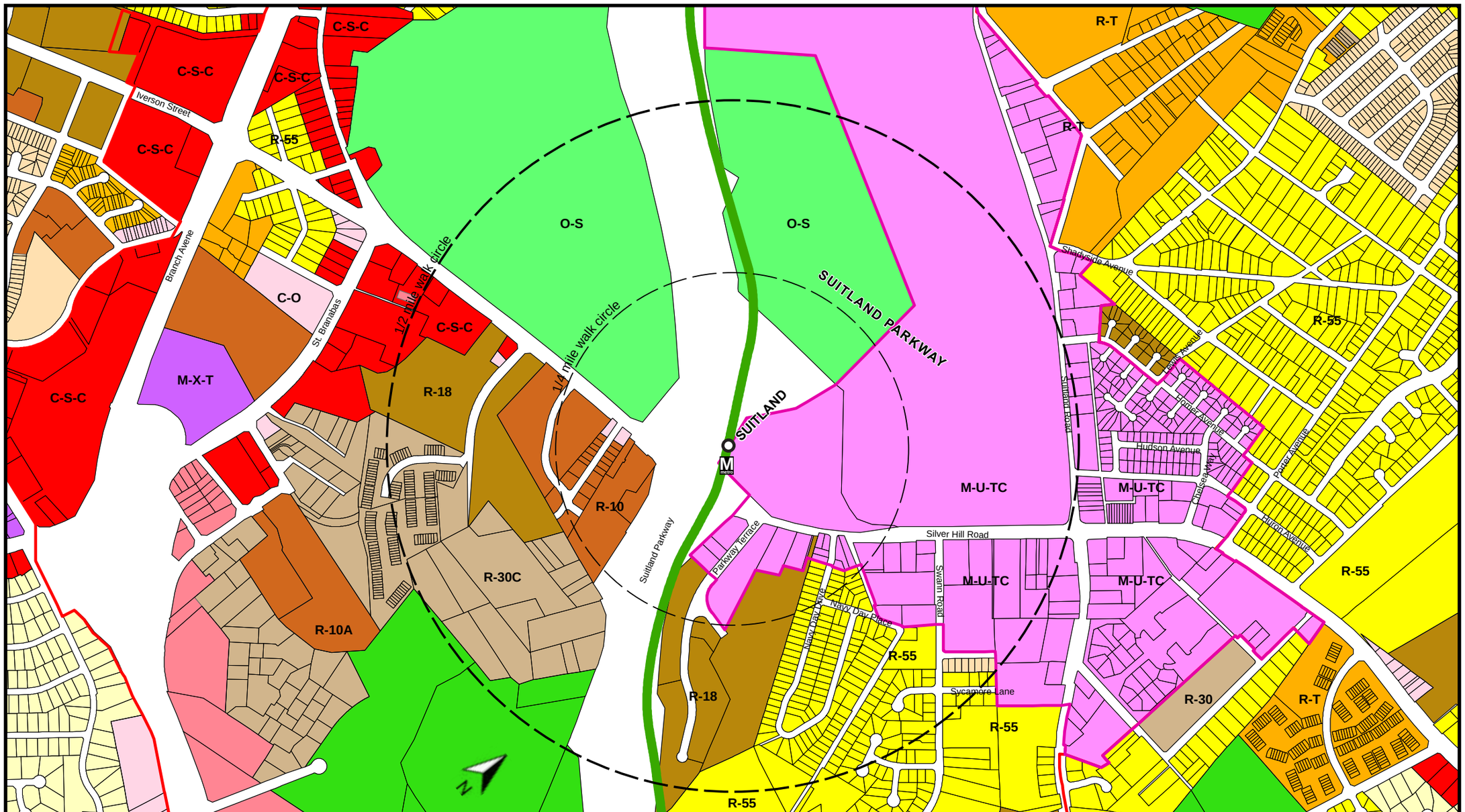


Figure 54 Suitland Recommended Zoning Concept

Suitland Station Multi-modal Mobility Plan

The Suitland Metro station has good access by automobile via Silver Hill Road and Suitland Parkway, but the location of the station is isolated from the surrounding community by the parkway, the highway, and federal property which is not integrated into the local street network. The only pedestrian routes to the Suitland community are along and across Silver Hill Road (MD 485) and all trips from the west of the station must also cross over Suitland Parkway.

Given this context it is difficult to create a grid of local streets in the station area. The plan instead emphasizes improvements to Silver Hill Road and its intersections and also proposes significant new trail facilities. A summary of improvements includes:

- The addition of about 1.5 miles of new streets, with most sections south of Silver Hill Road and east of Suitland Road.
- Nearly 6 miles of sidewalks, with a combination of new sidewalks on both sides of all new streets (3.1 miles) and sidewalk retrofit projects (2.8 miles).
- Just over 3 miles of on-street bicycle facilities are proposed through the potential implementation of bicycle lanes on Silver Hill Road and Suitland Road.
- Nearly 4 miles of new off-street trails are proposed including the Suitland-Silver Hill Greenway project and a section of the Suitland Parkway Trail.
- Daily transit ridership estimated at approximately 3,100 passengers for the proposed Upper Marlboro Express Bus.
- Up to 9,000 new trips by bicycle or walking.

Major Roadway Projects

Navy Day Drive Roadway Consolidation

This project would consolidate the three closely spaced intersections on the south side of Silver Hill Road at Pearl Drive, Navy Day Drive, and Randall Road into one roadway/access point at the Navy Day Drive signalized intersection. This would involve re-routing Pearl Drive to intersect Navy Day Drive to the south of Silver Hill Road. Randall Road would be terminated as a cul-de-sac south of Silver Hill Road or at the southern edge of a parking lot on the back side of a re-configured retail area along the south side of Silver Hill Road. The benefits of this project are improved access, fewer conflict points, and a more pedestrian friendly environment with fewer street crossings. Figure 55 shows this roadway and access consolidation along with the multi-way boulevard described in the next section.

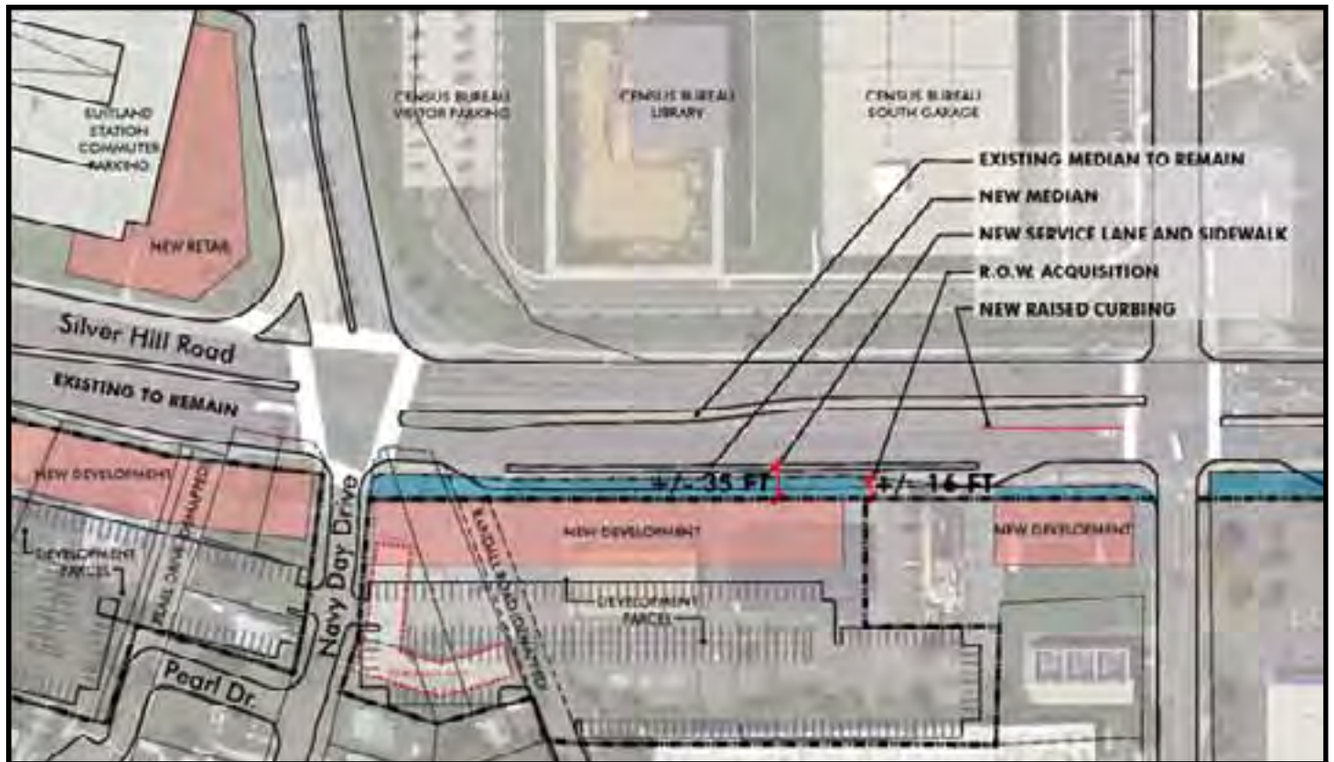


Figure 55 Silver Hill Multiway Boulevard Concept

Silver Hill Road Multi-way Boulevard

In an effort to provide a transformative project that would significantly enhance the roadside environment along Silver Hill Road, a multi-way boulevard section is proposed along the southern/eastern edge of the roadway between Navy Day Drive and Suitland Road, as shown in Figure 56. This concept includes a low speed, one-way access lane that provides local access and parking to the proposed retail frontage along with a highly pedestrian-oriented streetside.

The access lane is physically separated by a raised median from the arterial through lanes. Multi-way boulevards are typically considered where the community's objective is to accommodate urban mixed use or residential development and a walkable environment on corridors with high traffic demands – characteristics that accurately describe this section of Silver Hill Road. Because of concerns with traffic congestion on Silver Hill Road east of Suitland Parkway, it is recommended that the existing Silver Hill Road section be maintained, and the access lane for the multi-way boulevard be constructed at the southern/eastern edge of the roadway. As such,

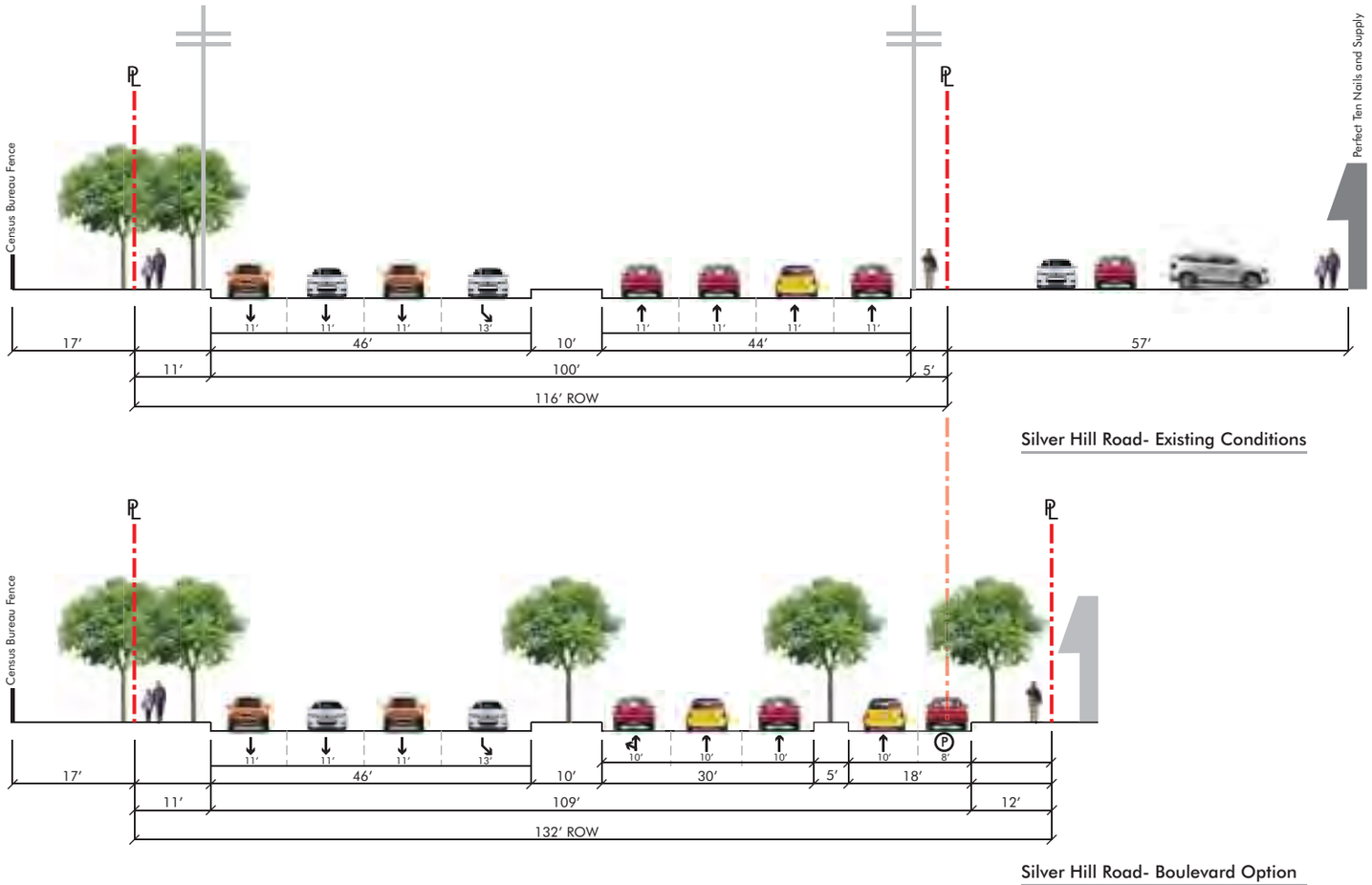


Figure 56 Silver Hill Road Multiway Boulevard Concept Section

the eastbound direction would continue to have three through lanes. However, the existing eastbound right turn lanes at the Swann Road and Suitland Road intersections would be removed.

Intersection design is one of the most challenging aspects of implementing a multi-way boulevard. If the access lanes are carried all the way to cross streets, there can be additional conflict points between traffic turning from the central through lanes and traffic either proceeding straight or turning from the access lane. To limit the potential for conflicts, the Silver Hill Road concept proposes to merge the access lane back into the central through lanes prior to the signalized intersections at Swann Road and Suitland Road. Because of this merge prior to the intersections, it may be desirable to physically prevent vehicles exiting the access lane to immediately weave across to the left turn lanes at Swann Road or Suitland Road by constructing a narrow island on the right edge of the left turn lane(s). In addition, to slow vehicles entering the access lane to appropriate low speeds, it may be desirable to place a speed table at or near the entry point to the access lane.

A potential alternative to the multi-way boulevard concept on Silver Hill Road, or an interim approach, would be to implement off-peak on-street parking within the outside eastbound lane adjacent to the proposed fronting retail development. Along with provision of a wider sidewalk, this would be a less expensive treatment to improve the pedestrian environment, although it would likely not be as effective as the multi-way boulevard concept.

Suitland Parkway/Silver Hill Road Interchange
This project includes the following elements:

- A new multi-use path (the Suitland-Silver Hill Greenway) on the north side of Silver Hill Road from Branch Avenue to Suitland Road.
- Intersection improvements at the Metro access signal just east of Suitland Parkway.
- Modifications to the Suitland Parkway ramps at Silver Hill Road, and the reconfiguration of the Silver Hill Road/ Maywood Lane north approach.

The purpose of the ramp reconfigurations is to slow down vehicles turning onto or off of these ramps at the crossing points where pedestrians or bicyclists would be encountered in order to make the intersection crossings safer for non-motorized users. The roadside environment on Silver Hill Road today is very unfriendly to pedestrians. The ramps themselves are challenging to cross because the angles of the ramps with Silver Hill Road encourage high speed turns, which further discourage motorists from yielding to crossing pedestrians. The angle of the Maywood Lane north approach results in a very wide, undefined space that creates an unsafe crossing location for pedestrians. The concept shows the turning radii of ramp and street intersections tightened up to help slow turning vehicles to appropriate speeds for safer pedestrian crossings, as well as the use of high-visibility ladder style crosswalks.

Due to existing constraints on the Suitland Parkway bridge and the National Park Service position of not wanting to make changes to the bridge, the multi-use path shown on the north side of Silver Hill Road would likely have to narrow down to the existing sidewalk width for the length of the bridge. Installation of pedestrian level lighting as wall scones along the bridge's sidewalk would not disturb the viewsheds along Suitland Parkway.

Figure 57 Recommended Suitland Parkway Ramp Improvement

Suitland Road Complete Street

A complete street concept is proposed for Suitland Road to the northwest of Silver Hill Road, as shown in Figure 58. The concept reallocates the space within the existing curb to curb width to allow designated bicycle lanes and on-street parking on the north side of the street, while maintaining a three-lane roadway section that provides one travel lane in each direction and a center two-way left turn lane. In addition, there is space available on the west side of the road adjacent to the Suitland Federal Center to provide at minimum, a 7-foot sidewalk, but preferably a 12-foot multi-use path, which would be separated from the roadway by a 10-foot landscape buffer creating the eastern segment of the proposed Suitland-Silver Hill Greenway.

With a significant amount of new development and redevelopment proposed for the Suitland Manor area, the Suitland Road complete street concept provides facilities to help residents and visitors connect safely and easily to the Suitland Metro Station, particularly if the multi-use path is provided along the south side of the road. Intersection and mid-block crossings are quicker and safer for non-motorized users with the proposed cross section versus a wider roadway.

It is recognized that the heavy peaking characteristics on Suitland Road make the section from Silver Hill Road to the northwest end of the Suitland Federal Center a candidate for widening to a four-lane section. However, it is recommended that the section be optimized to the fullest extent prior to any consideration of widening through strategies such as signal timing optimization and transportation demand management (TDM) at the Federal Center (including carpooling, flexible work hours, telecommuting, etc.). Due to the large workforce at the Federal Center, TDM strategies may be particularly effective in reducing the peak hour traffic demand on Suitland Road.

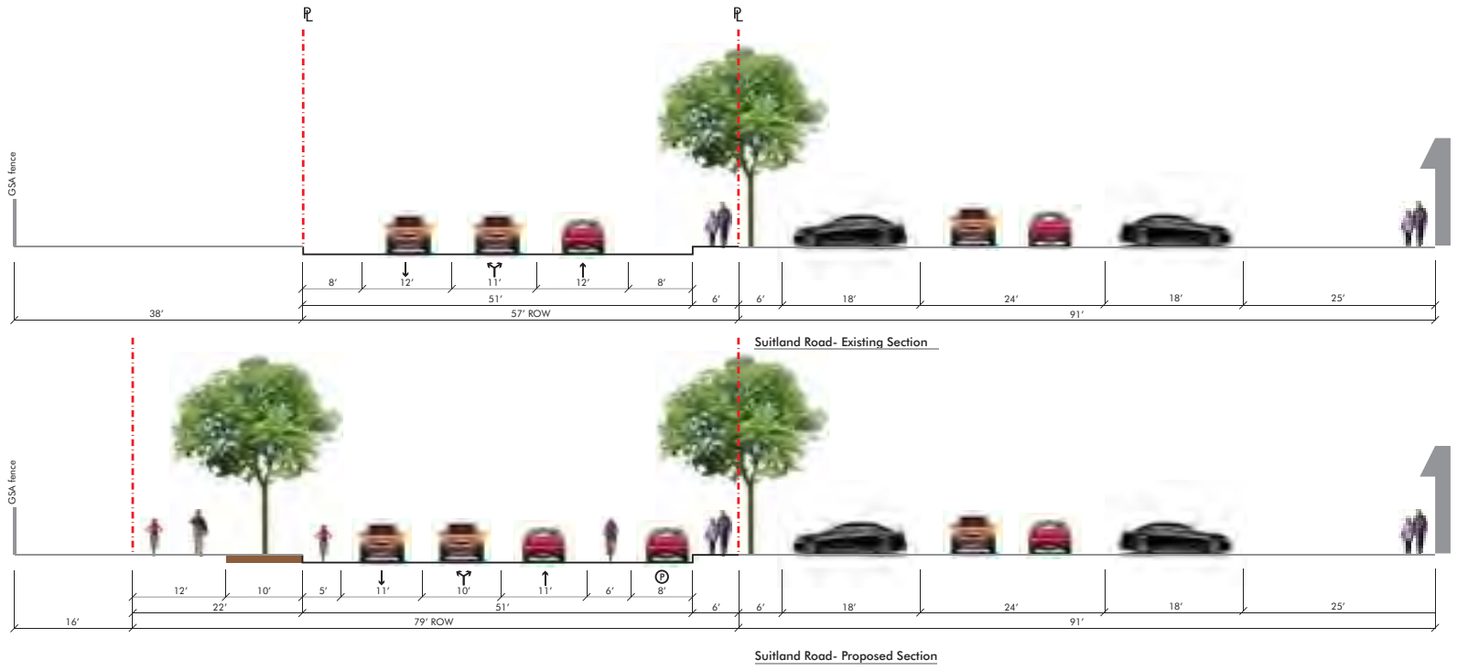


Figure 58 Suitland Road Complete Street Section

Metro Station Access and Circulation

The Suitland Station is situated on the north side of Silver Hill Road, immediately east of Suitland Parkway, with the Metro station running north/south along the western edge of the WMATA property. Modifications to the bus and private vehicular circulation at the station are proposed (see figure 59, page 116) in order to make the best use of the available land and facilitate infill development on WMATA property. The recommended circulation modifications are described below by mode.

Bus

Buses can enter the site from signalized intersections at Navy Day Drive or Suitland Parkway. Because the analysis of bus bay utilization showed that the existing bus plaza has twice the needed capacity, the recommendation is to move bus drop off and pick up to the wide sidewalk immediately in front of the station building. Buses would circulate in a counter-clockwise direction to nine sawtooth bus bays. The eastern half of the existing bus loop would be shared with kiss and ride vehicles.

Private Vehicles

The kiss and ride roadway is located on the eastern half of the existing bus loop, which is proposed to be a two-way street with adjacent short-term parking, drop-off, and pick-up lanes on both sides of the street. Kiss and ride vehicles entering from Navy Day Drive would proceed around the new northern parking garage, then turn left onto the kiss and ride street, exiting at the Suitland Parkway ramps intersection. The new roadway on the west side of the hotel and office block is proposed to be a two-way street providing front door access to the development parcels, as well as a drop-off, taxi staging area shared

by the hotel and station.

Parking

The existing garage remains as is with a total of 1,665 parking spaces. A new smaller garage constructed on the block to the north can accommodate 912 spaces. Access to each garage is provided either via Navy Day Drive or the new street between the parking garages and the hotel and office block. A pedestrian plaza and walkway is retained in its existing location aligned with the security entrance to the federal center.

Proposed Bus Service Expansion

Figure 60 reveals the parking 'shed' for the Suitland station, based on WMATA SmartCard data randomized to the Census block level. The data shows that a majority of Metrorail patrons are coming from the Suitland and Morningside communities to the north and east of the station, but also from further out in the direction of Upper Marlboro, and the intersection of Croom Road and Highway 301, suggesting an access route that includes MD 4 and Suitland Parkway.

Based on this analysis and the growth that will occur near the intersection of MD 4 and Suitland Parkway in Westphalia, a new commuter service is recommended that would serve Upper Marlboro, originating at the Equestrian Center with stops at the County Administration Building, and a proposed Westphalia park and ride lot. Based on results from the County's travel demand model, this new express route is projected to serve approximately 3,100 passengers per day.

Only seven of 13 bus bays at Suitland are currently used by buses in service. Based upon existing peak frequencies of 26 buses per hour, only five bays are needed, indicating the station has a surplus of bus capacity. Additional service is anticipated in the 2008 *Transit Service and Operations Plan*. Only the new route, designated Suitland-Westphalia Town Center-Largo Town Center, would increase peak service. The recommended express bus route from Upper Marlboro would add four buses per hour. With this route and the new crosstown a total of 32 buses per hour would use the station, requiring 6 bus bays.

In summary, the Suitland Station has about twice as many bus bays as are needed to accommodate existing and proposed services. This surplus provides several opportunities to reconfigure the

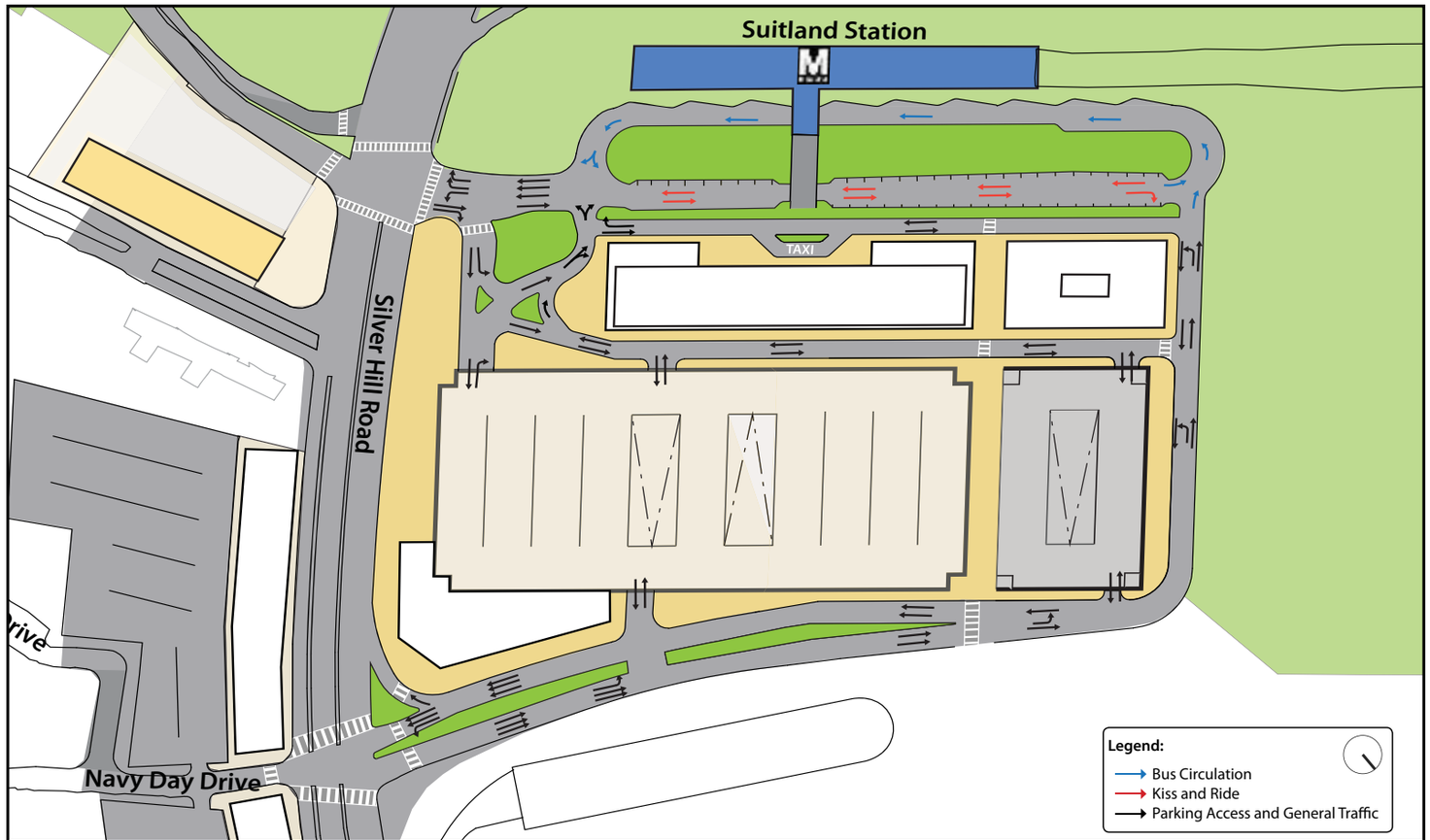


Figure 59 Suitland Station Access and Circulation

arrangement of the current bays to bring them closer to the rail platform and reposition the remaining area for development or a relocated kiss and ride function. The station circulation concept in Figure 59 proposes a total of 9 bus bays (8 bays of 66 feet, and 1 bay of 72 feet to accommodate an articulated bus).

Pedestrian and Bicycle Recommendations

Pedestrian and bicycle access to the Suitland Metro station is entirely dependent on facilities along Silver Hill Road, which is MD 458. This six lane highway designed and maintained by the State Highway Administation is a major challenge to cross and currently lacks complete pedestrian facilities at three intesections in the station area. The recommended pedestrian and bicycle facilities, listed in Table 25 and shown in Figure 61, focus on improvements along MD 458, rating a number of these projects as a high priority for creating transit-oriented development in

Suitland

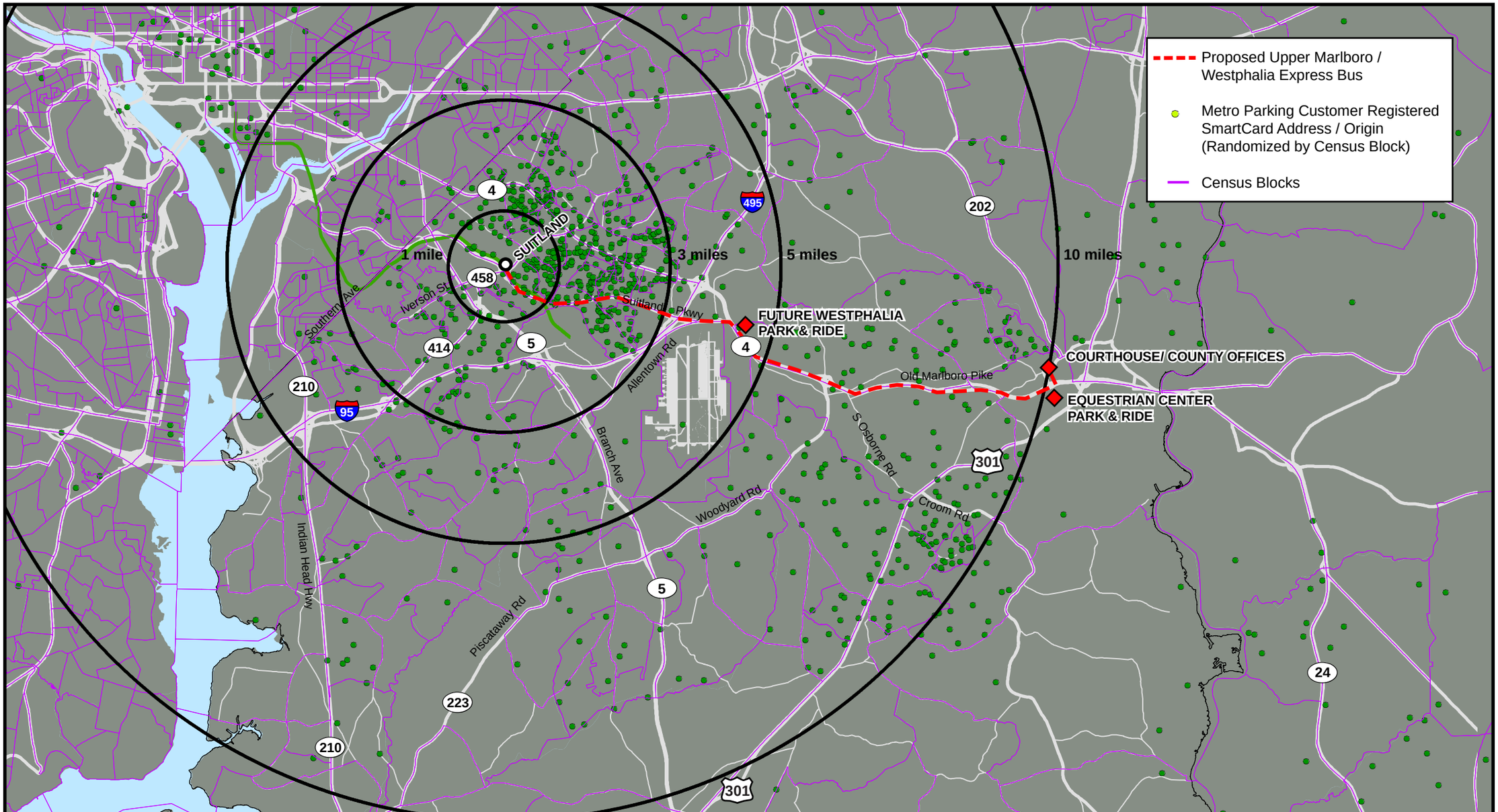


Figure 60 Title Here

Suitland. Improvements on the station property are also important to pedestrian access.

Eight projects are identified as high priority projects:
Projects 1 and 2: There are no pedestrian facilities provided today along obvious desire lines at the entrance to the station from Silver Hill Road. The fence attempting to block this path should be removed and a new sidewalk constructed on the east side of the Metro access road from Silver Hill Road toward the bus platform. New crosswalks should be striped to the bus platform along pedestrian desire lines, both from the new sidewalk described here and the existing sidewalk from Silver Hill Road to the west side of the bus platform.

Project 3: In order to encourage interaction and economic development between federal employees on the campus and the Suitland community, an inviting pedestrian environment must be on routes leading to entrances. There is an obvious pedestrian desire line, demonstrated by a worn path alongside the roadway, along the east side of Navy Day Drive from Silver Hill Road to the Census Bureau secured entrance point and a sidewalk should be provided in this location.

Projects 5, 6, and 7: The three intersections that cross MD 458 in the station area at the Metro access road, Navy Day Drive, and Swann Road, all lack crosswalks on their eastern leg. Full crosswalks and countdown timer signals should be installed to facilitate access to the Metro station and the campus at these signalized crossings.

Project 12: As described earlier in the major roadway project section, the current configuration of on and off ramps to Suitland Parkway from Silver Hill Road are a great challenge to pedestrians accessing the Metro station. These ramps should be reconfigured to tighten the turning radii to facilitate slower vehicle turning speeds and a more pedestrian friendly environment.

Project 15: The proposed Suitland-Silver Hill Greenway has as its main feature an off-street multi-use trail. This project has the ability to serve as a catalyst for the transformation of the pedestrian environment near the Metro station into one that is significantly more friendly and safe. There is space available to complete this project, but it would need to be closely coordinated with the

Table 25 Suitland Recommended Bicycle and Pedestrian Facilities

Number	Location	Improvement	Existing Issue	Priority
1	Metro Access Road, east side of road from Silver Hill Road to bus plaza	Add sidewalk	Missing sidewalk in obvious worn pedestrian path to bus plaza and station entrance	HIGH (WMATA)
2	Bus plaza area	Stripe crosswalks across busway to bus plaza along pedestrian desire lines	Crosswalks would indicate crossing point to bus plaza and station entrance.	HIGH (WMATA)
3	Navy Day Dr. entrance to Metro station, from Silver Hill to Census security gate.	Add sidewalk	Missing sidewalk along obvious worn pedestrian path from Silver Hill to entrance to Federal Campus. Sidewalk would encourage employees to walk outside the campus area.	HIGH (WMATA/ GSA)
4	Navy Day Dr. intersection with Metro garage entrance	Improve crosswalk striping and add curb ramps	Faded striping and crossing lacks curb ramps	MEDIUM (WMATA)
5	Silver Hill Road intersection with Metro Access Road	Stripe crosswalks and provide countdown timer signals	The intersection lacks crosswalks on the eastern leg. Countdown timers help pedestrians know the time left to cross.	HIGH (SHA)
6	Silver Hill Road intersection with Navy Day Dr.	Stripe crosswalks and provide countdown timer signals. Remove free right turn lane from Navy Day Dr. Metro exit.	The intersection lacks crosswalks on the eastern leg. Countdown timers help pedestrians know the time left to cross. The free right turn at the intersection creates an additional crossing for pedestrians and encourages higher speed traffic.	HIGH (SHA)
7	Silver Hill Road intersection with Swann Rd.	Stripe crosswalks and provide countdown timer signals	The intersection lacks crosswalks on the eastern leg. Countdown timers help pedestrians know the time left to cross.	HIGH (SHA)
8	Silver Hill Rd, south side from MD 5 to Suitland Rd	Widen sidewalk on south side to minimum of 8 feet	Existing sidewalks are only 5 feet and located at the back of the curb adjacent to heavy and high speed traffic on highway.	MEDIUM
9	Swann Rd, from Silver Hill Rd to Meadowview Dr	Add sidewalk	Missing sidewalks	MEDIUM
10	Parkway Terrace	Add sidewalk	Missing sidewalk on west side of road	MEDIUM
11	Navy Day Dr. intersection with south side of Silver Hill Rd	Consolidate three intersections to one intersection at Navy Day Dr.	Removing the intersections of Pearl Dr. and Randall Rd with Silver HIll Rd will substantially improve the pedestrian environment, by reducing the number of street crossing from three to one.	MEDIUM

Figure 61 Suitland Recommended Bicycle and Pedestrian Facilities

Maryland State Highway Administration (SHA) and General Services Administration (GSA) and Smithsonian Museum Support Center. This project could potentially be divided into two phases. The first being east of Suitland Parkway (Phase 1) and the second, west of Suitland Parkway (Phase 2).

Policy recommendations to increase multimodal mobility in the Suitland station area include:

1. Remove the Pearl Drive and Randall Road intersections with Silver Hill Road, and consolidate traffic access to the Navy Day Drive intersection.
2. Work with SHA, the GSA, and private property owners to improve the pedestrian environment and redevelopment potential along Silver Hill Road from Suitland Parkway to Suitland Road. Continue planning for a multiway boulevard along the south side of Silver Hill Road, including a slow drive lane and parallel parking lane utilizing existing right of way and private property.
3. Work with SHA and the National Park Service to reconfigure ramp termini to and from Suitland Parkway, to reduce turning radius and intersection widths to improve pedestrian crossing in the Metro station area.
4. Work with SHA to implement Suitland Road Complete Street projects, that will include on-street bicycle lanes.
5. Study the potential for a new express bus service from the Suitland Metro station down Suitland Parkway to MD 4, to serve Westphalis and Upper Marlboro.
6. Promote the proposed Suitland-Silver Hill Greenway concept and improved access to the Metro station via an off-street multi-use trail on the Suitland Federal Center frontage along Suitland Road and Silver Hill Road, along Smithsonian property frontage along Silver Hill Road, and continuing to MD 5 and Iverson Mall.
7. Improve the pedestrian facilities across Silver Hill Road in the Metro station area, including intersections with the Metro access road, Navy Day Drive, and Swann Road.

Table 25 (continued) Suitland Recommended Bicycle and Pedestrian Facilities

Number	Location	Improvement	Existing Issue	Priority
12	Suitland Pkwy ramps at Silver Hill Rd	Reconfigure ramp termini with reduced radii	Existing ramp configuration encourages high speed turns and discourages motorists yielding to crossing pedestrians; sight distance is also an issue at the eastbound ramps intersections directly adjacent to the Metro station entrance	HIGH (NPS/SHA)
13	Maywood Ln at Silver Hill Rd	Reconfigure angle of north approach for improved pedestrian crossing.	Existing street angle creates a wide intersection, encourages high speed turns, and discourages yielding to pedestrians.	MEDIUM
14	Smithsonian campus entrance at Silver Hill Rd	Install flashing beacon at marked crosswalk	Existing 6-lane roadway is challenging to cross at this uncontrolled location; flashing beacons proven to increase yielding to crossing pedestrians	MEDIUM
15	North side of Silver Hill Rd and west side of Suitland Rd, along federal frontage	Add off-street multi-use trail along the Federal Campus frontage, across the pkwy, along Smithsonian frontage to Old Silver Hill Rd and to MD 5 and Iverson Mall	The Suitland-Silver Hill Greenway off-street trail would greatly enhance the pedestrian and bicycle environment, improving access to the Metro station and connection between neighborhoods.	HIGH
16	Suitland Rd	Construct median refuge and curb extensions and install flashing beacon	Existing mid block crossing can be challenging in this long stretch of road without a signalized intersection.	MEDIUM
17	Shadyside Ave intersection with Suitland Rd	Add crosswalks on all approaches and provide countdown timers. Add sidewalks on east side of Suitland Rd.	Missing sidewalk south of intersection. Intersection lacks any pedestrian facilities, including crosswalks	MEDIUM
18	Silver Hill Rd, MD 5 to Suitland Rd	Add bike lanes	Roadway proposed to have bike lanes in CMPOT, but unless roadway is subject to lane reductions it may not be possible to provide space for bike lanes. High speed traffic will remain challenge to use by bicyclists.	LOW
19	Suitland Rd	Add bike lanes	Roadway proposed to have bike lanes in CMPOT. Lanes can be added north of Silver Hill Rd by marking existing shoulders and south of Silver Hill Rd by prohibiting on-street parking	MEDIUM
20	Suitland Parkway	Continue off-street trail along Suitland Parkway	Extend the regional Suitland Parkway Trail as a recreational amenity	LOW

Chapter 5

Naylor Road Station

Naylor Road

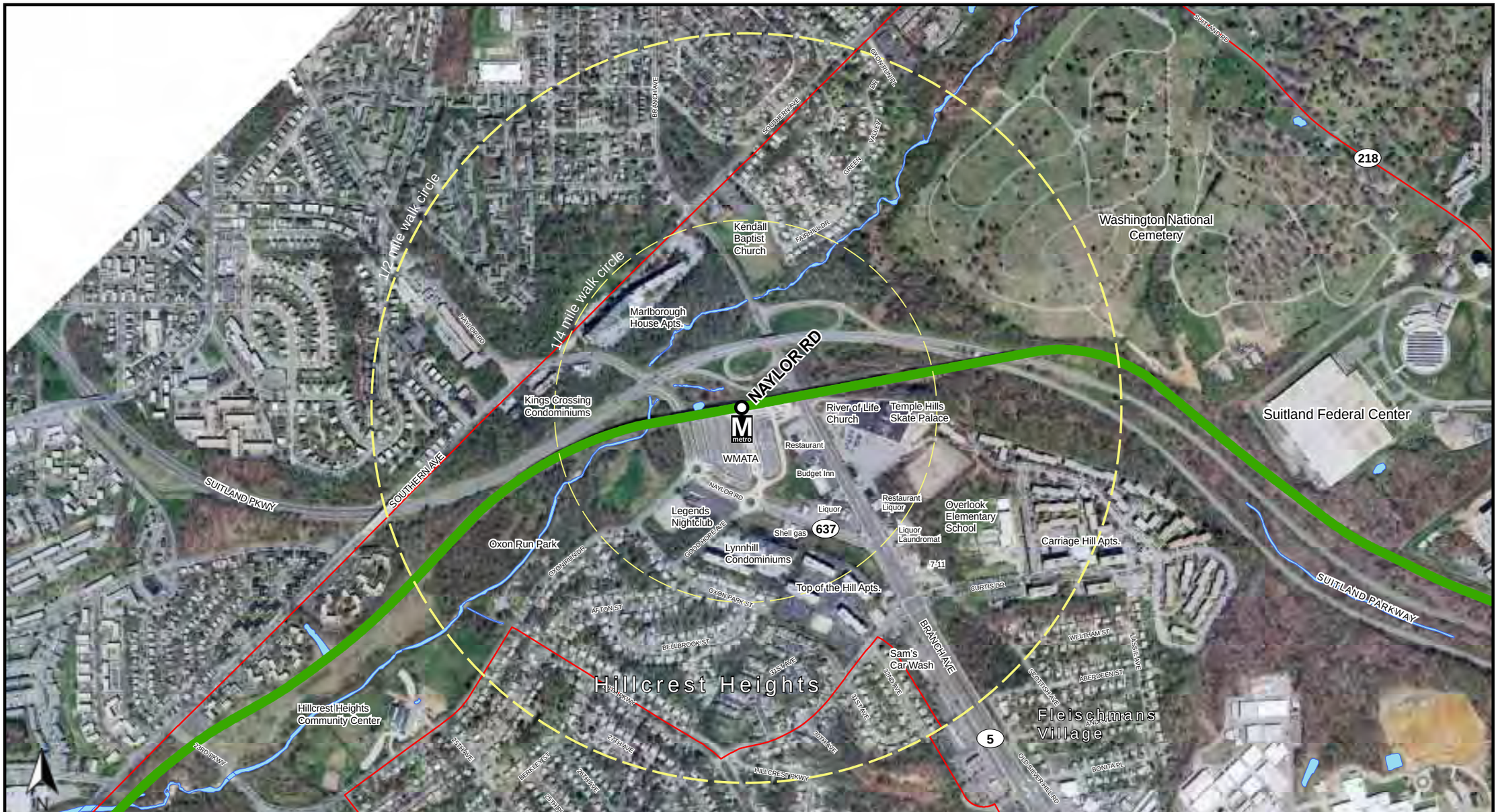


Figure 62 Naylor Road Overview

Naylor Road

Station Area Overview

Naylor Road Metro Station is located at the northernmost corner of the Hillcrest Heights neighborhood between Naylor Road (MD 637), Branch Avenue (MD 5), and Suitland Parkway. The confluence of these three roadways carrying high volumes of traffic passing between the District and the county makes the Naylor Road Metro Station Area an important gateway into Maryland and Prince George's County. But what is most striking about the area is how quickly the relatively urban environment of the District, with narrow two lane roads, changes to the wide open suburban highway environment that is MD 5.

The alignment of the Green Line parallels Oxon Run as it continues northeast from the Southern Avenue Metro Station, crossing into the Suitland Parkway corridor immediately west of Naylor Road. From there, the parkway and the Green Line both follow a tributary of Oxon Run to the east of the Naylor Road Station, utilizing the topography of stream valleys for major transportation infrastructure, in areas that were too difficult to farm or parcel for development.

The land form and roadways create a unique location for the station with the parkway framing the station, and separating it from neighborhoods to the north. The station itself is also different in that the guideway is elevated, crossing over Naylor Road and Branch Avenue, with an elevated center platform that is visible from a distance and that affords views from the platform of the surrounding area, unlike the below grade platforms at the other three Southern Green Line stations. The station spans the distance between Naylor Road and Branch Avenue. Its associated parking and bus bays occupy more than half of the triangle of land formed by the juncture of these two roads. Given this relatively small site, the Naylor Road station has by far the smallest number of parking spaces of any of the four stations.

Branch Avenue, or MD 5, is a dominant presence in the station area as it transitions from two lanes north of the parkway to six lanes at Curtis Drive. In fact the station might have been named Branch Avenue since the station sits directly adjacent to the road—much closer than at the station labeled Branch Avenue Metro Station two stops away, which is actually more than a half mile from MD 5 on Auth Way. But the commercial development along MD 5 leading to the Naylor Road station seems so highway oriented and the environment so hostile to pedestrians that the station seems curiously disconnected from the major roadway. The station site itself even has a tall berm that separates the short term parking from the backs of businesses that front on Branch Avenue. In this sense the station is clearly turned toward Naylor Road, and most pedestrians use Naylor to access the bus plaza leading to the station entrance. But Naylor Road is also cut off from the high density development immediately south of the station by a change in elevation and a discontinuous street network.

To the east of the station, on the east side of Branch Avenue, is a former shopping center that now houses a church and roller skating rink. This property is a prime redevelopment site for transit-oriented development. An investor has developed two different schemes for reusing the site, both of which have stalled out. Other key sites in the area include an undeveloped block on the southeast corner of Curtis Drive and MD 5, and an underutilized block that is mostly vacant save for a nightclub at Oxon Run Drive and Naylor Road.

With the big apartment buildings, night club, motel, and numerous liquor stores, the area surrounding the station is quite different from the quiet residential streets of the rest of Hillcrest Heights or Fleischmans Village east of Branch Avenue. As a gateway to the District, by car and Metro, the area has a transient feel to it, and in its current state is seen as a focus of problems and crime by many neighborhood residents. But the potential for change and improvement is also clear, given that a small number of redevelopment projects could quickly turn the area around.

View from the elevated station platform showing station parking and apartment buildings on a low bluff south of the station.

The difficult pedestrian environment along Branch Avenue, which is state highway MD 5.

Naylor Road

Land Use

The Naylor Road Metro Station is essentially an island since the station, along with its parking lot and a few commercial uses, is separated from the surrounding area by Branch Avenue, Naylor Road, and the Suitland Parkway. Except for a small portion of commercial to the northwest of the station area and two properties on Naylor Road, all of the commercial uses are located along Branch Avenue with a shopping center built at 0.3 floor area ratio (FAR) across from the station to the east and commercial properties of .1 FAR farther south along Branch Avenue.

Almost all of the high-density residential in this area is within the half-mile walk circle. The highest-density residential development is across Suitland Parkway to the northwest of the station and has 44 DU/acre. The other high-density residential developments are across Naylor Road to the south of the station and across Branch Avenue to the east. It should be noted that there are no residential uses located immediately adjacent to the station and that a large portion of the area in the quarter mile, and to some extent the half mile, is in the Suitland Parkway right-of-way along with, to a lesser extent, Branch Avenue and Naylor Road.

To the southwest there are two garden apartment buildings along with a large institutional use and open space. To the south of the station past the high-density developments there is a townhome development which has a density of 23 DU/acre. The remainder of the land beyond the high-density and townhome developments to the south of the station is used for single-family homes which go from a density of 8.3 DU/acre closer to the station and become less dense the farther from the station, with a density of 5.9 DU/acre.

There is an extensive amount of open space across Suitland Parkway to the northeast of the station. In addition, there is a residential subdivision built at 5.9 DU/acre. These uses are cut off from the station area due to the size of the right-of-way for Suitland Parkway.

The vast majority of development for the Naylor Road Metro Station Area is located to the south of the station due to the size of the right-of-way for Suitland Parkway, the county border to the west/northwest, and the large amount of open space to the northeast. The densest development is largely to the southeast either adjacent to or following Branch Avenue. While there are moderate density residential developments to the west, for the most part the southwest/west are dominated by open space, an institutional use and single-family development that becomes less dense farther away from the station.

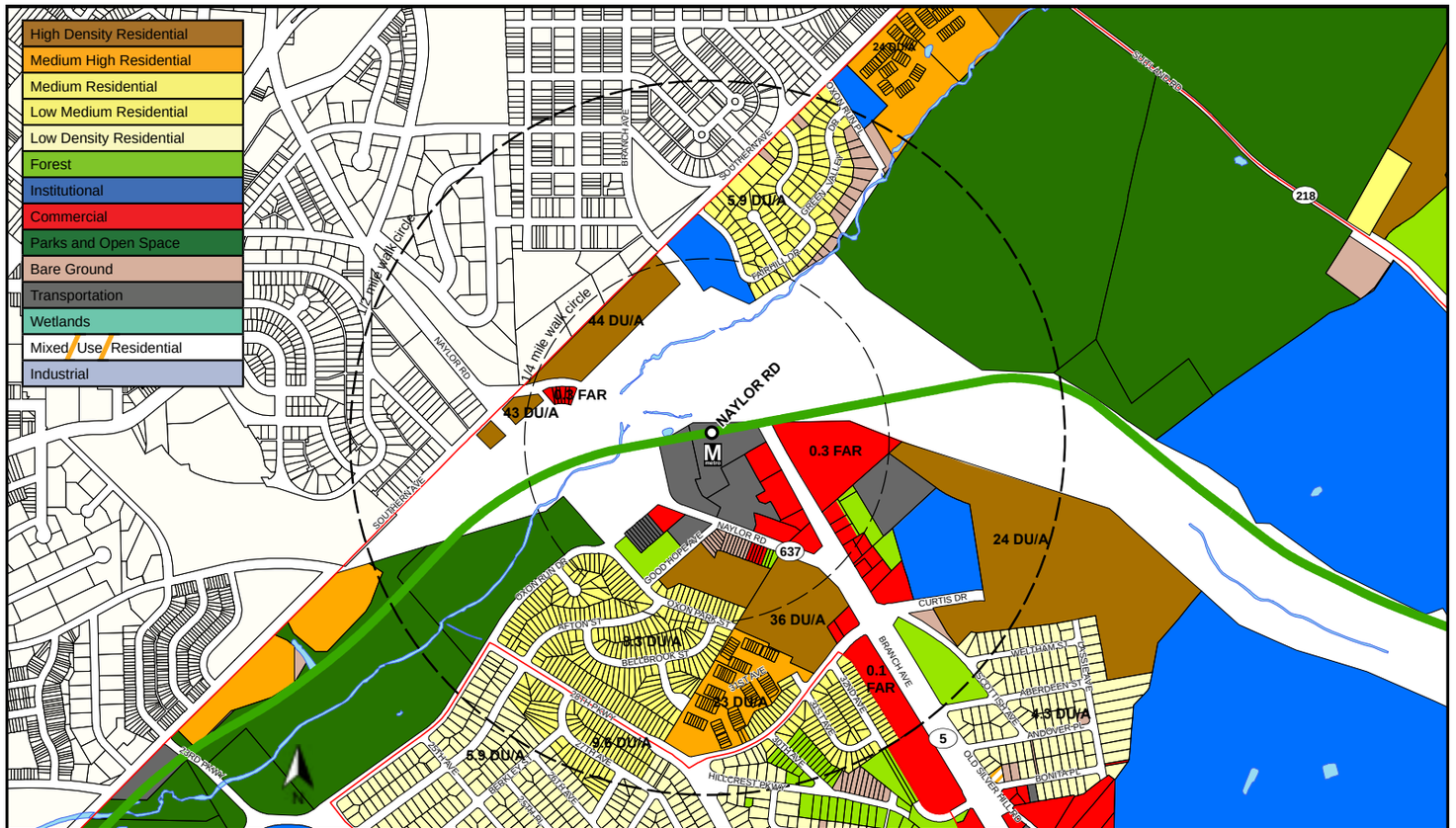


Figure 63 Naylor Road Existing Land Use

Zoning

Zoning surrounding Naylor Road station allows for increased density on property closer to the Metro station; however, this zoning and the multifamily residential in the area may pre-date the decision to site the station. In 2008, the *Branch Avenue Corridor Sector Plan* consolidated a hodge-podge of C-O, C-S-C, and R-10 (multifamily high-density residential) zoning around the station into areas zoned M-X-T, or mixed-use transportation. The M-X-T zone was identified as "the closest zoning technique available to the county to adequately implement the vision of the sector plan for mixed-use development at key locations," (page 106 of the plan) with the expectation that the zoning would be amended over time to improve its effectiveness.

Open Space Zones: The northern end of Oxon Run Park is within the vicinity of Naylor Road Metro Station. By far, the largest portion of open space zoning in the area is zoned O-S (open space) which allows for low-intensity residential (5 acre) development as well as conservation of land for agriculture, natural resource use, large-lot residential estates, and nonintensive recreational use. Near the station, this includes National Cemetery and Overlook Elementary School. It should also be noted that Suitland Parkway may be viewed very similarly to the O-S zoned properties, presenting a wooded natural resource and very large barrier to development.

Residential Zones: Few single-family detached properties are zoned within the half-mile walk circle from the station, with the exception of an R-55 (one-family detached residential) enclave located north of Suitland Parkway. A cluster of R-18 (multifamily medium density residential) and R-10 are located to the east of the station, allowing apartment complexes over 12 units per acre.

Commercial Zones: There are very few commercially zoned properties in the area, given the consolidation to M-X-T.

Industrial Zones: There are no industrial zones in the vicinity of Naylor Road Station.

Mixed-Use Zones: M-X-T (mixed-use transportation oriented) zoning provides locations for a variety of residential, commercial, and employment uses by mandating that developments include at least two out of the following three use categories: retail businesses, office/research/industrial, and dwellings/hotel/motel. The zone

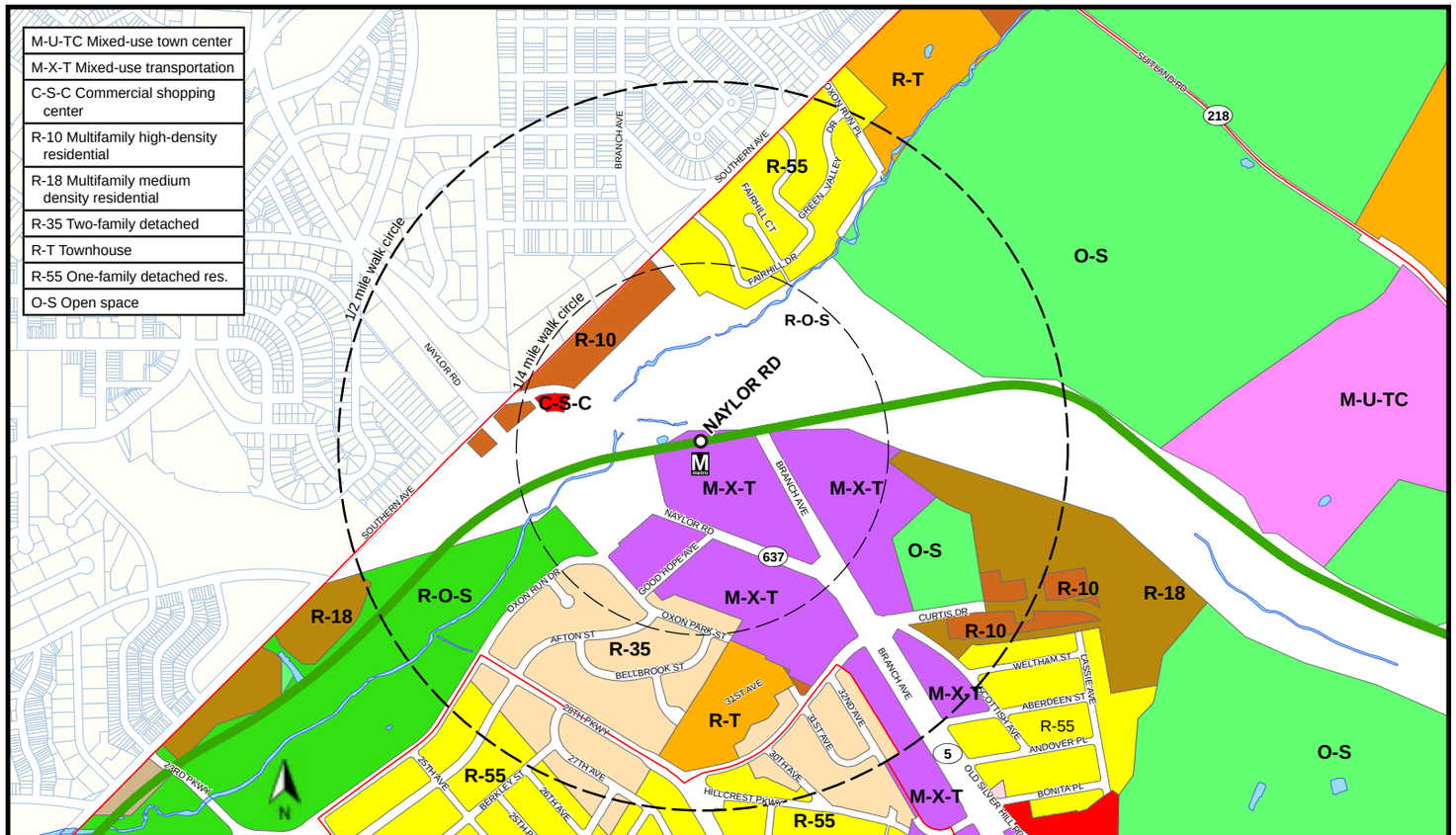


Figure 64 Naylor Road Existing Zoning

encourages a 24-hour functional environment and must be located near a major intersection or major transit stop or station that will provide adequate transportation facilities for the anticipated traffic. There are no restrictions on lot size or dwelling types, instead the regulations utilize a maximum floor-to-area ratio (FAR) calculation. The intensity of use can be increased by the granting of bonuses, called an "optional method of development." Without bonuses, the development of the site is limited to FAR of 0.4; greater densities, up to a FAR of 8.0 are granted for additions such as theaters, enclosed pedestrian spaces, rooftop activities, and residential uses. A two-step development review process requires submittal and review of a conceptual site plan and detailed site plan. Most of the quarter-mile walk circle south of the station is zoned M-X-T, and this zoning continues south along Branch Avenue.

Transportation System

Roadway Network and Traffic Analysis

Naylor Road Metro Station is located at a junction of major traffic routes on the District of Columbia line, which is marked by the alignment of Southern Avenue. Suitland Parkway, a limited access expressway, runs just north of the station and is accessible from Branch Avenue and Naylor Road. Branch Avenue (MD 5) is classified as an arterial in the segment near the Naylor Road station, as is Naylor Road itself (MD 637). All three of these main roadways carry heavy traffic between Prince George's County and the nation's capital.

A segment of Southern Avenue between Naylor Road and Branch Avenue is missing. This gap forces traffic onto the parkway and creates additional turning movements in the general station area, which is already challenged by the amount of traffic moving into and out of the District. A developer that owns property in the District adjacent to and including a potential alignment has indicated interest in extending Southern Avenue; however, the Washington D.C. Office of Planning and Development says there are no official plans to bridge this gap at this time.

While the station has good connections to three major roadways, the local street network has no local collector streets in the area on the county side of the parkway. Connections from the Hillcrest Heights neighborhood depend on Oxon Run Drive, with difficult routes from a number of directions. East of MD 5, the street network only connects at Curtis Drive. This system of roads—dominated by state highways and an expressway owned by the National Park Service—can barely be thought of as a network or even a hierarchy of roads, since the crucial intermediate level roads are missing. Enhancing connections will be a real challenge necessary to fostering transit-oriented development.

The traffic count and capacity analysis showed at least two roadway segments in the station area that are near or over capacity. The northbound segment of MD 5 from Silver Hill Road to Naylor Road carries over 52,500 vehicles a day, which is 98 percent of its rated capacity of 53,850 for a LOS of "E." However, county policy

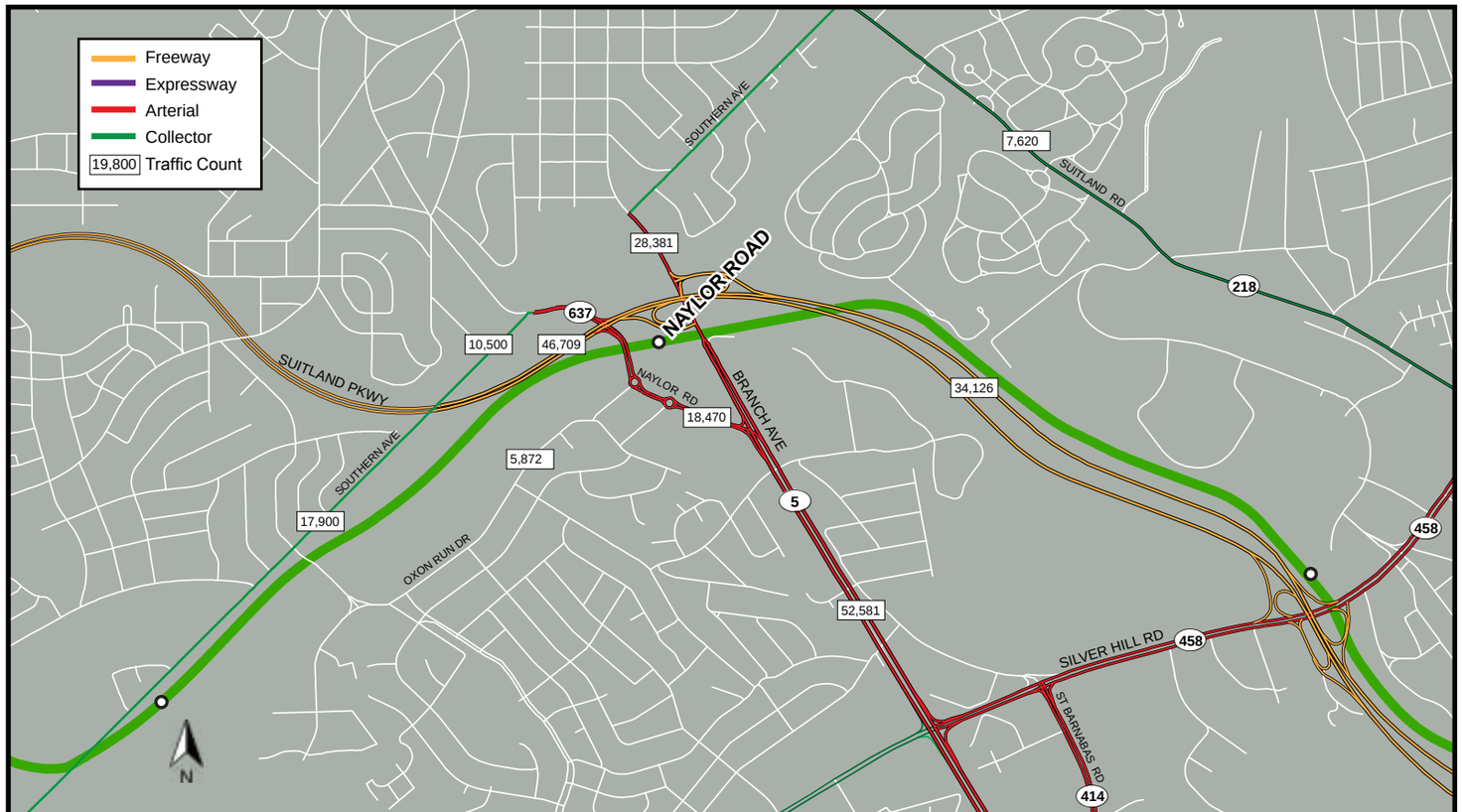


Figure 65 Naylor Road Roadway Network

is that an LOS of "E" is acceptable in the Developed Tier. Not surprisingly, the two lane segment of Branch Avenue north of the parkway to Southern Avenue is rated as over capacity, with a count of 28,381 and a capacity of 26,920 for LOS "F." This is where the two concepts for Branch Avenue occupy the same space and must be resolved: the road is a two-lane arterial in the District but a multi-lane arterial/freeway in the State of Maryland. This is also where the gap in Southern Avenue forces more traffic onto Branch Avenue simply to get on the parkway, then onto Naylor Road, and then a left turn back onto Southern Avenue.

A third location where traffic congestion is observed is on Naylor Road from Southern Avenue, across the parkway intersection, and on to Branch Avenue. Cars are always backed up in this segment during the weekday morning and evening peak periods, on the respective side of the road taking them into or out of the District. The count and capacity analysis only shows the LOS at "D" which may indicate that the peak congestion subsides quickly to an open flow the rest of the day and night; however, SHA in its study for the new streetscape has decided to build in the potential for new capacity on Naylor Road to expand it from two to four lanes if needed to meet projected traffic levels modeled for 2030.

Metrorail Service and Ridership

In 2011, the average daily boardings on the Green Line at the Naylor Road Station were 3,047, the lowest of the four stations in the project area. Clearly, given the commuter rail function of the Southern Green Line, the fact that the Naylor Road Station has only a fraction of the parking spaces of the other stations has led to lower ridership; however, the station is generating more than seven riders for every parking space at the station, by far the highest rate of the four stations. This indicates other modes of access, as discussed below. However, the peak level of ridership at this station was in 2006 when average daily boardings were 3,402. Since that time, ridership has fallen 10 percent.

In the 2008 *Station Access and Capacity Study*, the peak half hour for entries was 7:30–8:00 a.m. when 12.5 percent of the daily entries occurred. The peak half hour for exits was 5:30–6:00 p.m. when 12.3 percent of the daily exits occurred. This morning peak is during the same half hour period as the Suitland station, and earlier than at Southern Avenue, but it is 1.5 to 2.0 percent more shallow a peak than those two stations, which are over 14 percent, indicating that boardings are more spread out in time, perhaps because a rush for parking spaces is not as big a factor at Naylor Road.

Travel times from Naylor Road station to other Metro stations are:

Gallery Place	17 minutes
Metro Center	24 minutes with transfer
National Airport	28 minutes with transfer

Mode of Access

Even though Naylor Road Station has a relatively small parking lot, driving alone for park and ride access still came in a close second at 29 percent of mode share to riding the bus, which leads all modes at a combined Metrobus and The Bus total of 34 percent. Walking came in third at 21 percent, perhaps reflecting not only the low number of parking spaces but also the land use pattern near the station, which places large numbers of potential riders in high-density apartment buildings within an easy walk of the station—an existing condition of transit-oriented development, even though these structures predate the opening of the Green Line. It may also be the case that a big percentage of renters in these apartments are transit dependent, unlike newer apartments at the Branch Avenue Station that attract higher income renters who can afford a car.

The absolute number of Metrobus transfers at Naylor Road is only 40 percent of the Southern Avenue Metro Station, but more than double that of the Branch Avenue Station. Naylor Road has the highest percentage of drop-off access at 15 percent.

A Metrorail rider crosses the busway near the entrance to the Naylor Road station.

Table 26 Naylor Road Metrorail Rider-Access Mode

Mode of Access	Number of Metrorail Riders	Percent of Metrorail Riders
MetroBus	965	29
The Bus	174	5
Other Bus	-	0
Automobile SOV Park and Ride	951	29
"Kiss and Ride" Drop Off	490	15
Carpool	13	1
Walk	675	21
Taxi	9	< 1
Bicycle	0	0
Total	3277	100

Source: WMATA, 2007 mode of access data

Parking

The WMATA web site and web page for Naylor Road station provide the following count and breakdown for parking spaces:

- All-day spaces: 368
- Short-term metered spaces: 46
- Additional metered spaces: 0
- Total parking spaces: 414

All spaces are provided in a surface lot. Kiss and ride spaces are provided in a separate surface lot. No high-occupancy vehicle (HOV) parking is provided.

The WMATA Station Access and Capacity Study shows that, in October 2006, almost all of the all-day spaces were occupied. During the Monday–Thursday time period, an average of 110 percent of the spaces were occupied. This level drops to 107 percent on Fridays. An occupancy rate of more than 100 percent indicates either turnover of the spaces during the day, or users parking in non-designated locations. From field observations during April 2012, the high occupancy levels appear confined to the unreserved spaces.

Parking Customer Origin Data

According to the "parking shed" origin data and analysis provided by WMATA on the origin of patrons on October 4, 2011, and reflected in the chart at right, the majority of parking patrons at Naylor Road station are arriving from less than three miles away. This result alone shows a dramatically different pattern of travel for this station compared to the other three, very likely due to the tight parking supply that reduces the odds of finding a space and makes a stop at the station less worth the effort for long distance commuters. And yet, if the other lots are full at Branch Avenue and Suitland, some patrons still try and the number of cars parked at the station from 5 to 10 and 10 to 25 miles away is still roughly 25 percent each day.

Perhaps even more intriguing from the point of view of planning for TOD is the high percentage of people who drive from less than a mile away, comprising nearly 30 percent of the total. The question of why so many patrons chose to drive rather than walk or ride a bike is raised, and the answer may lie in the poor pedestrian environment and complete lack of any bicycle facilities. Metro riders coming from the north side of Suitland Parkway may find it too difficult to walk, and the "ped shed" map (opposite page) does show a grouping of park and ride customers coming from the District.

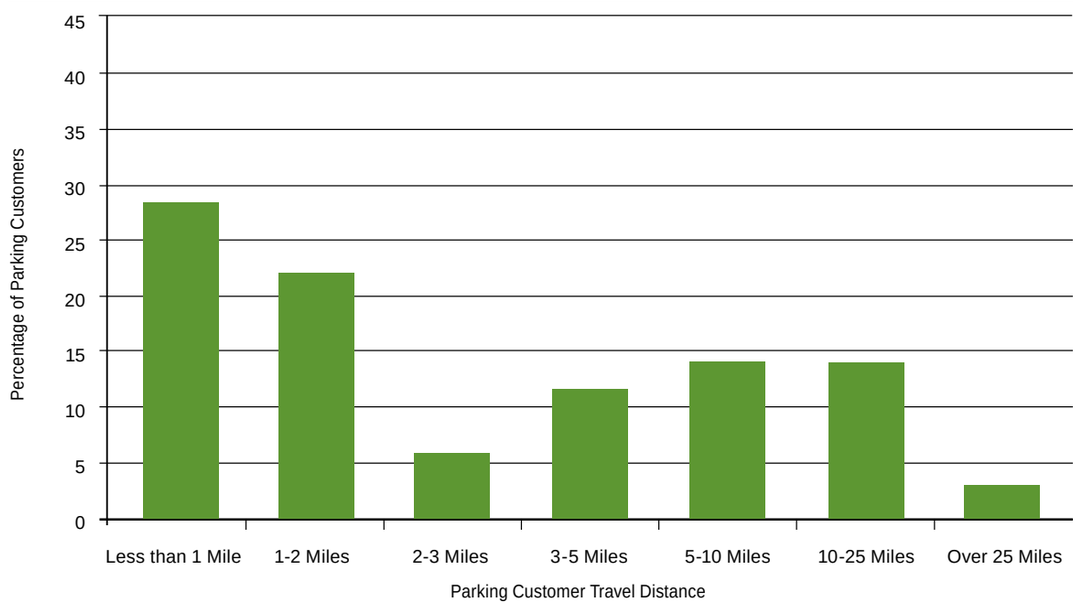
Other concentrations of riders come from areas to the south along Branch Avenue and connecting roads including Silver Hill Road and St. Barnabas Road, primarily within two miles of the station. Beyond three miles the origins are widely scattered and most Census blocks are generating only one or two riders, unlike the other three stations that show strong correlation between origins and travel along major roadways. The good access to Naylor Road from Suitland Parkway and Pennsylvania Road (MD 4) generates only a handful of riders that park at the station, with those coming from neighborhoods with direct access to the parkway at Suitland Road.

Sidewalk Inventory and Pedestrian Access

The sidewalk inventory shows a general lack of sidewalks in the station area, particularly on the edges of the half-mile walk circle in Hillcrest Heights as wells as Fleischmans Village. The missing sidewalks segments in the vicinity of 25th Avenue and Berkley Street are described in the Southern Avenue analysis. The sidewalk network is more complete on and north of 28th Parkway, but unfortunately getting to the station from this area means walking out to Oxon Run Drive, Curtis Drive, and Branch Avenue. A more direct route is lacking.

Of particular note is the lack of sidewalks on either side of Scottish Avenue in Fleischmans Village, leading to Curtis Drive. This is a critical route of access to the station from this subdivision; however,

Table 27 Parking Customer Travel Distances for Naylor Road Metro Station



the inventory also shows that only one of the side streets has a sidewalk.

Walk Distance Analysis

Actual walking distances come close to the quarter-mile circle south of the station. All of the triangle between Naylor and Branch is accessible on a public right-of-way as is most of the shopping center east of Branch Avenue. The lack of a pedestrian route up the hill on the south side of Naylor Road means that pedestrians must walk to Curtis Drive then up to the apartments. The twin house and townhouse development along Curtis Drive and on 31st Avenue is beyond an actual half-mile walk. But given its direct access to the station, all the properties south of the station fronting on Branch Avenue are within the half-mile walk, and nearly all of the parcels going north into the District. Suitland Parkway is a considerable barrier to pedestrian movements, yet it is the forced detour around the WMATA fence that shortens up the actual walking distance on the north part of Naylor Road, keeping it from extending into the District.

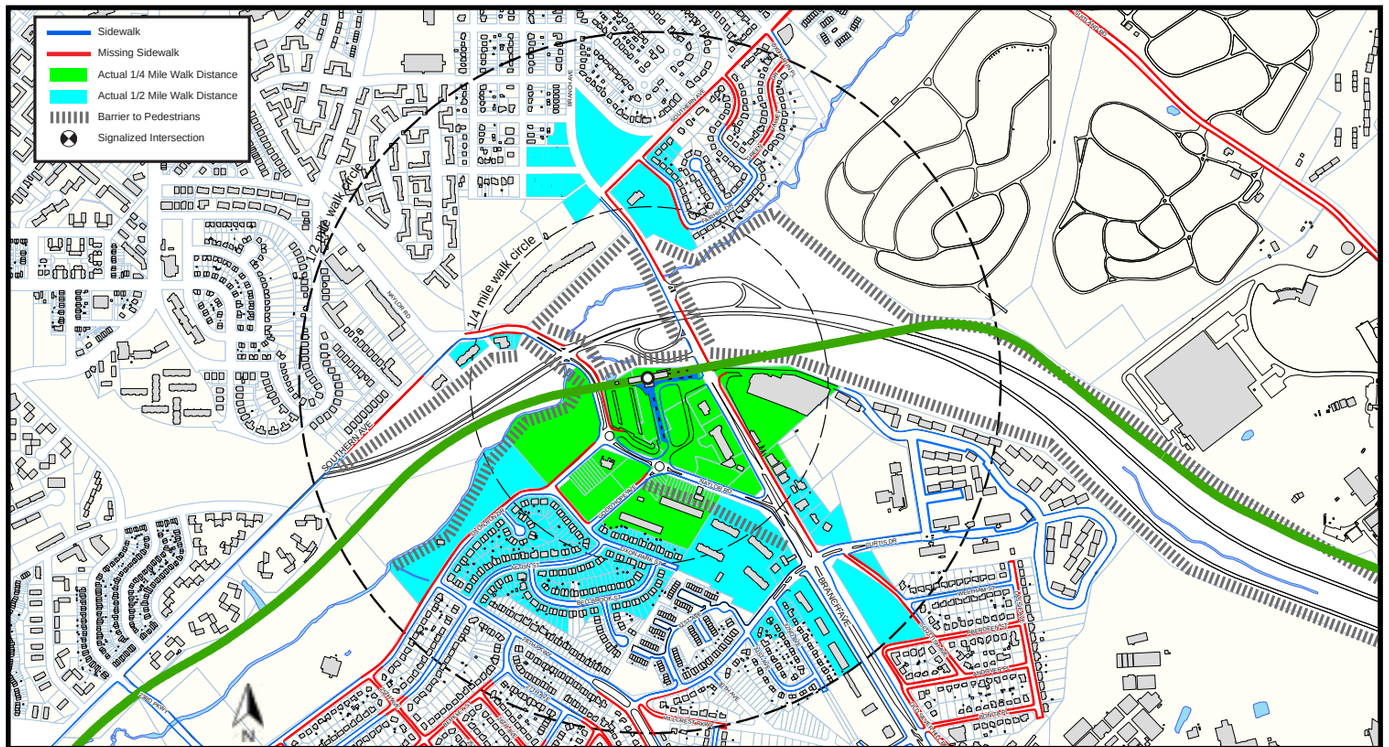
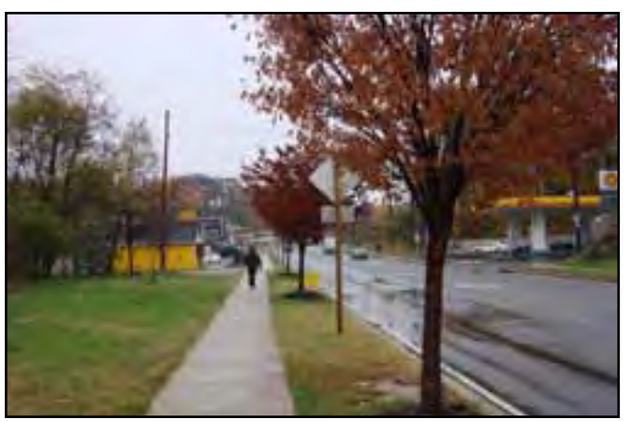


Figure 66 Naylor Road Sidewalk Survey and Actual Walk Distance



Naylor Road's existing sidewalk, buffer, and landscaping as well as a direct path to the station entrance make it a favored route for pedestrians.

A pedestrian trapped on the median in the middle of Suitland Parkway at its intersection with Naylor Road.

Barbed wire and a reinforced chain link fence show WMATA's determination to block an informal access point to the station from Naylor Road.

Naylor Road

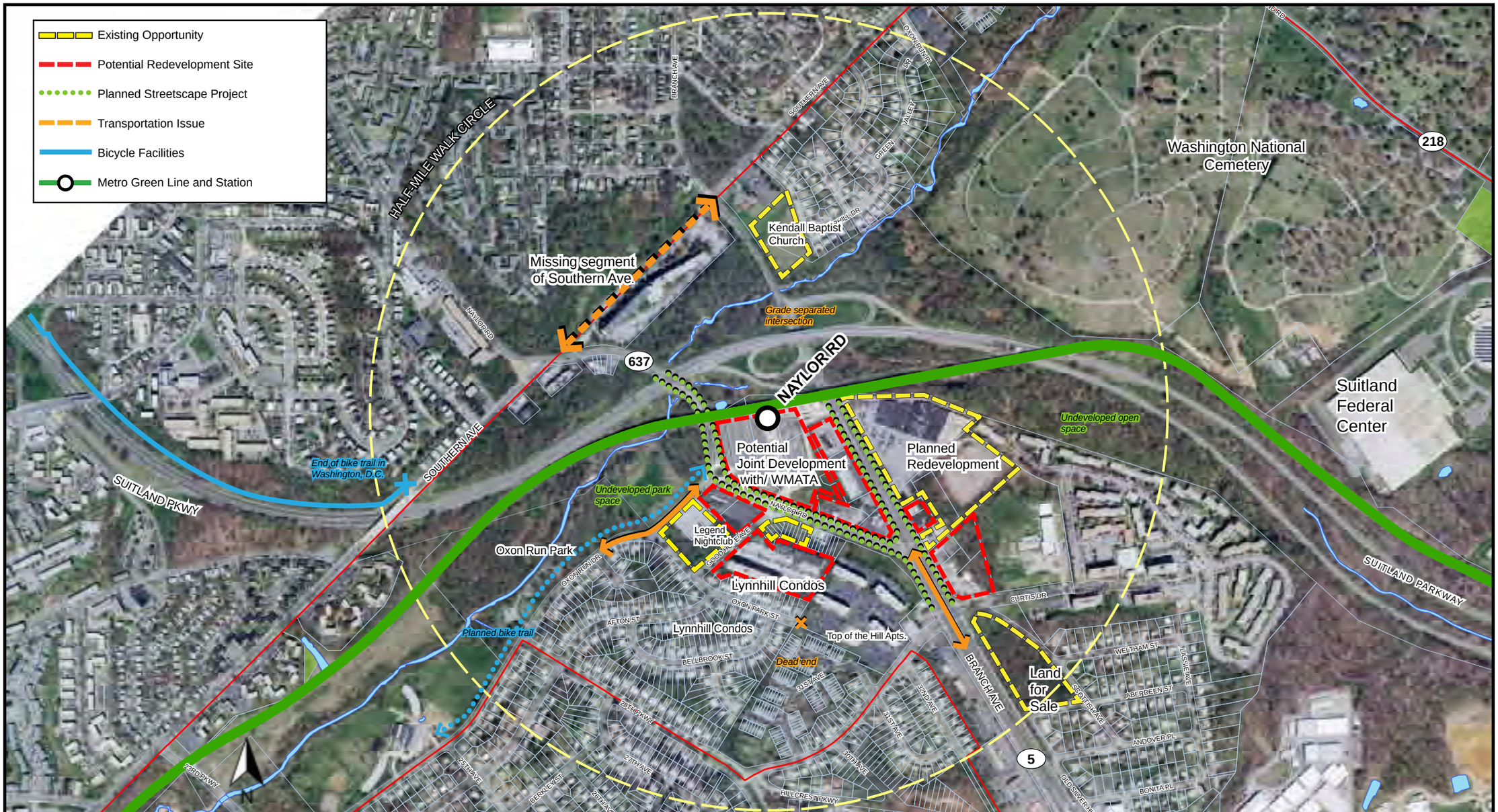


Figure 67 Naylor Road TOD Opportunities and Issues

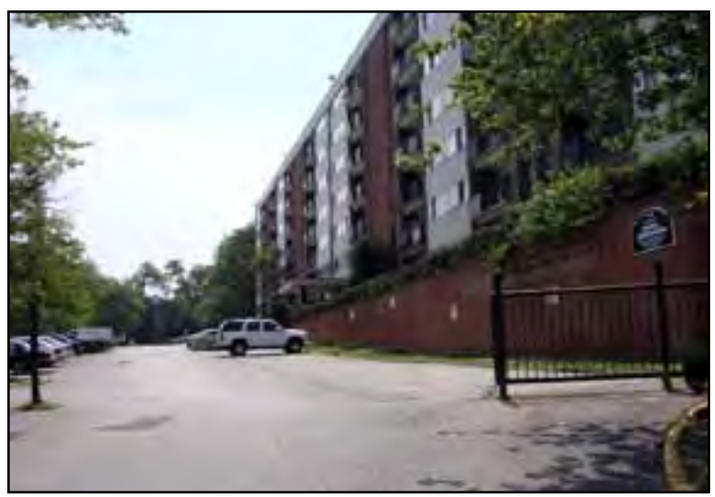
Naylor Road

Opportunities and Issues

Key Issues Summary:

- Investors purchased a shopping center in order to redevelop and market station access.
- Land assembly for existing properties and businesses along both sides of Branch Avenue is difficult. These properties and businesses include a small hotel, restaurants, and liquor stores.
- WMATA will only consider joint development if the rest of the Naylor to Branch triangle can be assembled.
- A relatively small number of WMATA parking spaces are to be replaced or relocated.
- Property at Curtis Drive and Branch Avenue is for sale.
- The Legend Nightclub block is underutilized, with two-thirds of it vacant.
- Lynnhill Condominiums struggle with building maintenance, homeowners association bills, tax delinquency, and absentee owners.
- Owners of property along Naylor Road, west of the gas station, are interested in mixed-use TOD.
- The missing segment of Southern Avenue forces traffic into Prince George's County and onto Suitland Parkway. It does not make the best use of the grade separated Branch Avenue passage under the parkway.
- Potential exists for excellent views of the parkway and other open space from elevated areas south of Naylor Road and north of Curtis Drive.
- Open space is underutilized and the stream corridor is interesting.
- The SHA streetscape project will improve pedestrian and bicycle facilities along Naylor Road and Branch Avenue north of Curtis Drive.
- Main routes to the station are along Oxon Run Drive and Branch Avenue, but poor connections exist in elevated areas and to the local streets.

A former shopping center to the east of the Naylor Road station.



Lynnhill Condominiums, located to the south of Naylor Road station.

Naylor Road Station Area Plan

Primary Function: Neighborhood Village Center

Secondary Function: Residential neighborhood

The Vision

New infill development in the Naylor Road corner of the community gives Hillcrest Heights the village center it always wanted. Residents of the dense housing that lines the higher ground support the small shops along Good Hope Avenue at the station's front door. The community center at the point of Naylor Triangle near the station attracts young adults in the early evening hours. The brick commercial buildings on the east side of Branch Avenue are converted from their former use to new hospitality businesses. The transformation of the former Lynnhill Condominium site is dramatic as new techniques lower the costs of constructing mid-rise towers that look down on the Oxon Run valley and across to the District. The new grand stairs between the two towers create a great place leading from the heights down to Hillcrest Plaza. The pedestrian bridge over Suitland Parkway, and the connecting trails, and sculpture marking the entrance to Prince George's County makes crossing the parkway an enjoyable experience.

Key Elements of the Plan

- New Naylor Road and Branch Avenue Complete Streets and Streetscape project.
- Redeveloped former shopping center site on the east side of Branch Avenue.
- Redeveloped Lynnhill Condominium property.
- New retail storefronts on an extended Good Hope Avenue leading to the station entrance.
- New signalized crossing of MD 5 between Naylor Road and Suitland Parkway.
- Pedestrian bridge over Suitland Parkway at Naylor Road.
- New Oxon Run Trail.
- Extended and new Suitland Parkway Trail.
- Realignment of Scottish Avenue at Curtis Drive.
- Redevelopment and infill on nightclub block.
- New neighborhood serving commercial uses, such as a grocery store, at Curtis Drive and Branch Avenue.
- Completed Southern Avenue roadway project between Naylor Road and Branch Avenue.
- Market-driven mixed-use development.

Naylor Road

Figure 68 Naylor Road Illustrative Development Concept

Development Program

The illustrative plan for the Naylor Road station area tests the feasibility of certain uses and building types (and related parking) in the available space and the proposed street and block layout. Based on the real estate market analysis, the development program provided here provides an indication of what is possible; many other iterations are possible within the overall framework, and this presentation is for illustrative purposes only.

Naylor Triangle

Development Program: Mixed use, with residential, civic and retail.

Potential Space: 60,000 square feet retail, 125,000 square feet Class A office, 100,000 civic, 400 multi-family units.

The storefronts along the extension of Good Hope Avenue leading to the station entrance are the focus of neighborhood life in this corner of Hillcrest Heights. Single-story retail buildings stand next to vertically mixed use structures, with residential above the shops. At the tip of the Naylor Triangle a small office building provides space for professionals serving the neighborhood. A new civic building could bring a distance learning center, technical college or library, as well as community meeting rooms. Three multi-family buildings provide 400 units for people who call the Triangle home.

Overlook Heights

Development Program: Multi-family and single-family attached residential

Potential Units: 450 dwelling units

The former shopping center and its parking lot up the hill is a new residential complex with nearly 350 multi-family units on the lower level between Branch Avenue and the open space of Suitland Parkway. Over one hundred townhouses line an extended Scottish Avenue and three new streets.

Curtis Drive Shops

Development Program: Retail, with grocery store

Potential Space: Up to 80,000 square feet retail, 60 dwelling units.

A 50,000 square foot urban grocery store just south of the Curtis Drive intersection with Branch Avenue is the anchor of the shops at Curtis Drive. New liner shops next to the grocery provide space for franchise businesses. A mix of rehabilitated concrete and brick storefronts at the north end of the corridor provide opportunities for boutique and restaurant start ups; parking is provided to the rear on the upper level of the terrace with stairs down to the shops. An apartment building helps to frame the intersection at Curtis Drive.

Naylor Terrace

Development Program: Multi-family residential

Potential Units: Up to 700 dwelling units

The redevelopment of the Lynnhill Condominum site is the key to unlocking the potential of the Naylor Road station area. The exceptional site sits 70 feet above the station, so the plan envisions a grand stairway between two mid-rise towers. Two story apartment buildings also provide the necessary parking supply tucked into the hillside. On the former nightclub block, an apartment building with 360 units offers quality views of the open space across Oxon Run Drive, while 54 two-over-two condominiums line the back side of the block along Good Hope Avenue.

Figure 69 Naylor Road Illustrative Development Sketch

Figure 70 Naylor Road Illustrative Development Sketch

Urban Design

Streets and Blocks

The development opportunities at the Naylor Road station are all located within a compact area immediately south of the station defined by the two main roadways Naylor Road and Branch Avenue (MD 5). Both of these are state highways carrying thousands of vehicles a day. Intersections with Oxon Run Drive and Curtis Drive provide a rudimentary grid and access routes to the station, but the topography of higher ground south of Naylor Road and east of MD 5 is a challenge to creating a more integrated network of local streets; where streets are not deemed feasible, walking paths are recommended.

The proposed extention of Good Hope Avenue from its roundabout intersection with Naylor Road north to the station entrance is basically in the existing alignment of the busway. The existing entrance to the station from MD 5 is also retained and a local street is reestablished from this intersection with MD 5 to the east, along the edge of Suitland Parkway and connecting with an existing drive serving the Carriage Hill apartment complex. This had been a local street prior to the construction of the shopping center.

An important recommendation to establishing a grid is to create a new intersection and crossing of MD 5 between Naylor Road and the Metro access intersection. The plan shows this new street turning south to Naylor Road prior to the Good Hope Avenue roundabout. Other possible alignments could have this new street intersect with Good Hope Avenue north of the roundabout, or even connect to the Oxon Run Drive roundabout; the plan as shown maximizes the potential developable land and minimizes potential conflicts between vehicles and pedestrians near the Good Hope Avenue roundabout.

To the east of Branch Avenue, the primary recommendation is to realign Scottish Avenue to the east, which results in the bigger development site south of Curtis Drive and also provide greater distance between the intersection of Scottish Avenue and Curtis Drive and the intersection with MD 5. This realignment also creates a better route to extend Scottish Avenue to the north of Curtis Drive which is necessary to opening this land for development. This alignment would run along the top of an existing plateau that is roughly 20 feet higher than MD 5. This extended Scottish Avenue provides a connecting road for new blocks to the east that also connect to the road to Carriage Hill apartments.

Creating a route from Curtis Drive west of MD 5 through or south of the Top of the Hill Apartment complex to Oxon Park Street is recommended in order to better connect Curtis Drive and Oxon Run Drive. This route provides an alternative to Naylor Road or MD 5 and their complicated intersections, and it is an alternative to going all the way south to 28th Parkway.

Stairways and Paths

Given the changes in elevation in the station area, the plan suggests potential locations or concepts for creating stairways to connect the two levels. Any facility would need to comply with ADA, or provide an alternative ADA compliant route. From an urban design point of view, the grand stairs connecting the Lynnhill Condominium site, east of Good Hope Avenue, to the lower elevation of Naylor Road are an exciting possibility. The illustrative plan (see figure 68, page 133) shows this stairway framed by two towers and leading to the Good Hope Avenue roundabout. It would connect to the envisioned Hillcrest Plaza across Naylor Road and provide a direct pedestrian route to the station entrance, where today because of the steep slope along the south side of Naylor Road, residents of the high density residential area are required to walk in the opposite direction to Curtis Drive, or out to Good Hope Avenue, to access the station. A second path is shown connecting down this slope at the western edge of the Top of the Hill Apartments.

To the east of MD 5, paths connect from upper elevations and an extended Scottish Avenue down to Branch Avenue. These paths

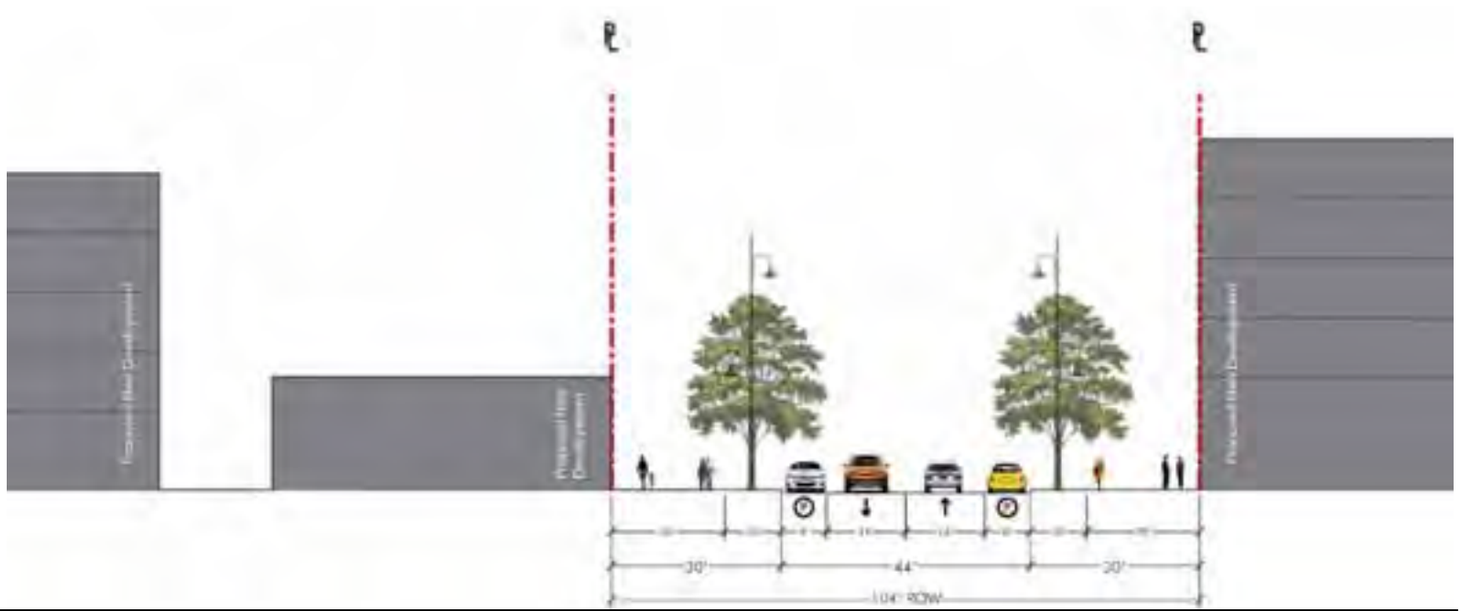


Figure 71 Good Hope Avenue Extension Street Section

would connect parking lots and residential areas on the upper elevations down to the commercial lining the avenue.

Urban Parks and Trails

The main open space resource in the Naylor Road area is the land that comprises Suitland Parkway, however, this land does not have accessible, developed, parks or trails. Oxon Run Park does have developed park space south of 28th Parkway. The open space opposite the intersection of Oxon Run Drive and Naylor Road is visually accessible and an amenity for new development fronting on it.

The plan promotes creation of smaller urban park spaces. Hillcrest Plaza north of the Good Hope Avenue roundabout is located in the primary pedestrian path to the station entrance, based on field observations. This plaza would set buildings back from Naylor Road and maintain this short cut toward the station and create an interesting place for informal and programmed gatherings. A proposed fountain would serve as a focal point in the space. A similar small park space is also located at the point of the Naylor triangle where Naylor Road meets MD 5.

Overlook Park is a potential option for dealing with the transition between the lower part of the former shopping center site east of MD 5, and the upper level. This elevation change is 15-20 feet and the park could be designed with terraces and a path.

At the bigger scale, the plan strongly recommends implementation of the proposed Oxon Run Trail on M-NCPPC and NPS lands to the west of Oxon Run Drive and parallel to the stream. This off-street trail has utility as a facility for bicyclists and walkers to access the transit station. The trail can connect through the station plaza and cross the signalized intersection at MD 5 and connect to a proposed off-street trail along Suitland Parway. An existing trail along the roadway edge of Suitland Parkway stops at the district/county line under the Southern Avenue overpass. The plan recommends that this trail be extended to Naylor Road. A pedestrian bridge is recommended to carry pedestrians and bicyclists over Suitland Parkway at Naylor Road. In addition to providing safe passage, this pedestrian bridge should be designed as a sculptural element in the parkway landscape, acting as a gateway into Prince George's County and Maryland.

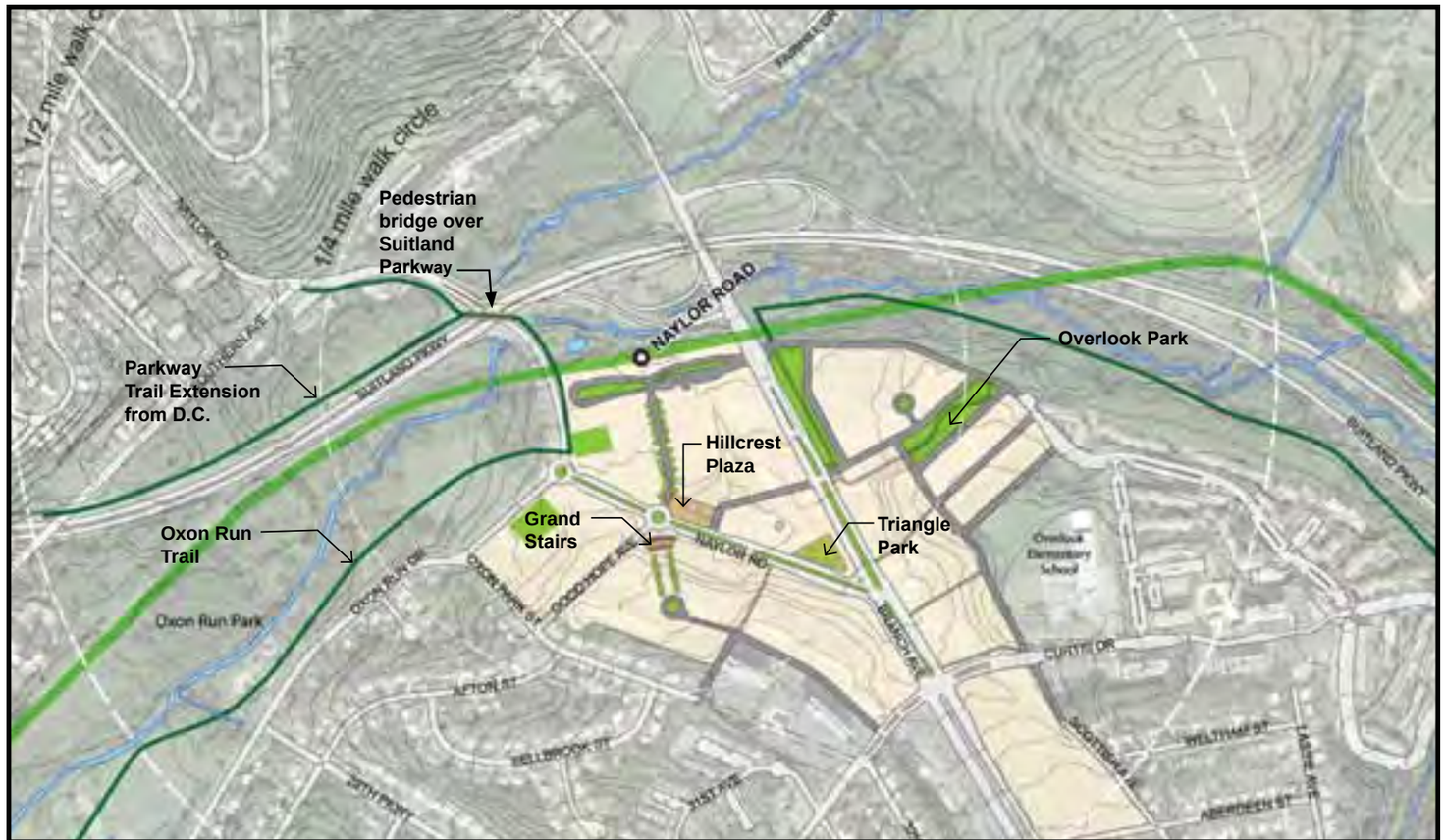


Figure 72 Naylor Road Urban Design Concept

Boulevards and Streetscapes

The Maryland State Highway Administration (SHA) is completing design of a full streetscape project that will improve the aesthetics and multi-modal function of Naylor Road and MD 5 from the station entrance south to Curtis Drive. This project includes new sidewalks, on-street bicycle lanes, landscaped medians and buffers, pedestrian level lamps, and intersection improvements. Opportunities to use the project to rebrand the Naylor Road station should be considered.

Policy recommendations regarding streets, blocks, and urban design features at Suitland are:

1. As part of any joint development on WMATA property, Good Hope Avenue should be extended as a public street from its roundabout at Naylor Road toward the station entrance.

2. A new intersection across MD 5, between Naylor Road and the station access road, should be included in redevelopment plans for properties on either side of the highway.
3. Realign the intersection of Scottish Avenue and Curtis Drive to the east to increase the size of an opportunity site south of Curtis Drive and provide a better alignment to extend Scottish Avenue to the north.
4. Study the creation of a new street between Curtis Drive and Good Hope Avenue or Oxon Park Street, particularly as part of any redevelopment of the Lynnhill Condominium property.
5. Offer incentives to construct stairways connecting the upper and lower levels of land in the station area, as means for providing more direct routes to the station.
6. Construct small urban parks and plazas as part of redevelopment projects.
7. Construct an off-street trail connection on the north side of Suitland Parkway from the existing trail terminus at the district/county line to Naylor Road.
8. Support full implementation of SHA's Naylor Road/Branch Avenue streetscape project, including county maintenance of pedestrian lamps and other street furniture elements.

Future Land Use Plan

The 2008 *Branch Avenue Corridor Sector Plan* amended the 2002 General Plan to designate the Naylor Road station area as a 'Regional Center'; with the expectation that regionally significant office development would be developed at Naylor Road. This current plan is more consistent with the original designation as a 'Community Center' in the General Plan defined as: "Community centers are concentrations of activities, services, and land uses that serve the immediate community near these centers." The new General Plan will likely create a new typology of centers and revise the classification for Naylor Road station area.

Flexible Use

The purpose and value of the flexible approach to future land use planning is perhaps most evident at the Naylor Road Station area. While the area has much potential, and is designated a State of Maryland TOD priority, the best approach to catalyzing new investment in terms of the development program remains undiscovered. The market study performed for this plan sees potential for an urban style residential product, but little market for new office space. As new high density residential fills in opportunity sites around the station, the market will grow for new retail.

However, if one of the major property owners can attract office or retail development in the near future, then the plan allows for this flexiblity in terms of future use. All property along the east side of MD 5/Branch Avenue from Curtis Drive up to Suitland Parkway is categorized as flexible use. The triangle of land formed by Naylor Road and Branch Avenue south of the station is also shown as flexible, which would allow WMATA and other land owners to seek development types that include high density residential; office; storefront retail; or civic uses, such as a library or community college.

The south side of Naylor Road from Good Hope Avenue to the Top of the Hill Apartment property is also shown as flexible. This is in response to the mixed use concept for new development created by the current land owner, and also the presence of an existing gas station.

Storefront Commercial Node

Within the context of the flexible approach to future land use, the plan requires that new development along an extended Good Hope Avenue, from Naylor Road north to the station entrance, be designed for ground floor retail uses. This is the main pedestrian path into the station and as such is the best location to create an urban shopping street. This requirement allows for construction of single story retail structures fronting on Good Hope Avenue, but also allows for vertical mixed use if desired, with a ground floor retail and flexible uses on upper levels, most likely residential but allowing for office uses as well.

Commercial

The plan recommends that property along the west side of Branch Avenue south of Curtis Drive, and along the east side of Branch Avenue south of Aberdeen Street and also fronting on Old Silver Hill Road, be designated commercial in keeping with the existing use. This is a change from the mixed use classification established in the 2008 Branch Avenue Corridor Sector Plan.

Residential

In general the uplands surrounding the Naylor triangle is a good location for high density residential uses, as the existing land use pattern shows. The block bounded by Oxon Run Drive, Naylor Road, and Good Hope Avenue is a good location for high density residential, with excellent access to the station, regional roadway network, and with the potential for views across Oxon Run Drive to the open space corridor that is Oxon Run Park and Suitland Parkway. It may be possible to develop additional high density residential on the lower part of the Top of the Hill Apartment property along Naylor Road near its intersection with MD 5, if the grade of the land can be leveled and issues of stormwater management addressed.

Office

Office uses at Naylor Road station area are allowed within the flexible use areas, but are not otherwise planned.

Policy recommendations for future land use at Naylor Road are:

1. Provide maximum flexibility for land owners in the Naylor Road station area to develop high density residential, office, and storefront retail uses as determined by the real estate market.
2. Apply a flexible land use category to all property fronting on the east side of Branch Avenue from Aberdeen Street to Suitland Parkway, and along the west side of MD 5 from Naylor Road to Suitland Parkway.

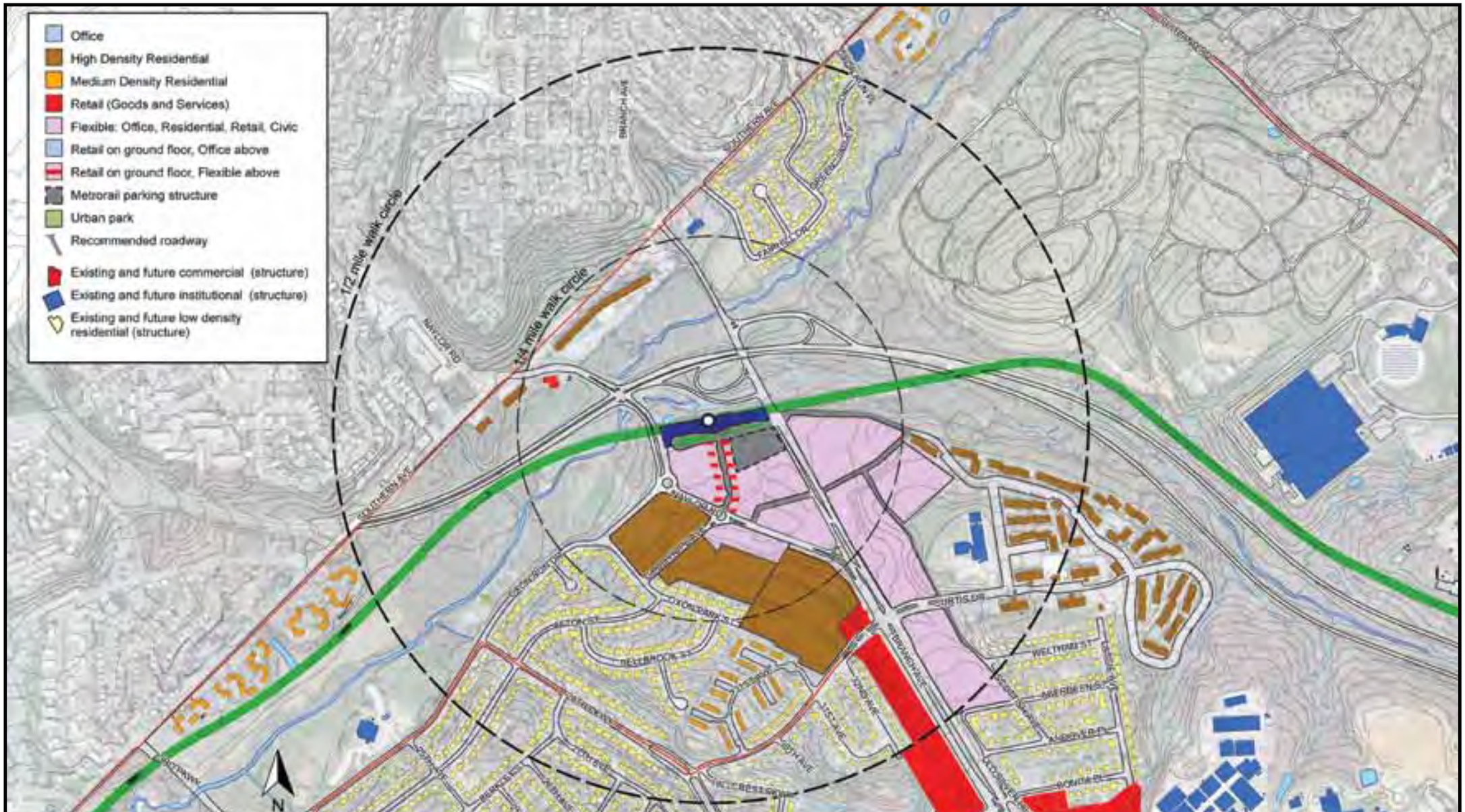


Figure 73 Naylor Road Future Land Use Plan

3. Designate WMATA property and other property between Naylor Road and MD 5 south of the station and Suitland Parkway as flexible land use.
4. Require a ground floor retail form along an extended Good Hope Avenue from Naylor Road to the station entrance.
5. Plan for high density residential use on the block bounded by Oxon Run Drive, Naylor Road, and Good Hope Avenue.
6. Maintain high density residential as a use on the Lynnhill Condominium property east of Good Hope Avenue between Oxon Run Park Street and Naylor Road.
7. Classify commercial uses along the west side of Branch Avenue south of Curtis Drive as commercial use.

TOD Zoning Concept

Current zoning does not support the proposed land use pattern and urban design around the Naylor Road Station Area. Therefore, this plan recommends the application of two new zoning district designations in the vicinity of the station that will allow for a flexible response to the real estate market, establish urban design standards to create a new main storefront shopping street, and shape the form of new high density residential development. Since these TOD zones do not currently exist in the zoning ordinance, the presentation in this document is conceptual, requiring further action to create that recommended regulatory approach.

TOD Flexible

Market demand in the Naylor Road station area is currently weak for new development. The recommended zoning concept follows the future land use plan which calls for a flexible approach and recommends designating the majority of the station area to TOD-Flexible. This zoning would allow high density residential, but also allow for other commercial uses if proposed. This contrasts with the existing M-X-T zoning which requires a mix of uses, but also places a limit on density through floor area ratio. While the uses are flexible, design standards should shape the form of any new construction in the TOD zone.

Storefront Overlay

In order to create a lively place focused near the Metro station, and meet the needs of current and future residents, the zoning concept includes a Storefront Overlay district to be applied along an extended Good Hope Avenue, from the existing roundabout at Naylor Road north to the station entrance. A storefront form is required in this area, perhaps up to 100 feet back from the frontage along Good Hope Avenue.

TOD Residential

The majority of land to the south of Naylor Road to Oxon Park Street, and property that is currently the Lynnhill Condominiums and Top of the Hill Apartments is recommended to be TOD-Residential.

C-S-C Commercial Shopping Center

The plan recommends that the property on the west side of Branch Avenue south of Curtis Drive Iverson Street be rezoned C-S-C from M-X-T. This will encourage any mixed use development to cluster around the Metro station in the TOD-F zoned areas, implement the recommendation to concentrate commercial uses along Branch Avenue, and also it will match the zoning with the existing commercial uses.

Naylor Road

Figure 74 Naylor Road Recommended Zoning Concept

Multi-modal Mobility

The Naylor Road station sits at the confluence of three major routes into the District of Columbia: Naylor Road, Branch Avenue, and Suitland Parkway. For vehicles, the regional access is very good, yet ironically, the commuter parking supply is the smallest of the four Southern Green Line stations. The existing land use pattern locates high density residential uses within an easy walk of the station, and yet the presence of these major roadways challenges pedestrian access. Given these conditions, improvements to the pedestrian realm in the Naylor Road Station area is a high priority. Fortunately, the State of Maryland designation of Naylor Road as a priority TOD area is leading to planned streetscape, and pedestrian and bicycle facilities improvements. This project will address a large number of existing deficiencies in the immediate station area along Naylor Road and Branch Avenue, as noted below.

A summary of recommended improvements to the roadway, station circulation, and pedestrian and bicycle facilities include:

- Nearly two miles of new local streets, most located to the east of Branch Avenue.
- Over 3.5 miles of new sidewalk on new local streets and 1.6 miles of sidewalk retrofits on existing streets.
- Elimination of two cul-de-sac dead end streets resulting in improved connectivity.
- Three miles of new off-street multi-use trails, and 1.5 miles of new on-street bicycle lanes.

About 5.3 miles of new sidewalks are proposed, which represent a combination of new sidewalks assumed on both sides of all new streets (3.7 miles), along with sidewalk retrofit projects (1.6 miles). About 1.5 miles of on-street bicycle facilities are proposed through the implementation of shared lane markings on Naylor Road and Oxon Run Drive, as well as bicycle lanes on Branch Avenue and Curtis Drive. More than three miles of new trails include portions of and connections to the Suitland Parkway Trail and Oxon Run Trail, as well as a new trail proposed on the east side of Branch Avenue.

Major Roadway Projects

Southern Avenue 'Missing Link' Connection

The existing gap in Southern Avenue between Branch Avenue and Naylor Road creates impacts in the station by diverting traffic from Southern Avenue onto MD 5, onto the parkway, and onto Naylor Road. Even though these impacts are primarily to the north of the parkway, this diversion may be a factor in the poor LOS rating for the affected segment of MD 5 and these movements add to the overall stressful driving and walking conditions in the area.

The proposed roadway alignment would most likely be entirely within the District of Columbia and its planning and design under the direction of the District's Department of Transportation (DDOT). The plan recommends further study in coordination with DDOT. The proposed roadway should be a complete street with two lanes, bicycle lanes, and full sidewalks. Preliminary modeling shows a future daily traffic demand of approximately 12,000 vehicles on this new facility.

New intersection crossing of MD 5

The plan recommends creation of a new intersection crossing MD 5 at the half way point between Naylor Road and the Metro access road. This is an important new local street connecting two opportunity sites, but it is also an important addition to the local grid of streets and would signal to drivers that the area near the Naylor Road station is a place rather than a wide open highway. The signalized intersection would make the site on the east side of Branch Avenue more accessible for traffic coming from the west and it would slow traffic and make for easier pedestrian crossings.

Realignment and extension of Scottish Avenue

The realignment of Scottish Avenue would move its intersection with Curtis Drive further to the east and away from MD 5. This has some benefit in terms of traffic movement, but the main purpose is to create a more consolidated development site out of two vacant properties that flank the current alignment. The owners of the former shopping center on the east side of MD 5 also own the land that would be impacted by this realignment; the realignment would benefit their redevelopment site by making the extension of Scottish Avenue more feasible and provide an additional route to access the upper level portion of their site.

Extension of Oxon Park Street

The hill area on the west side of MD 5 should also be improved by the extension of Oxon Park Street to Curtis Drive. Currently, Oxon Park Street is a dead end. This proposed road should extend across the Top of the Hill Apartments property, either in the general alignment of Oxon Park Street (through the parking lot and pool area) or between the tower buildings. This adds to the grid of local streets by connecting Curtis Drive to Oxon Run Drive on a parallel route to Naylor Road, providing some relief to this busy highway and an alternative route to Suitland Parkway.

Suitland Parkway/Branch Avenue Interchange

Similar to proposed ramp improvements from Suitland Parkway at Silver Hill Road, this is a group of projects, shown in Figure 75, that are designed to improve pedestrian facilities in the Suitland Parkway interchange with MD 5. The plan includes modifications to the Suitland Parkway ramps, which are difficult for pedestrians to cross, and a new off-street path on the east side of MD 5.

The purpose of the ramp reconfigurations is to slow down vehicles turning onto or off of these ramps at the crossing points with pedestrians or bicyclists in order to make the intersection crossings safer for non-motorized users. The improvement recommends tightening the turning radii of the ramp, as well as the installation of high-visibility ladder style crosswalks.

Another approach to the mobility issues in the area is to find a means to accommodate a pedestrian facility on the east side of MD 5. There is currently no space under the Suitland Parkway bridge to accommodate such a facility as the bridge wall is located at the immediate edge of the northbound right turn lane. The proposed solution is based on reconfiguration of the drive lanes through restriping that would narrow the section under the bridge from four lanes to three lanes (two northbound, one southbound), with the northbound lanes being shifted to the left to accommodate the pedestrian and bicycle path. This redesign would move the start of the second southbound lane approximately 300 feet to the south, just south of the Suitland Parkway bridge.

Metro Station Access and Circulation

The Naylor Road station is significantly more constrained than the other three stations on the Southern Green Line, which poses challenges to moving buses and private vehicles through the station, but also creates an opportunity to refine the station circulation facilities to a more urban configuration, like those found in the District of Columbia or Arlington. The recommended circulation pattern for buses remains basically the same, with access points from the Good Hope Avenue roundabout or from MD 5; however, the new design proposes to mix general vehicular traffic onto an extended Good Hope Avenue. Currently private vehicles can use these routes to access the short-term parking area, so the real change and challenge is to integrate these roads into a network of local streets open to other traffic and accessing new retail and residential uses on the land that is currently the station property.

Bus Facility and Circulation

The major proposed change is to relocate the busway so that it is parallel to the station platform and guideway. This displaces some of the long-term parking to the west of the station entrance, but locates bus shelters and bays closer to the station entrance in a more efficient use of the land. The bus circulation is primarily from MD 5 at the existing traffic signal, although access is also available for buses via the Naylor Road/Good Hope Avenue roundabout, similar to today. From the existing traffic signal at MD 5, buses must keep right to enter into the exclusive bus lanes where they pull to a bus stop position near the rail station building. Upon exit, buses continue their way around the loop back out on the Metro access road to MD 5. A right-turn-only exit is also provided for buses to exit from the bus loop to the north on Naylor Road. Buses destined to the south or to the west along Naylor Road may exit out along the Good Hope Avenue extension, through the roundabout at Naylor Road. Buses may also enter from Naylor Road at the Good Hope Avenue roundabout which would likely be an all-way stop controlled intersection. From this point, buses would turn left to access the west end of the bus loop.

Figure 75 Proposed Suitland Parkway Ramp Improvements at MD 5

Vehicular Access and Circulation

Kiss and ride access at Naylor Road is provided from the Naylor Road/Good Hope Avenue roundabout on an extended Good Hope Avenue and from MD 5. Parallel on-street parking is provided on Good Hope Avenue in an urban street configuration that is shared between station drop off and pick up, and customers of the adjacent shops. This arrangement encourages drivers to park their vehicles at metered spaces and patronize local businesses while waiting to pick up a transit rider.

Kiss and ride drop-off from MD 5 would enter at the signalized intersection, dropping off near the busway or toward the end the two-way Metro access road, or making a left and dropping off along Good Hope Avenue, then proceeding out to Naylor Road. Kiss and ride routing can also occur in the opposite direction from Naylor Road through the project area out to MD 5.

Parking

The recommended location for construction of a parking structure to replace Metro commuter parking, and provide parking for other uses, is in the northeast corner of the Naylor triangle and visible from MD 5. At five levels this structure provides 1,150 parking spaces, replacing all 414 Metro parking spaces. The first level should contain short-term Metro spaces with meters for kiss and ride purposes. Ingress and egress to the parking garage is from the existing signalized intersection where left turns from MD 5 into the station area are afforded. On the opposite side of the garage, commuters may also access the garage from the proposed new signalized intersection across MD 5 linking to local streets.

Proposed Bus Service Expansion

Parking customer data from WMATA (Fig. 76) shows that the Naylor Road station is not widely utilized by commuters driving from long distances away. This is easily understood given that, with the small parking supply, the chances of getting a space at Naylor Road station is not as high as at the other three stations. In fact, the number of parking customers that come from only a mile away is surprisingly high. It would be difficult to serve this customer base with a fixed route bus service or try to intercept customers

Figure 76 Naylor Road Station Access and Circulation

with an express and remote parking lot, as proposed at the other stations.

However, a number of planning efforts have identified MD 5 as a potential route for express and bus rapid transit services starting in the southern part of the county. Most of these studies identify the Branch Avenue Metro Station as the terminal point for this type of service, and yet the Branch Avenue Station is more than a half mile off the highway, and accessing the station and going back out will add time to trips. As previously mentioned in Chapter 3, an alternative is for an MD 5 Express or bus rapid transit (BRT)to stay on Branch Avenue and proceed to Naylor Road Station instead of stopping at Branch Avenue Station. More than likely, any transfer to Metrorail would put bus riders on the same train that will stop at Naylor Road only a few minutes later. And the access from MD 5 into the Naylor Road Station and busway is immediate since the Naylor Road Station is located on MD 5.

The plan recommends that future express and BRT planning for MD 5 consider the potential to use the Naylor Road station as an alternative to the Branch Avenue station. The inclusion of a BRT station at Iverson Mall or Marlow Heights Shopping Center would have the additional benefit of helping to integrate these major shopping destinations into fixed guideway planning for MD 5, and provide a good connection from Metrorail at Naylor Road up to these shopping centers that are a somewhat long walk from

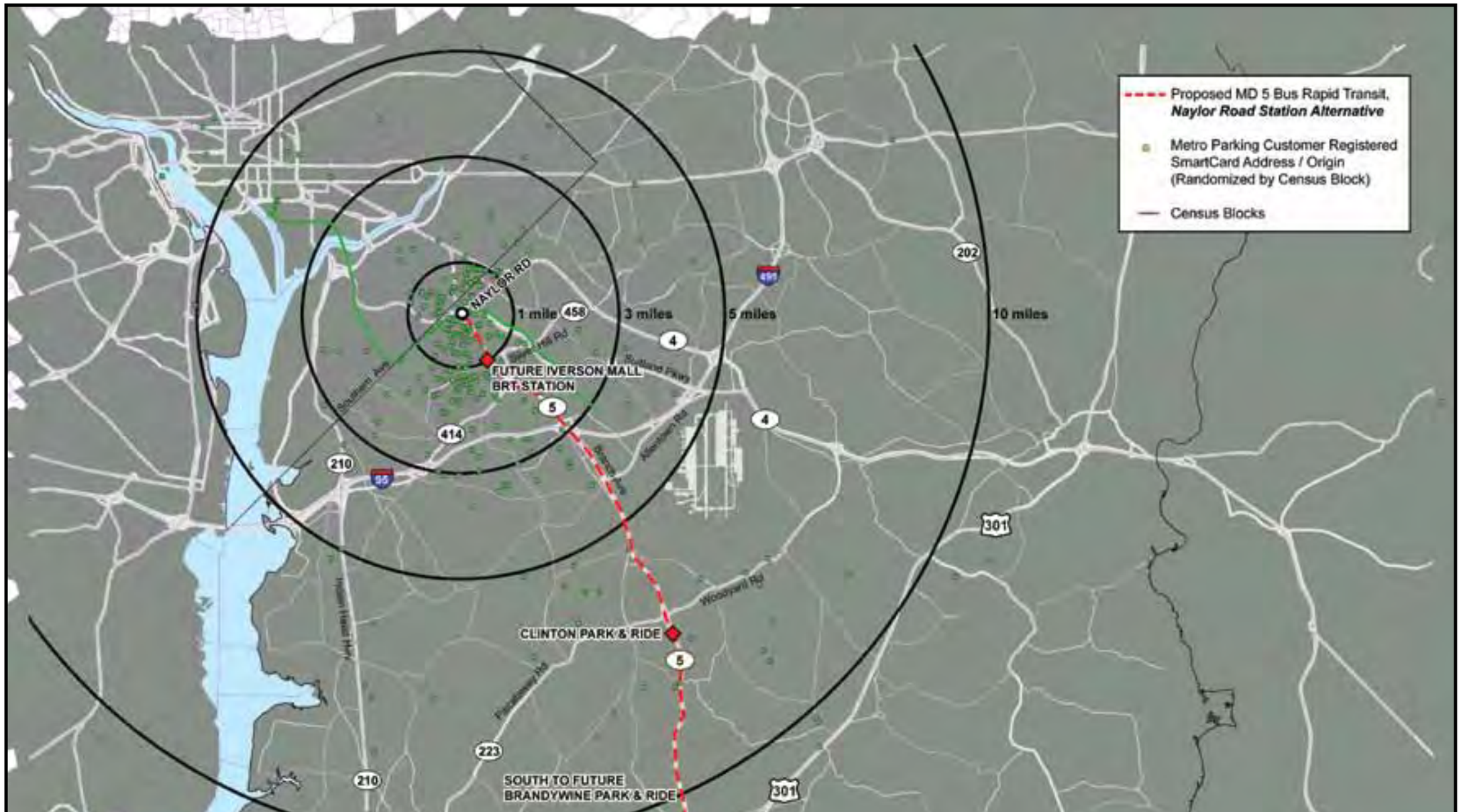


Figure 77 Proposed MD 5 Express Bus Service Concept

the station. An MD 5 BRT could potentially also continue from a stop at Naylor Road station on to the new Homeland Security headquarters at the former St. Elizabeth's campus in the District of Columbia.

The bus bay analysis concluded that based on existing peak frequencies of 26 buses per hour, only five bays are currently needed. Additional service is anticipated in the 2008 *Transit Service and Operations Plan*, but none of the changes will increase peak buses, therefore, the Naylor Road Station has the correct number of bus bays based upon the projected needs. The proposed concept plan for the Naylor Road Station maintains eight bus bays.

Pedestrian and Bicycle Recommendations

Of the four stations, Naylor Road has the best existing land use pattern in terms of high density residential development which does add to the walk up mode access at the station. However, creation of real transit-oriented development is dependent on improvements to the pedestrian environment. Past studies, including the 2011 *Naylor Road Metro Station Area Accessibility Study* provided a long list of pedestrian and bicycle facility projects that should be implemented. The 2008 *Branch Avenue Corridor Sector Plan* also provided recommendations in terms of moving toward complete streets, with a focus on Naylor Road and Branch Avenue. Together, these planning efforts led to the initiation of a major streetscape project by the State Highway Administration that will construct new sidewalks and bicycle lanes and intersection improvements along all of Naylor Road (MD 637) and Branch Avenue (MD 5), from the Metro south to Curtis Drive. Many of the existing deficiencies identified in Table 28 at right will be remedied by the SHA project, as indicated in the last column.

Table 28 presents a list of 22 recommended bicycle and pedestrian projects for the Naylor Road Station area, along with a priority ranking. The locations and types of improvements are shown in Figure 77. The recommended high priority projects are:

Project 1 and 2: Add pedestrian countdown signals and restripe crosswalks at the Naylor Road/Suitland Parkway at-grade signalized intersection. This is a difficult crossing for pedestrians and the intersection does not currently have pedestrian signals or

Table 28 Naylor Road Recommended Bicycle and Pedestrian Facilities

Number	Location	Improvement	Existing Issue	Priority
1	Naylor Rd from Southern Ave to Suitland Pkwy	Add sidewalks both sides of street	Missing sidewalks, including a section on west side with poor access management (continuous driveway)	MEDIUM *SHA project*
2	Intersection of Naylor Rd and Suitland Pkwy	Add crosswalks and pedestrian refuge on all four legs. Add countdown signals.	Difficult signalized crossing of highway, lacks crosswalks on three legs and other pedestrian facilities.	HIGH *SHA project*
3	Intersection of Naylor Rd and Suitland Pkwy	Construct pedestrian bridge over four lane highway.	Longer–term solution to pedestrian and bike crossing of parkway.	LOW
4	Suitland Pkwy from DC line to Naylor Rd	Off-street multi-use trail connecting to existing trail in DC	Existing trail stops at DC line	MEDIUM
5	East side of Naylor Rd from parkway to Oxon Run Dr	Add wide sidewalk and create access point in fence to station.	Missing sidewalk in obvious path to station. Fence blocks access to station. Wide sidewalk can serve as connection to Oxon Run Trail and Suitland Pkwy Trail.	HIGH *SHA project*
6	Oxon Run Dr from Oxon Park St to Naylor Rd	Reconstruct and widen sidewalk, add curb extension and crosswalks at Oxon Park St	Existing walk is in poor condition and too narrow, wide intersection allows high speed turns	HIGH
7	Oxon Run Dr from Naylor Rd to 23rd Pkwy	Add shared lane markings (sharrows)	Marked lanes would encourage bike use on this street leading to station	HIGH
8	Proposed Oxon Run Trail on parkland northwest of Oxon Run Dr, from Naylor Rd south	Off-street, multi-use trail	Off-street trail is in the CMPOT and would provide access to station	MEDIUM
9	Naylor Rd from MD 5 to Oxon Run Dr	Marked on-street bike lanes	No bike facility	HIGH *SHA project*
10	Metro access road at Good Hope Ave roundabout	Stripe additional crosswalk	Pedestrians cross the Metro access road in straight path toward station entrance and not where the crosswalk is market	HIGH
11	Intersection of MD 5 and Metro access road	Add crosswalks and countdown timers on all legs. Add pedestrian refuge. Reduce southbound right turn radius	Intersection at entrance to Metro station needs improved pedestrian facilities	HIGH *SHA project*
12	MD 5 from Metro station to Curtis Dr	Add marked on-street bike lanes. Improved sidewalk on west side. Add sidwalk on east side	Missing sidewalk on east side. Narrow sidewalk on west side. No bike facilities.	HIGH *SHA project*

Naylor Road

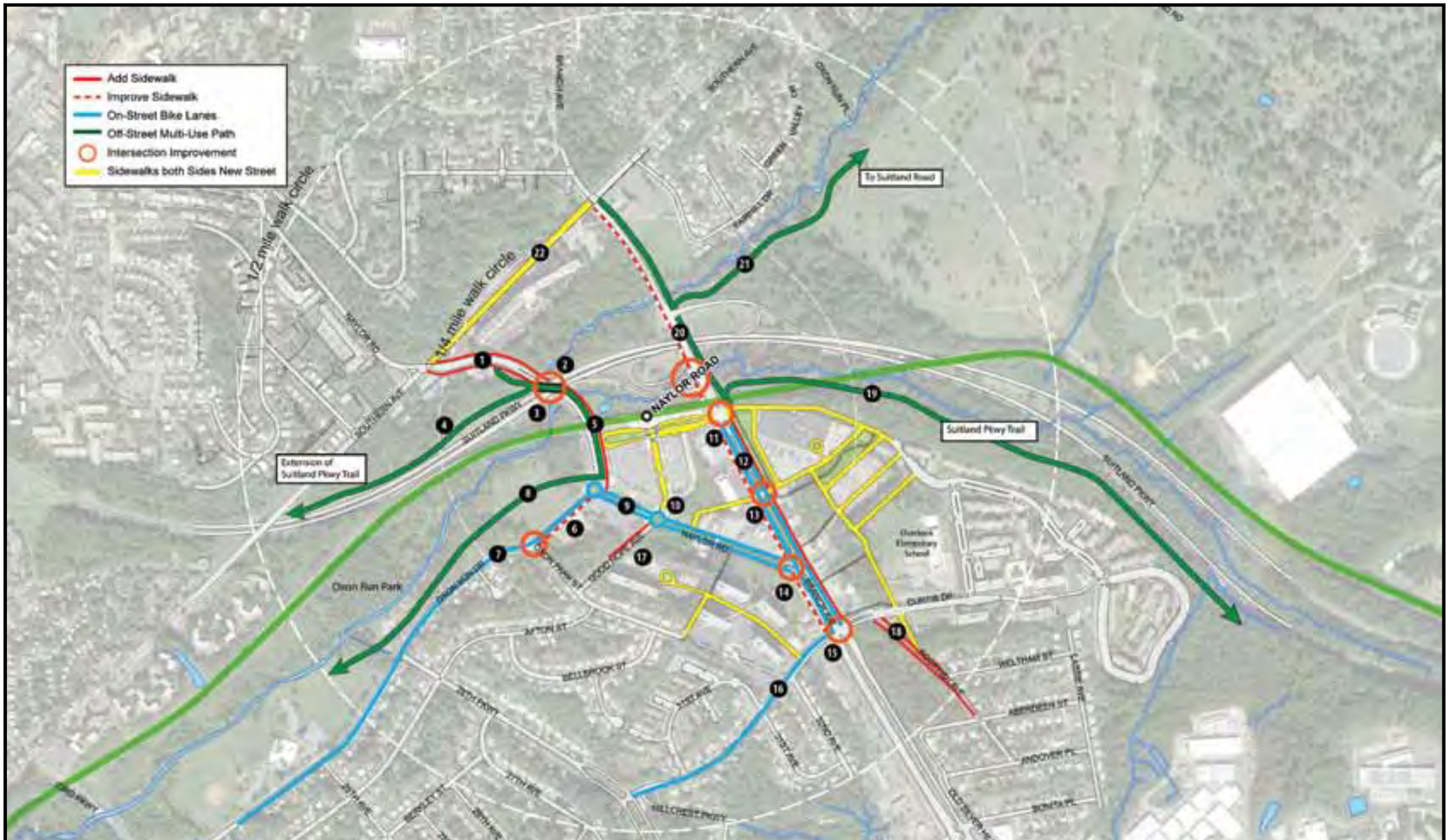


Figure 78 Naylor Road Recommended Bicycle and Pedestrian Facilities

other pedestrian-friendly features. Ultimately, it is recommended to consider a pedestrian overpass at this intersection which would connect to shared-use paths and sidewalks on each side of the intersection; however, this ultimate project is recognized as a long term, low priority. The SHA Naylor Road/Branch Avenue streetscape project includes enhanced crosswalks and crossing features on the south and west legs of this intersection. The project will also construct a new sidewalk on the east side of Naylor Road north to Southern Avenue.

Project 5: The SHA streetscape project will add a sidewalk to the east side of Naylor Road from Suitland Parkway to Oxon Run Drive which will address a critical pedestrian facility need leading to the Metro station. A new access point through the fence will allow a direct route to the station entrance.

Project 6: The sidewalk on the east side of Oxon Run Drive on the final block leading to the station is in a poor state of repair and very narrow. The reconstruction and widening of this sidewalk should be a high priority given its proximity to the station and the fact that this is the only route from much of the Hillcrest Heights neighborhood.

Project 7: Adding shared lane markings for bicycles, or sharrows, and "Share the Road" signs on Oxon Run Drive from 23rd Parkway to Naylor Road will encourage use of this relatively low volume street as a bicylce route to the station.

Project 9: The SHA streetscape project will bring marked on-street bicycle lanes to Naylor Road, which is a first step to creating a network of complete streets in the station area.

Project 10: Field observations showed that pedestrians heading to the transit station take a direct route from Naylor Road to the bus platform rather than using the existing crosswalk. A new crosswalk should be added in the actual path that pedestrians use from the Naylor Road/Good Hope Avenue roundabout along the pedestrian desired path toward the Metro station bus platform.

Project 11: Add countdown pedestrian signals and striped crosswalks on all approaches at the Branch Avenue/Metro station signalized intersection. This intersection serves as a primary pedestrian gateway to the station but currently lacks any pedestrian

Table 28 Naylor Road Recommended Bicycle and Pedestrian Facilities (continued)

Number	Location	Improvement	Existing Issue	Priority
13	MD 5, midway between station and Naylor Rd	Install mid-block pedestrain hybrid beacon.	No crossing locations for more than 1000 feet, but observed pedestrian crossings.	MEDIUM
14	Naylor Rd and MD 5 intersection	Install rapid flash beacons at crosswalk at eastbound free right turn lane	Free right movement is challenging for pedestrians; flahsing beacons proven to increae yielding	HIGH
15	Curtis Dr intersection with MD 5	Reduce traffic signal cycle length	Existing long signal cycle may lead to crossing against signal	MEDIUM
16	Curtis Dr from MD 5 to 28th Pkwy	Add sidewalks on south side of Curtis Dr. Install bike climbing lanes on uphill section of road	Missing sidewalk. Road is wide enough for bike lane in one direction and uphill lane would support climbing bikers	MEDIUM
17	North side of Good Hope Ave.	Add sidewalk	Missing sidewalk in critical path to station	HIGH
18	Scottish Ave from Curtis Dr to Aberdeen St	Add sidewalks on both sides of Scottish Ave.	Missing sidewalks in critical path from Fleischman's Village to station. This project could be accomplished with the realignment of Scottish Ave	MEDIUM
19	Suitland Pkwy, MD 5 to Silver Hill Rd	Add off-street multi-use trail	Extends regional Suitland Pkway trail for recreation	LOW
20	MD 5 north of Metro access road to county line	Reconfigure ramp with reduced turning radii. Add crosswalks across ramp ends. Improve sidewalk along west side of MD 5. Add multi-use trail on east side (see project description in Major Roadway Projects)	Existing ramp configuration encourages high speed turns. Missing crosswalks. No pedestrian facility on east side of highway.	LOW
21	Suitland Pkwy and Lincoln Memorial Cemetery, MD 5 to Suitland Rd	Add off-street multi-use trail	Trail provides off-street to Metro station from residential neighborhoods to the northeast	LOW
22	Southern Ave extension	Add sidewalks and marked bike lanes along an extended Southern Ave	Work with DDOT to extend Southern Ave, including pedestrian and bike facilities	LOW

crossing features. The SHA streetscape project includes enhanced crosswalks and crossing features at this intersection.

Project 12: Both sides of MD 5 require improved pedestrian facilities, and the SHA streetscape project will add on-street bicycle lanes, a sidewalk on the east side, and reconstruct the sidewalk on the west side. Additional improvements and wider sidewalks with landscaped buffers should be included in future redevelopment projects.

Project 14: Install rapid flash beacons at the existing marked crosswalk across the eastbound free right turn lane from Naylor Road to Branch Avenue. This treatment will help to increase the percentage of motorists that will yield to pedestrians desiring to cross this free flow right turn movement.

Project 17: Good Hope Avenue, like Oxon Run Drive, has an inadequate pedestrian facility on the block immediately before the station. A sidewalk should be added to the west side of Good Hope Avenue.

Policy recommendations to increase multimodal mobility in the Naylor Road station area include:

1. Make implementation of the State Highway Administration's MD 5 Branch Avenue and MD 637 Naylor Road Streetscape Improvement Project a high priority project for Prince George's County. Support project elements, such as pedestrian lamps, with the necessary agreements to maintain what SHA constructs.
2. Coordinate with SHA regarding the installation of a new signalized intersection on MD 5 midway between Naylor Road and the Metro station access road, as part of redevelopment proposals on either side of MD 5.
3. Provide reconstructed sidewalks and on-street shared lane markings for bicycles along Oxon Run Drive as a critical route to the Metro station.
4. Construct the planned Oxon Run Trail as an off-street multi-use trail leading to the Naylor Road station.
5. Work with the National Park Service to construct an extension of the existing off-street trail along Suitland Parkway from its current terminus at the district/county line to Naylor Road.
6. Encourage DDOT to study the completion of Southern Avenue between Branch Avenue and Naylor Road.
7. Work with the affected property owners to realign Scottish Avenue to the east at its intersection with Curtis Drive.
8. Work with the National Park Service and SHA on improvements to the pedestrian environment along MD 5 north of the Metro station, specifically to improve the parkway off ramps and install a pedestrian and bicycle facility on the east side of MD 5.
9. Coordinate with WMATA to create an urban street environment that allows for shared vehicular and bus circulation during any joint development at Naylor Road station.

Naylor Road

Chapter 6

Southern Avenue Station

Southern Avenue

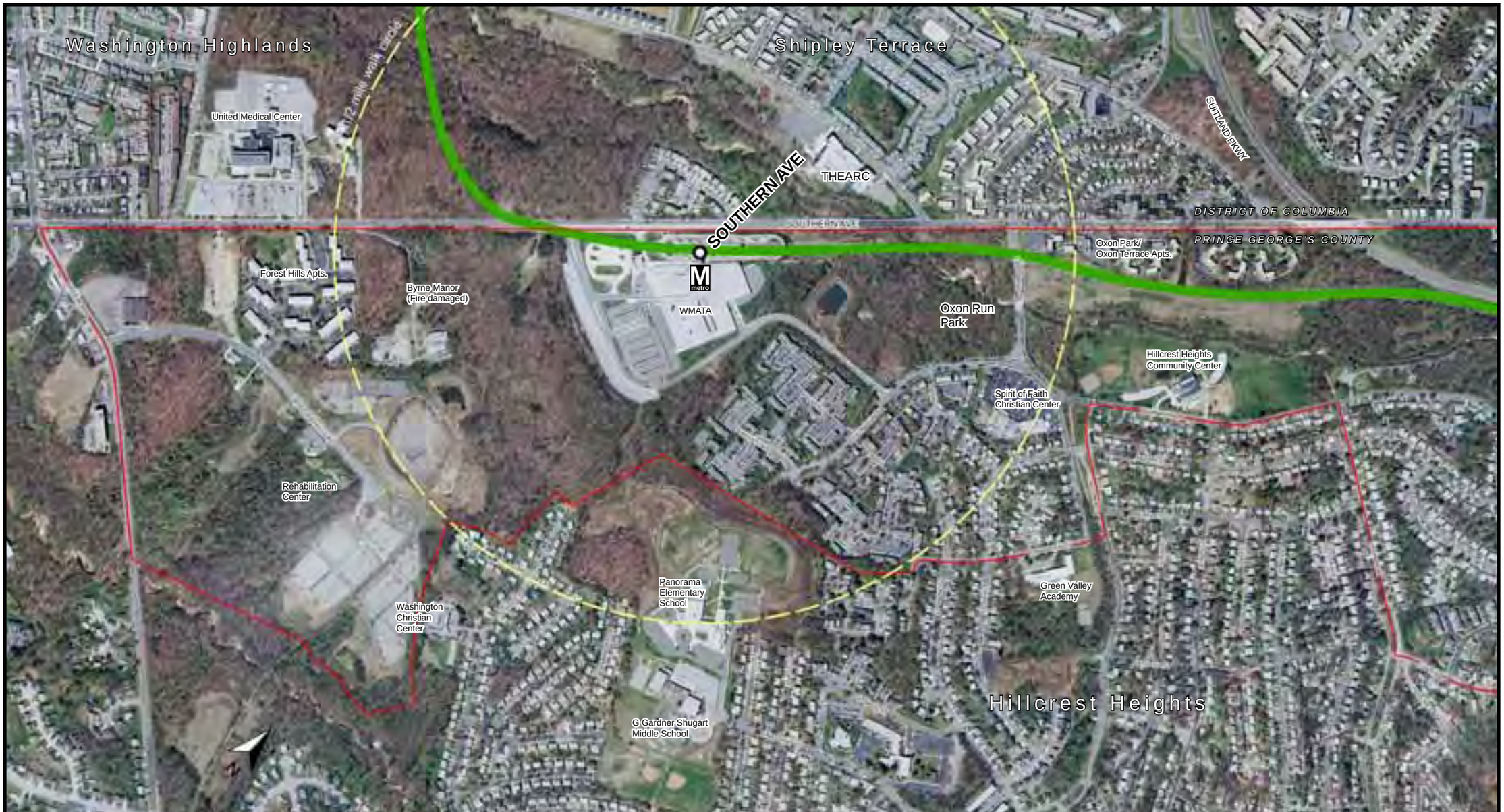


Figure 79 Southern Avenue Overview

Southern Avenue

Station Area Overview

Southern Avenue Metro Station is located on Southern Avenue on the Prince George's County side of the boundary with the District of Columbia. All of the right-of-way of Southern Avenue, including the south side curb and sidewalk, lies within the District, while all of the station is within the county. The station is located in the Oxon Run stream valley, with the current stream bed running only a few hundred yards to the north. Part of a large hill was removed to flatten the grade of the site for the parking lots, and the upper and lower levels of the WMATA garage structure are actually built into the terraced remains of that slope. The grey band visible south of the parking in the aerial photograph from 2009 (Figure 79) is a huge pile of gravel used to secure the slope of the hill; above the gravel the remaining bluff climbs from 60 to 100 feet above the bus plaza elevation.

This location between the stream and the steep slope of the hill isolates the station at the edge of nearby neighborhoods on both sides of the District line. The huge commuter rail parking facility that WMATA owns and the station itself use roughly a quarter of the land within a quarter-mile radius of the station entrance. A small cluster of townhouses sits in an isolated location directly across the avenue from the station entrance. THEARC theatre and arts campus is quite close to the station on Mississippi Avenue in the District. Oxon Run Park in the Hillcrest Heights neighborhood buffers the stream from development where it runs to the southeast of Southern Avenue. Twenty-third Parkway has the only bridge over Oxon Run from the station to Naylor Road.

The Hillcrest Towne townhouse subdivision was built directly east of the station over a 20-year period from 1976 to 1996 at the southern end of Oxon Run Drive, but like nearly all of the development in the station area, it was completed before the Metro opened and it lacks direct access to the station. The Metro access road connects from Oxon Run Drive into the station and continues up to an intersection with Southern Avenue. Three apartment complexes are located on Southern Avenue at the far edge of the half-mile walk circle. Northeast of the station the relatively shallow space between Southern Avenue and the Green Line track was developed as garden-style, walk up apartments. The Forest Hills Apartments complex is located one half mile southwest of the station with access from Southern Avenue.

Byrne Manor was a clubhouse owned by the Knights of Columbus on land between Forest Hills Apartments and the station, but the building burned down and the land is for sale. The large wooded area on the top of the bluff is owned by WMATA, and a church is selling over 100 acres of undeveloped land along Wheeler Hills Road.

United Medical Center is the only large employer in the vicinity of the station area. This hospital, formerly known as Greater Southeast Community Hospital, was acquired by the District in 2010 to stabilize its financial situation. As the only full service hospital in the District east of the Anacostia River the hospital struggles to provide services to a population that lacks adequate health insurance. According to reports in *The Washington Post* (November 23, 2011), consultants to the District recommended a shift to outpatient care.

The bluff above the Southern Avenue Metro Station is 70 feet higher than the station parking lot, with steep slopes.

United Medical Center, aka Greater Southeast Community Hospital, fronts on Southern Ave.

Land for sale along Wheeler Hills Road.

Southern Avenue

Land Use

The area around the Southern Avenue Metro Station is largely undeveloped—there are large swaths of open space adjacent to the Metro station parking lot. A cluster of townhome developments lies to the east/southeast of the station and a near continuous line of single-family homes stretches beyond the townhome developments. The townhomes are built at 19 DU/acre and the single-family homes are roughly half as dense as the townhomes, coming in at 9.7 DU/acre. The remainder of the single-family homes stretching beyond the half-mile walk circle are less dense at 5.9 DU/acre.

Along Southern Avenue there are three garden apartments, two of which barely touch the half-mile walk circle. These garden apartments range in density from a low of 22 DU/acre to a high of 36 DU/acre. These garden apartments are rather isolated since they abut either an institutional use or open space.

The overall pattern of the area surrounding the Southern Avenue Metro Station consists of a large amount of open space within a half mile of the station. Townhomes are clustered to the east/southeast of the station along Oxon Run Drive. The density steps down from the townhomes to moderate density single-family homes then to less dense single-family homes in an almost continuous line of development east, northeast, and southeast of the station. The densest residential developments are located along Southern Avenue in the form of garden apartments, and commercial uses are also located on Southern Avenue by Wheeler Road. The area to the south/southwest is undeveloped.

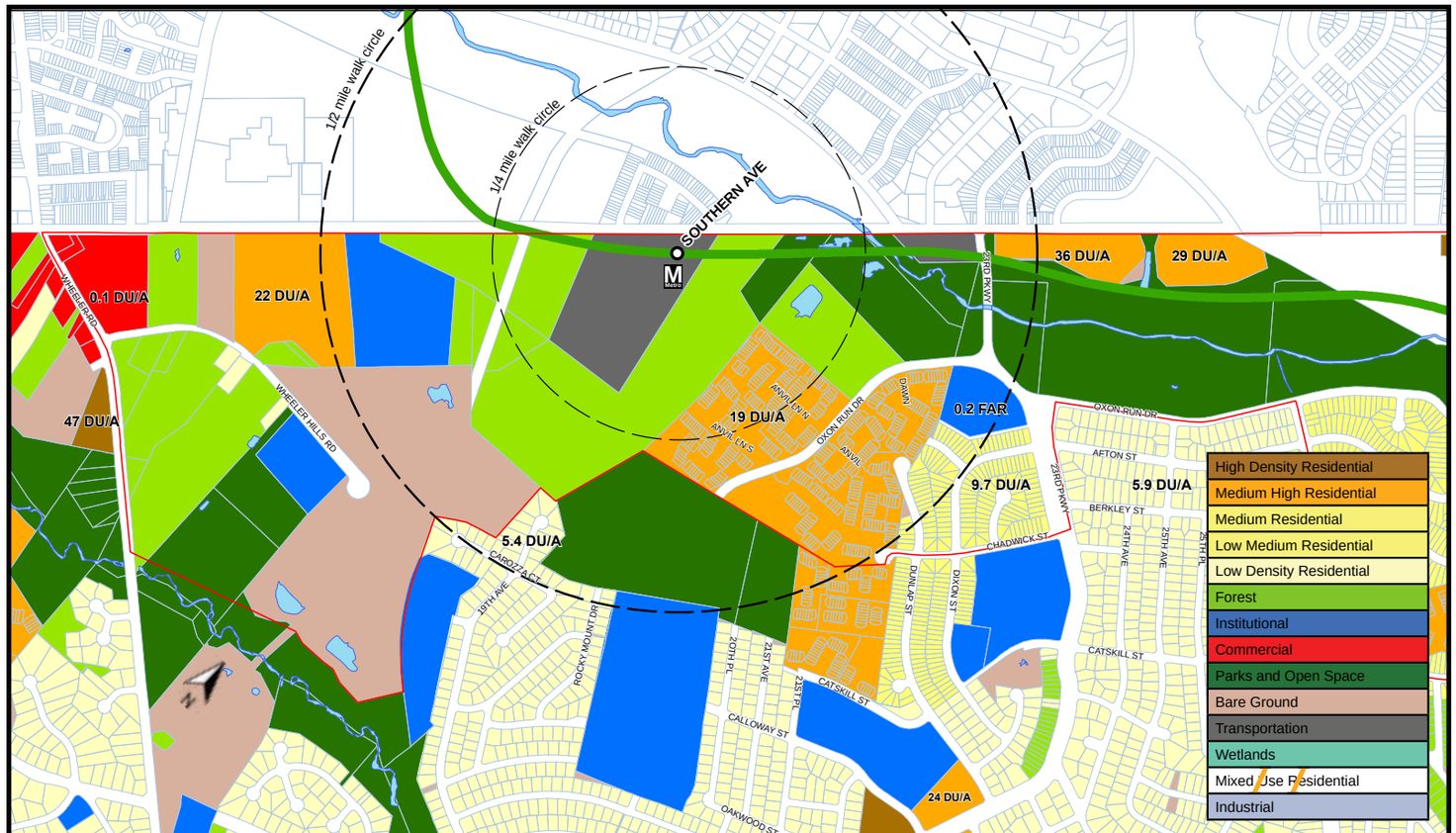


Figure 80 Southern Avenue Existing Land Use

Zoning

The zoning on parcels near the Southern Avenue Metro Station is directly attributable to two features: open space zones are aligned along the Barnaby Run and the Oxon Run creeks, and a linear pattern of commercial and attached residential zoning along Southern Avenue. There is neither a focus on the Metro station nor appropriate zoning for transit-oriented development in the Metro station vicinity. Southern Avenue is not close enough to major roads, intersections, or any of the other stations to be impacted by zoning in those areas.

Open Space Zones: Reserved open space, or R-O-S, designation provides for the permanent maintenance of undeveloped land to protect scenic and environmentally sensitive areas. In this location, the open space is the Barnaby Run Park and the Oxon Run Park surrounding the Hillcrest Heights Community Center. Both of these zones buffer environmentally sensitive areas around the respective streams. Some of the R-O-S zoned land is within the half-mile walk circle.

Residential Zones: The majority of residentially zoned land near the Southern Avenue Metro Station is zoned R-55 (one-family detached residential), which permits no more than 6.7 units per acre. R-18 (multifamily medium density residential) and R-30 (multifamily low density residential) zones are clustered along Southern Avenue. These zones permit 12–20 units per acre in garden apartment developments. Land to the east of the station is zoned R-T (townhouse) and R-35 (one family semi-detached and two-family detached residential). These zones permit 9 to 12.44 units per acre.

Commercial Zones: WMATA-owned property at the station is zoned C-O (commercial office), which allows uses of a predominantly non-retail commercial nature, such as business, professional and medical offices, or related administrative services. Most retail and food establishments are prohibited. At 82 acres, the WMATA property at Southern Avenue Metro Station comprises one-eighth of all C-O zoned land in the Developed Tier. Other commercial zones in the area are small C-S-C (commercial shopping center) properties at the corner of Wheeler Road and

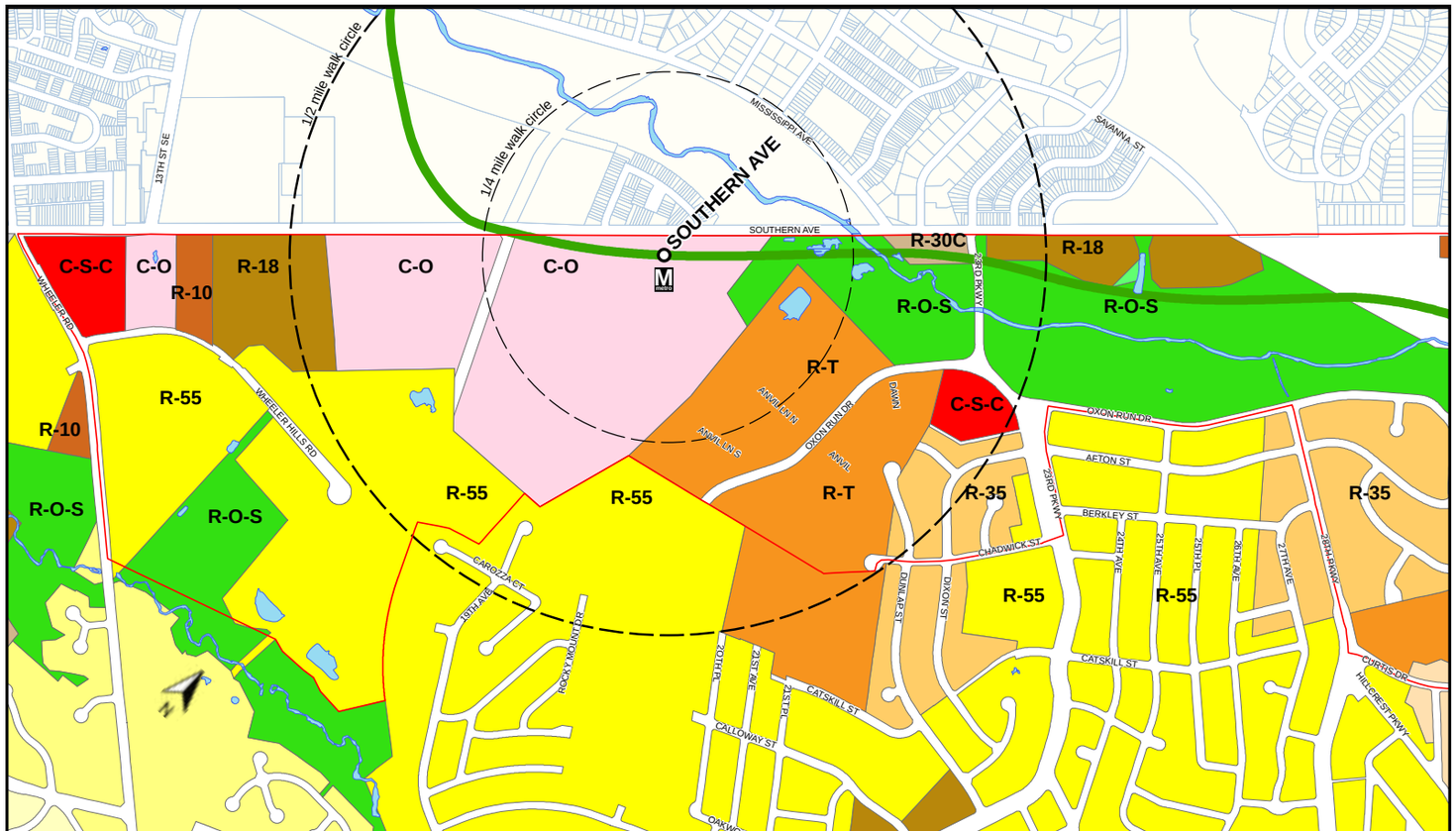


Figure 81 Southern Avenue Existing Zoning

Southern Avenue and the corner of Oxon Run Drive and 23rd Parkway. This is the county's most frequently used commercial zone, permitting most retail and service uses.

Transportation System

The transportation system serving each of the Southern Green Line stations seeks to accommodate access to Metrorail via motorized and non-motorized modes, with varying degrees of success. While WMATA's stated policy goal is to favor pedestrian and bicycle access modes first, then buses, and lastly automobiles, in the case of the four project area stations the access pyramid is inverted, giving far more attention to access via cars and buses than by walking or riding bikes. To some extent this is due to the station locations in a suburban environment. Analysis of the transportation system for each station is organized and ordered by mode share, starting with a look at the roadway network and traffic issues near each station, looking at mode share data, travel patterns and parking data, then listing bus routes and facilities, and then discussing pedestrian and bicycle issues and facilities. The analysis concludes with a focused analysis of station circulation and facility issues.

Roadway Network and Traffic Analysis

Compared to the other three stations, the Southern Avenue station is relatively isolated: no expressways, highways, or primary arterials provide direct access to the station. Southern Avenue, which the District classifies as a collector, provides the only direct route to the station; a long access road owned by WMATA creates a back way into the station with a connection to Oxon Run Drive. Southern Avenue crosses over Suitland Parkway, which is the closest major roadway to the station, but the two roads do not directly connect.

Indeed, it is Indian Head Highway, which is 1.8 miles southwest of the station, that has the best connection to the regional roadway network, and this plays a big role in shaping the regional pattern of travel that drivers take to access the Southern Avenue Metro Station, as further discussed on page 172 and shown in Figure 91. It is telling that the highest traffic count in the immediate station area (19,800) is on Southern Avenue, south of the station where traffic coming up Indian Head Highway and Wheeler Road combine. Wheeler Road and 23rd Parkway bookend the station and provide a route for local traffic from the Glassmanor and Hillcrest Heights neighborhoods.

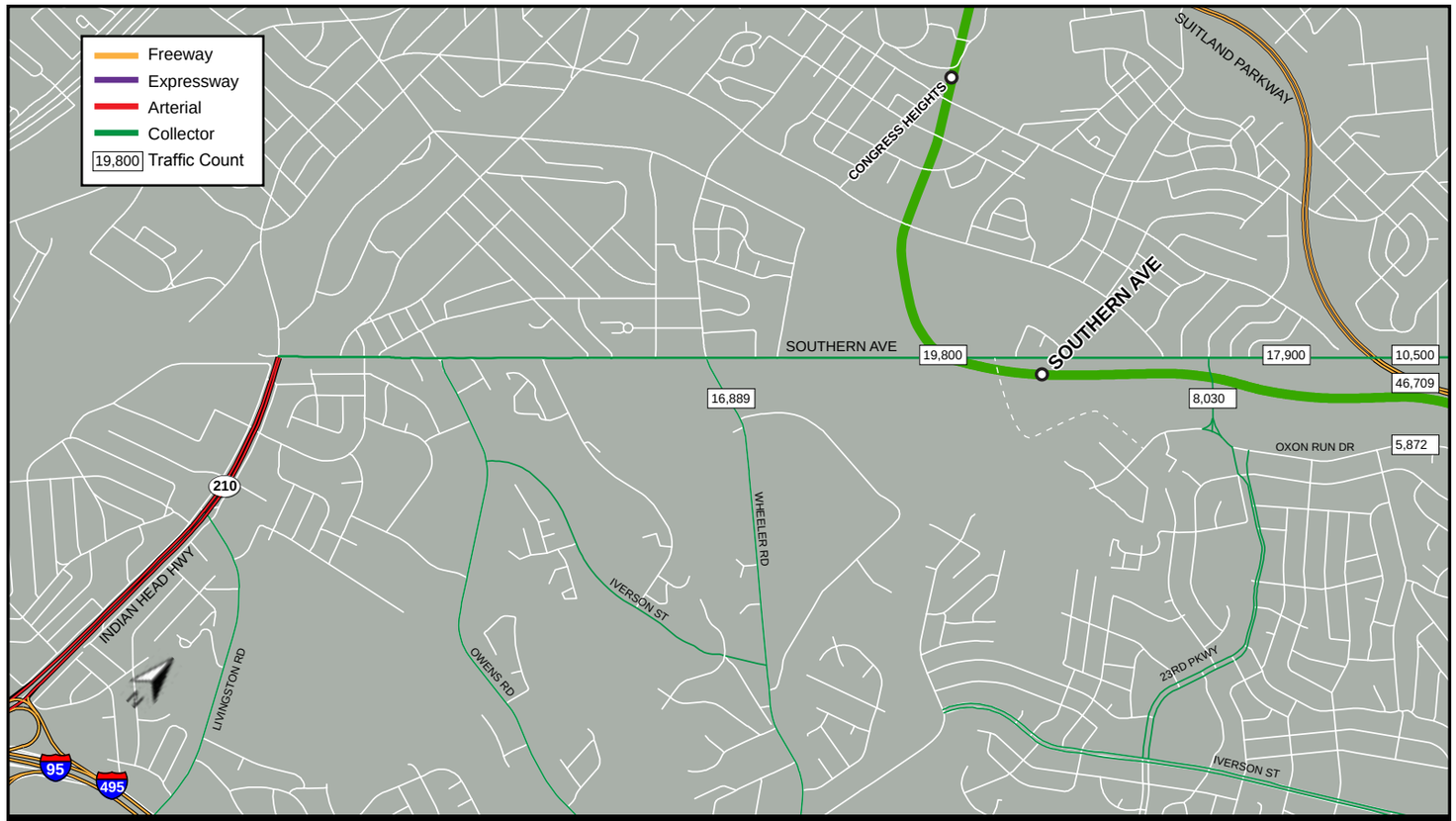


Figure 82 Southern Avenue Roadway Network

As previously noted in the Project Overview section, there are two road segments in the Southern Avenue Metro Station area that traffic counts indicate have capacity issues. The segment of Southern Avenue from 23rd Parkway to the Suitland Parkway overpass had a count of 17,900 vehicles but a two-lane capacity of 15,930 according to Prince George's County standards, which at 112 percent of capacity yields a level of service rating of "F." This section of Southern Avenue is striped as two lanes with on-street parking and four lanes but allowing off-peak parking; and the LOS uses the lower two-lane capacity measure. It must be noted that Southern Avenue lies completely within the District of Columbia and the District sets policy on acceptable LOS. In fact, DDOT is currently planning to reduce all of Southern Avenue in the station area to two drive lanes and new bicycle lanes, which would most likely reduce LOS for vehicles.

The second segment with capacity issues is Wheeler Road east of Southern Avenue, with the count at 16,889 AADT and a capacity of 15,930, which is 106 percent of capacity for a LOS of "F." Wheeler Road is an important collector in this area and it must carry traffic where few other streets connect due to topographic issues, including previously discussed steep slopes and streams.

Metrorail Service and Ridership

The focus of the Southern Green Line planning effort is the four Metrorail stations and a first part of understanding how they function within the local and regional community is to look at the rail service itself and how Metro riders are accessing the stations. To this end the project team has assembled data sets from WMATA that are reported in the following section.

Metrorail provides service to the Southern Avenue Metro Station between 5:08 a.m. and 12:24 a.m. weekdays. Weekend service begins two hours later in the morning and extends three hours later in the evening. Headways are between 5 and 20 minutes, depending on time of day.

In 2011, the average daily boardings on the Green Line at the Southern Avenue Metro Station were 5,776. Since opening in 2001, ridership from Southern Avenue Metro Station has increased annually at a rate of 3.1 percent, faster than the overall Metrorail growth of 1.7 percent annually over the same period. The peak level of ridership was in 2008 when average daily boardings reached 6,537. Since that time, ridership has fallen 12 percent, most likely due to a decrease in commutes related to the economic recession that deepened through 2008.

The Southern Avenue Metro Station has among the highest peak half-hour loading factors for rail ridership. In WMATA's 2008 Station Access and Capacity Study, the peak half-hour for entries at Southern Avenue Metro Station was 8:00–8:30 a.m. when 14.5 percent of the daily entries occurred. The peak half-hour for exits at Southern Avenue Metro Station was 5:30–6:00 p.m. when 13 percent of the daily exits occurred. This station is projected to have among the highest peak half-hour factors of 14 percent in 2030. This rush of transit riders all coming to the station at nearly the same time is perhaps related to the basic function of the Southern Avenue Metro Station as a commuter rail station. Metro riders converge on the station to access the available parking before the spaces are filled. Also, with very little surrounding development or destinations, the use of the station is focused on commute trips which all happen around the same time in the morning and evening.

In keeping with its function as a commuter rail, it is noted that outbound trains through Southern Avenue Metro Station operate well below capacity in the morning, since few people are commuting from the District to work near the station. Inbound trains operate well below capacity in the afternoon and evening, in fact, once the parking lots are full in the morning ridership along the Southern Green Line drops significantly.

As the closest station to the District, travel times from Southern Avenue to downtown Washington, D.C., are quite short, which is a potential marketing point for any new development.

Travel times to other Metro stations are:

Gallery Place	14 minutes
Metro Center	23 minutes with transfer
National Airport	25 minutes with transfer

Mode of Access

WMATA surveyed Metrorail riders in 2007 to collect data on how their patrons were accessing stations. The survey divided riders into their access mode, including different bus services and methods for getting to the station by automobile, all of which are listed in the table at right. Somewhat surprising for a suburban station, access by Metrobus actually generated the most rail riders, with 39 percent of riders at Southern Avenue Metro Station arriving by Metrobus and an additional 5 percent by other bus service. Driving in a private car and parking and riding had the second highest total, at 36 percent. Walking to the station was the access mode for 10 percent of riders, which, considering the poor pedestrian environment, is a respectable number, and actually higher than patrons that were dropped off. The survey showed no riders had biked to the station, which is also the result at the other three stations; yet bicycles were seen at the station during field visits, so this survey snapshot may simply indicate that the bicycle mode share is very low rather than none at all.

Parking

When the Southern Green Line stations were constructed the design of the station sites emphasized vehicular parking and access by private automobile. In a real sense the current site layout can be thought of as a parking lot rather than transit-oriented development. The isolating location of the Southern Avenue Metro Station also favors parking over integration into the urbanized community; however, the vast area now used for surface lots can also be considered a land bank for future station area development. The role of WMATA policy in terms of parking resources, revenues, and replacement is an important consideration that will be addressed in the plan; this report provides basic data on the existing supply of parking.

Data from the WMATA web site and the web page for the Southern Avenue Metro Station shows that a generous amount of parking is provided at the Southern Avenue Metro Station. The available spaces by type are:

All-day spaces:	1,980
Short-term metered spaces:	46
Additional metered spaces:	200
Total parking spaces:	2,226

All-day spaces are provided in a two-level parking garage. Kiss and ride spaces are provided on the upper level of the garage. High occupancy vehicle (HOV) parking is provided in a surface lot near Southern Avenue. Pricing: All-day spaces are $4.25 per day.

Table 29 Southern Avenue Metrorail Rider Access Mode

Mode of Access	Number of Metrorail Riders	Percent of Metrorail Riders
Metrobus	2295	39
The Bus	203	3
Other Bus	107	2
Automobile	2119	36
SOV Park and Ride		
"Kiss and Ride"Drop Off	472	8
Carpool	60	1
Walk	600	10
Taxi	13	< 1
Bicycle	0	0
Total	5869	100

Metered spaces are $1.00 per hour. Reserved parking is available at a fee of $65 per month. Car Sharing: Space is provided for Zipcars. A taxi stand is located at the upper level of the parking deck along the kiss and ride access lane.

Parking Customer Origin Data

The map for Southern Avenue Metro Station shows that most of the patrons that park and ride are coming from an area in a line south of the station that corresponds with Indian Head Highway. The customer travel distance chart shows that one third of the patrons are coming from the neighborhoods closest to the station: from one to two miles away. But roughly another 40 percent are traveling from 5 to 25 miles to get to the station. These are long distances, showing the function of the station and line as a commuter rail serving far flung, lower density development. In the five- to ten-mile zone the census blocks with higher numbers of patrons are clearly grouped close to Indian Head Highway, and this result also shows the relative difficulty of accessing Southern Avenue Metro Station from other major roads such as MD 5.

The parking customer distribution shows 1,264 patrons per day. Assuming these patrons used the all-day spaces, this equals an occupancy rate of 64 percent. The high level of usage is somewhat surprising given the distance from this lot to the highway network. The next station located toward Washington, D.C., Congress Heights, does not provide any all-day parking, which likely results in District residents living north of Mississippi Avenue SE backtracking to the Southern Avenue Station to use the parking facilities.

Sidewalk Inventory and Pedestrian Access

An inventory of existing sidewalks and gaps in the sidewalk network was performed and a graphic created for the area within a half mile of each station and adjacent neighborhoods. This inventory was based on an impervious surfaces GIS layer maintained by M-NCPPC that showed where concrete sidewalks exist, and also checked against an aerial photograph and supplemented with limited field observations. The analysis of pedestrian access also indicates where significant topographical or other barriers exist that hinder pedestrian movement.

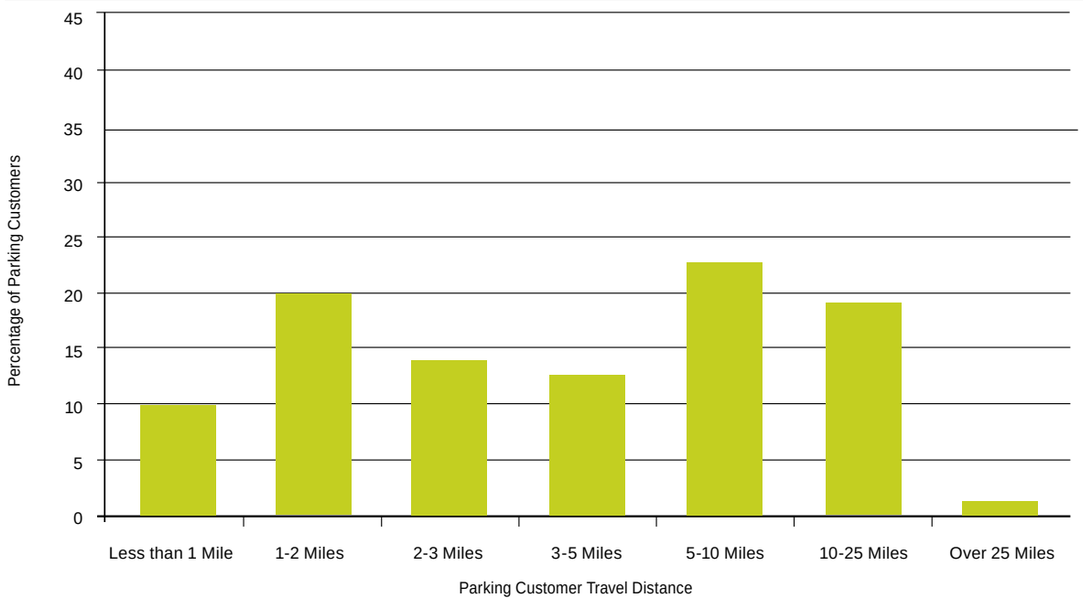
In the case of the Southern Avenue Metro Station, major barriers including the Oxon Run stream and steep slopes block pedestrian movement and development within a quarter mile of the station. Access from residential areas in the District is along Southern Avenue, which has sidewalks on both sides of the street. The only point of pedestrian access from neighborhoods on the county side of the station to the east of the station is from Oxon Run Drive leading to the station access road.

Notable gaps in the sidewalk network are present along 25th Avenue, 26th Avenue, Berkley Street and even a portion of Oxon Run Drive. Some blocks have a sidewalk on one side of the street but not the other. Field observations show that a pedestrian can be walking down a street, such as 25th Place and the sidewalk simply stops. Owners of lots without sidewalks have in some places created barriers to constructing sidewalks, such as low walls or landscaping.

Walk Distance Analysis

While TOD planning typically uses a half-mile radius walk circle to indicate the study focus area, actual walking distances are farther unless a public street is present in a direct path to the station, such as Southern Avenue itself in this area. The walk distance diagram shown on the opposite page seeks to represent this dichotomy by measuring walk distances down public streets or paths. The analysis shows that a direct path does exist down Southern Avenue to the edge of the quarter-mile and half-mile walk circles. However the analysis, primarily based on the distance from the station to individual parcels, is somewhat skewed due to the many very large parcels that extend back from Southern Avenue specifically southwest of the station; rather than arbitrarily marking a line the whole parcel is colored. The analysis is clearer northwest of the station where the half-mile walk extends up streets closer to the station but only touches parcels fronting on Southern Avenue near the edge of the walk circle. Of particular note is the lack of access

Table 30 Parking Customer Travel Distances for Southern Avenue Station



Southern Avenue

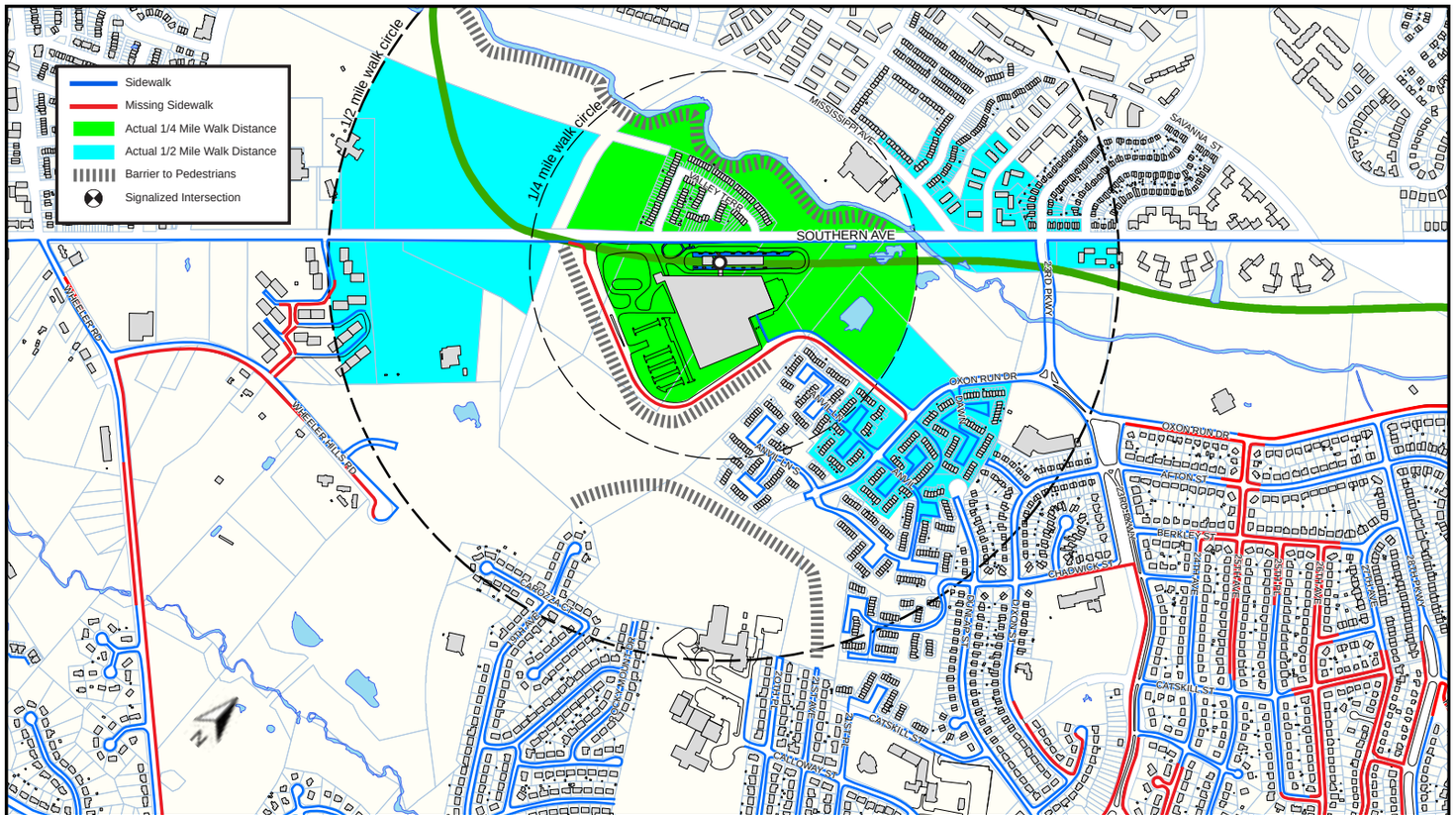


Figure 83 Southern Avenue Sidewalk Survey and Actual Walk Distance

Abrupt end to the sidewalk on 25th Place in Hillcrest Heights.

A pedestrian is forced to walk on the road along 23rd Parkway.

to the townhouses directly east of the station due to private security fencing that fences these townhouses off from the station access road. This fence forces transit patrons from this area to walk all the way out to Oxon Run Drive and then turn back down Anvil Lane, and therefore an area close to the station is not even within an actual half-mile walk. On the other hand, an off-street sidewalk is provided that gives access from the eastern end of the station access road into the townhouses on the other side of Oxon Run Drive, which extends the half-mile walk a bit further than taking a route along the private drives. In general due to barriers and lack of public right-of-way, more than half of the land within the walk circle lies beyond an actual half-mile walk distance, indicating a real challenge to TOD.

Bicycle Facilities

At present there are no off-street bicycle trails or striped on-street bicycle lanes in the project area. The Master Plan of Transportation calls for:

- Oxon Run Stream Valley Trail to run through parkland on an off-street path that parallels the stream and Oxon Run Drive.
- An on-street bicycle lane along 23rd Parkway.
- Field observations noted a narrow right-of-way along 23rd Parkway, but a bike lane could replace a marked lane that seems to be for on-street parking.

Southern Avenue

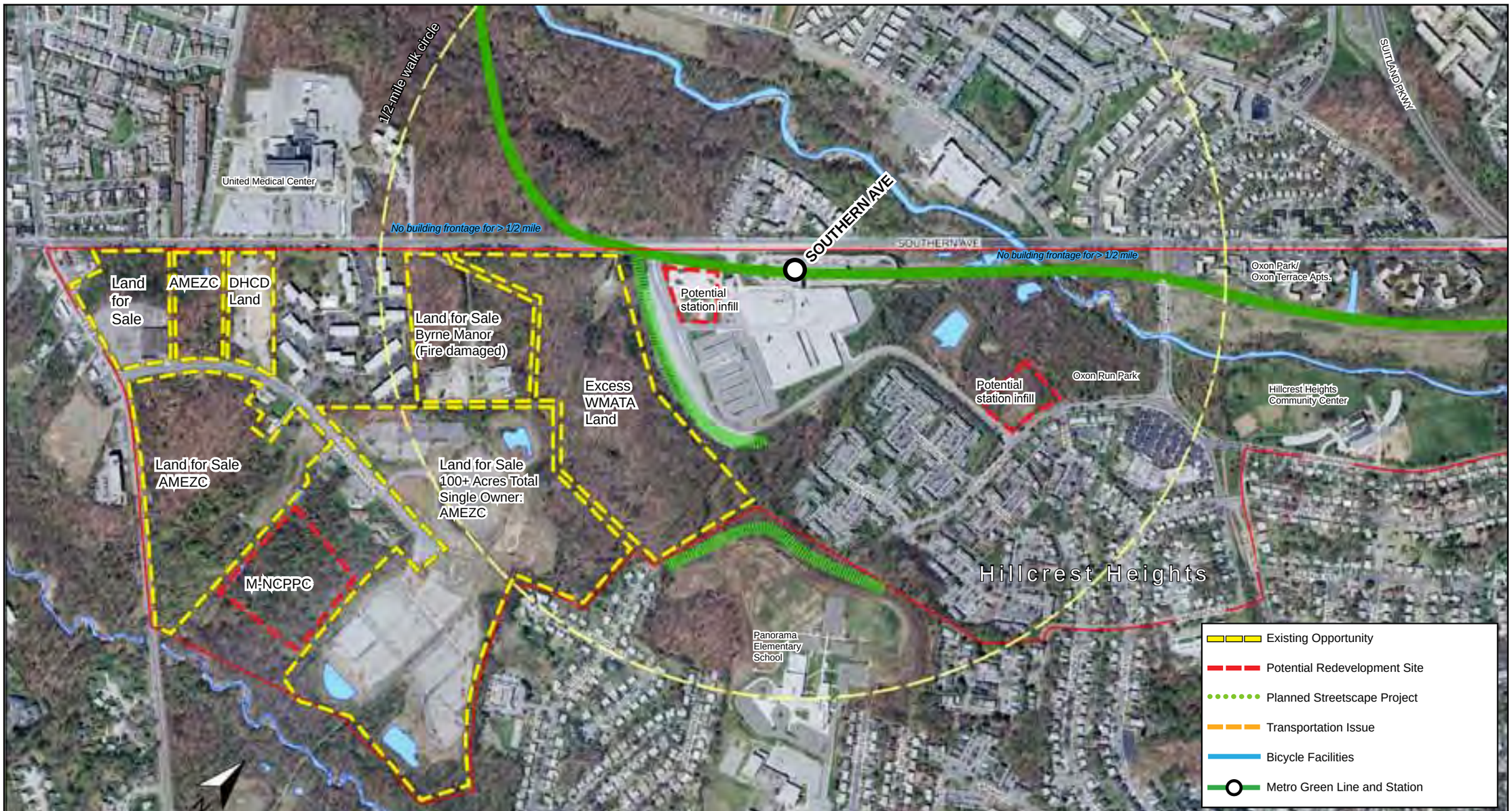


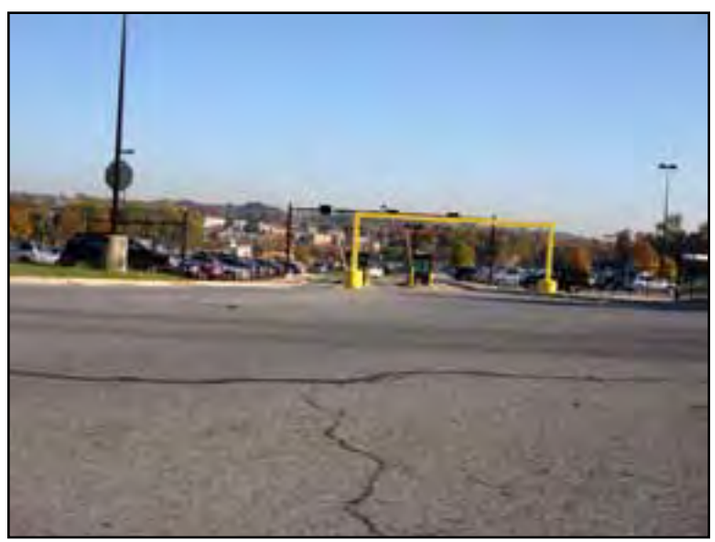
Figure 84 Southern Avenue TOD Opportunities and Issues

Opportunities and Challenges

Key Issues Summary:

- The station location on Southern Avenue is not well connected to the regional roadway system.
- The station site is isolated between steep slopes to the south and the Oxon Run stream corridor to the north.
- Large parcels of undeveloped land are available for development south of the station, but are cut off by a bluff.
- WMATA owns excess land on top of the bluff and there is potential for infill on underutilized station land.
- The A.M.E. Zion Church is selling 110 acres of land, in three sites, along Wheeler Hills Road.
- Department of Housing and Community Development will redevelop its vacant property along Southern Avenue.
- A former grocery site is available for renovation, redevelopment, and/or infill near the corner of Wheeler Road and Southern Avenue.
- The former Byrne Manor site is available for redevelopment.
- At an elevation of 270 feet, the top of the bluff offers outstanding views to the north and west, including views of the Washington Monument, National Cathedral, and Capitol dome.
- United Medical Center and other destinations in the District generate some transit riders, but the pedestrian environment along Southern Avenue is challenged by four lanes of traffic and the isolating lack of building frontage.
- There is only a single connection from the station to the Hillcrest Heights neighborhood, via the station access road and Oxon Run Drive.

Large parcels of land are available for development along Wheeler Hills Road on the bluff above the Southern Avenue Metro Station.



Surface parking lots at the Southern Avenue Metro Station present a security issue given the lack of surrounding development, but they also present potential for infill at the station.

Southern Avenue Station Area Plan

Primary Function: Residential Neighborhood

Secondary Function: Conservation Areas with Amenities

The Vision

At the entrance to the Southern Avenue Station from Hillcrest Heights a new assisted living apartment complex is the largest and most sought after retirement home in the community. The building provides views into Oxon Run Park and quick access to doctors from United Medical Center, just minutes away on Southern Avenue. Apartments on the former kiss and ride lot make the station a livelier place for residents and commuters.

Electric-assisted pedicab shuttles line up to take commuters up and down 'The Bluff' in the morning and evening rush from the hundreds of townhouses and small lot single-family houses. Barnaby Parkway is both the signature drive and address for large houses in the new neighborhood, built on former church and Burne Manor properties, and a short cut that avoids the bustle of the reinvigorated commercial node where Wheeler Road and Southern Avenue connect. Up on the highest elevations of the bluff a hilltop enclave of condominiums offers great views to the Anacostia River and the monuments in Washington. The many acres of land that are crossed by ravines with intermittent streams and steep slopes have been conserved as open space by home owners associations, WMATA, and M-NCPPC to create a low maintenance systems of trails and paths.

Key Elements of the Plan

- Senior housing development at station entrance
- Residential infill at station
- New pedestrian path to the station from the Metro access road and Oxon Run Drive
- New residential neighborhood off Wheeler Hill Road
- Parkway connection from Southern Avenue to Wheeler Road
- Retail redevelopment at corner of Southern Avenue and Wheeler Road
- Potential for road and stair connections from station to top of bluff
- New parks and trails on environmentally sensitive land
- Connection from new Wheeler Park neighborhood to 19th Avenue

Southern Avenue

Figure 85 Southern Avenue Illustrative Development Concept

Development Program

The illustrative plan for the Southern Avenue station area tests the feasibility of certain uses and building types (and related parking) in the available space and the proposed street and block layout. Based on the real estate market analysis, the development program provided here provides an indication of what is possible. Many other iterations are possible within the overall framework, and this presentation is for illustrative purposes only.

A Hillcrest Station

Develoment Program: Multi-family and single-family attached residential

Potential Units: 375 apartments and 70 townhouses

Meeting a growing need for senior housing in the Hillcrest Heights neighborhood, the proposed assisted living apartment building at the entrance to the Metro station from Oxon Run Drive is developed on surplus WMATA property. A four-story building would bring neighborhood life closer to the station and offers easy access to Metro and the adjacent park land.

Closer to the station, new apartments and townhouses are located on the HOV and kiss and ride parking lots. Commuter parking is relocated to a small parking deck with over 600 parking spaces on four levels, 473 dedicated to Metro. The design proposes to wrap the garage with an apartment building that fronts on Southern Avenue so that a resident population is always watching over the station area, making it safer for everyone. Seventy townhouses are arranged opposite the bluff and around a small urban park.

B Wheeler Corner

Development Program: Retail and multi-family residential

Potential Space and Units: Up to 50,000 square feet of retail and 125 apartment units.

Commercial development at the corner of Wheeler Road and Southern Avenue can serve the growing number of households proposed in the area. Two retail buildings can offer up to 50,000 square feet of space and surface parking accessed from Wheeler Road. New apartment buildings developed on land owned by the county Department of Housing and Community Development offer 120 units in three story structures. A small park between the retatil and housing functions as a storm water management area.

C Wheeler Park

Development Program: Single-family attached residential

Potential Units: Up to 575 townhouse units

The proposed master planned townhouse development nearly stretching from Wheeler Road to Southern Avenue, is a new neighborhood in Hillcrest Heights and the station area. Combining two large properties, previouly owned by religious organizations, the Wheeler Park development has a buildout of 575 townhouse units on urban sized blocks. Two parkways provide the framework: Wheeler Hills Road is redesigned with landscaped medians and crossed by the proposed Barnaby Parkway, which extends from Southern Avenue across Barnaby Run stream on a decorative bridge to Wheeler Road. A street connection to 19th Avenue allows better local and regional access from the older parts of Hillcrest Heights.

D Hilltop Village

Develoment Program: Multi-family residential

Potential Units: 300-600 apartments

Surrounded by steep slopes, the proposed Hilltop Village development fills a narrow stip of relatively level land at the top of the bluff that rises between the Oxon Run and Barnaby Run stream valleys. Two mid-rise towers are aligned at the top of the bluff visible from the station offering great views toward the monuments in downtown Washington, D.C. Access is provided from Southern Avenue along a consistent contour line, with the option to bring a second road up from the Metro access road, if deemed feasible given the steep slope, with a switch back climb up the hilltop. Deep ravines and intermittent stream beds are conserved as open space, with natural trails as an amenity. Design of a stair way down to the station is an important element of the plan.

Figure 86 Southern Avenue Districts and Development Program Concept

Urban Design

Streets and Blocks

The focus in the Southern Avenue station area should be the development of a new residential neighborhood off Wheeler Hills Road, shown in the illustrative plan with a site plan based on townhouse development. The proposed urban design of this neighborhood is based on relatively small blocks in a grid of connecting streets. A typical block is 380 feet by 200 feet. All of the development should be served by alleys, which will create a more attractive street frontage and make it easier to design each townhouse with a backyard and a detached garage accessed by the alley. The townhouse lot dimensions are 20 feet wide, and range on average between 80 to 100 feet in length with 20 foot alleys.

The illustrative plan shows the development as all townhouses, but it could also be designed with a mix of small lot single family detached houses included. Lots fronting on the parkway are a good location for more expensive houses. Apartments should also be considered for the area closest to Southern Avenue. The plan proposes that infill development at the station should be oriented to new streets that are perpendicular to the bluff and the access road, which helps to create an interior to the settlement.

Urban Parks and Trails

Two small parks are featured in the bluff area, one a centerpiece of the new blocks at the bottom of the bluff and the other at the top. These parks are important elements to creating a place in an otherwise challenging location and the pair provide a place for future residents to walk through to and from the station. The park at the top of the bluff, labeled as 'Monument View Park' should be designed to open and frame the views toward the U.S. Capitol and Washington Monument in downtown Washington. The bluff itself, which is currently faced with gravel, should be designed as a landscaped amenity. A stairway connecting the station to the top of the bluff is a crucial feature to creating the necessary pedestrian access making the area transit-oriented development.

The rest of the proposed open space functions as conservation areas on environmentally sensitive lands that should not be developed. A system of trails should be included as part of future development projects, with particular attention paid to convenient paths to the station. The planned Oxon Run Trail will connect the station area to the District of Columbia and along the edge of the Hillcrest Heights neighborhood to the Naylor Road station.

Boulevards and Streetscapes

The neighborhood plan is based on two boulevard streets: one in the current right of way of Wheeler Hills Road, to be redesigned with lanscaped medians and buffers, sidewalks and pedestrian level lighting; and the other a new boulevard or parkway connecting from Southern Avenue to an intersection with Wheeler Hills Boulevard and continuing south in the existing Wheeler Hills Road right of way that crosses over Barnaby Run stream and connects to Wheeler Road. This second road labeled as Barnaby Parkway is aligned at its north end along the edge of an undevelopable ravine that carries storm water from an existing pond toward Southern Avenue and Oxon Run, then after crossing Wheeler Hills Boulevard it descends toward Barnaby Run and passes between two existing stom water ponds. This parkway should also be designed with landscaped medians and pedestrian facilities. Lots fronting on Barnaby Parkway will have attractive views across the street into the ravine and woods, which should bring premium prices and higher value homes.

Figure 87 Southern Avenue Illustrative Development Sketch

Southern Avenue

Policy recommendations regarding streets, blocks, and urban design features in the Southern Avenue station area are:

1. Encourage the design of a high value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets, and complete street principles.

2. Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right of way, and a spur connecting north to Southern Avenue.

3. Extend the planned Oxon Run Trail into the station area.

4. Provide small placemaking parks in the walking path to the station from the top of the bluff.

Figure 88 Southern Avenue Urban Design Concept

Future Land Use Plan

The future land use plan for Southern Avenue station area is relatively straightforward compared to the other three stations on the Southern Green Line. The real estate market is limited due to the isolation of the station from the regional roadway network and the topography of the area. Steep slopes and ravines create challenges to development in portions of the station area.

Commercial

Only one property in the Southern Avenue station area is recommended for commercial land use classification, located at the corner of Wheeler Road and Southern Avenue. There are existing retail uses at this corner, but a grocery failed and is vacant at the intersection of Wheeler Road and Wheeler Hills Road, indicating a weak market for commercial uses. However, if there is substantial growth in households as outlined in the plan, then a new market will existing for new commercial uses.

Residential

Residential uses are recommended for the majority of land deemed developable in the station area. High density residential uses are recommended for infill at the station on WMATA property. If access can be created to the top of the bluff, additional high density residential uses should be developed. The former Bryne Manor property fronting on Southern Avenue is planned for high density residential, with the high density multi-family residential to be located closest to Southern Avenue, which has very good access to the station directly down Southern Avenue. County DHCD property to the southwest of the Forest Hill Apartments should also be developed as high density residential.

Medium density residential uses are proposed for the majority of the A.M.E. Zion church property to the north and south of Wheeler Hills Road. This property is relatively flat and is a good location for townhouse development.

Office

The plan does not propose any office development in the station area. This is a change from previous plans that hoped for office uses related to the station and the presence of the medical center.

Open Space

The plan responds to the challenging topography of the station area by recommending that areas with steep slopes, ravines, and streams be conserved rather than developed. Storm water management is a real limiting factor as is the potential cost of constructing roads or other infrastructure in diffcult terrain. The plan recommends that a small amount of property owned by M-NCPPC to the south of Wheeler Hills Road that is relatively level and could be developed be swapped for the much larger knoll of land at the southeast corner of Wheeler Road and Wheeler Hill Road owned by the church. The knoll and property to the north connecting from Wheeler Hills Road to Southern Avenue, which has streams, could be conserved as either HOA owned open space or as Commission owned passive park space. The plan recommendation is only to investigate the potential to swap lands, but does not commit either party to making this swap.

Policy recommendations for future land use in the Southern Avenue station area are:

1. Plan for high density residential land uses as part of joint development and infill on WMATA property in the Southern Avenue station area.

2. Plan for high density residential land uses for property that fronts on Southern Avenue between 13th Street SE in the District of Columbia and the Metro station.

3. Designate undeveloped property to the north and south of Wheeler Hills Road as medium density residential.

4. Allow for flexible land use at the northeast corner of Wheeler Road and Southern Avenue, including commercial uses, office uses, or medium and high density residential uses, or a mix of these uses.

Southern Avenue

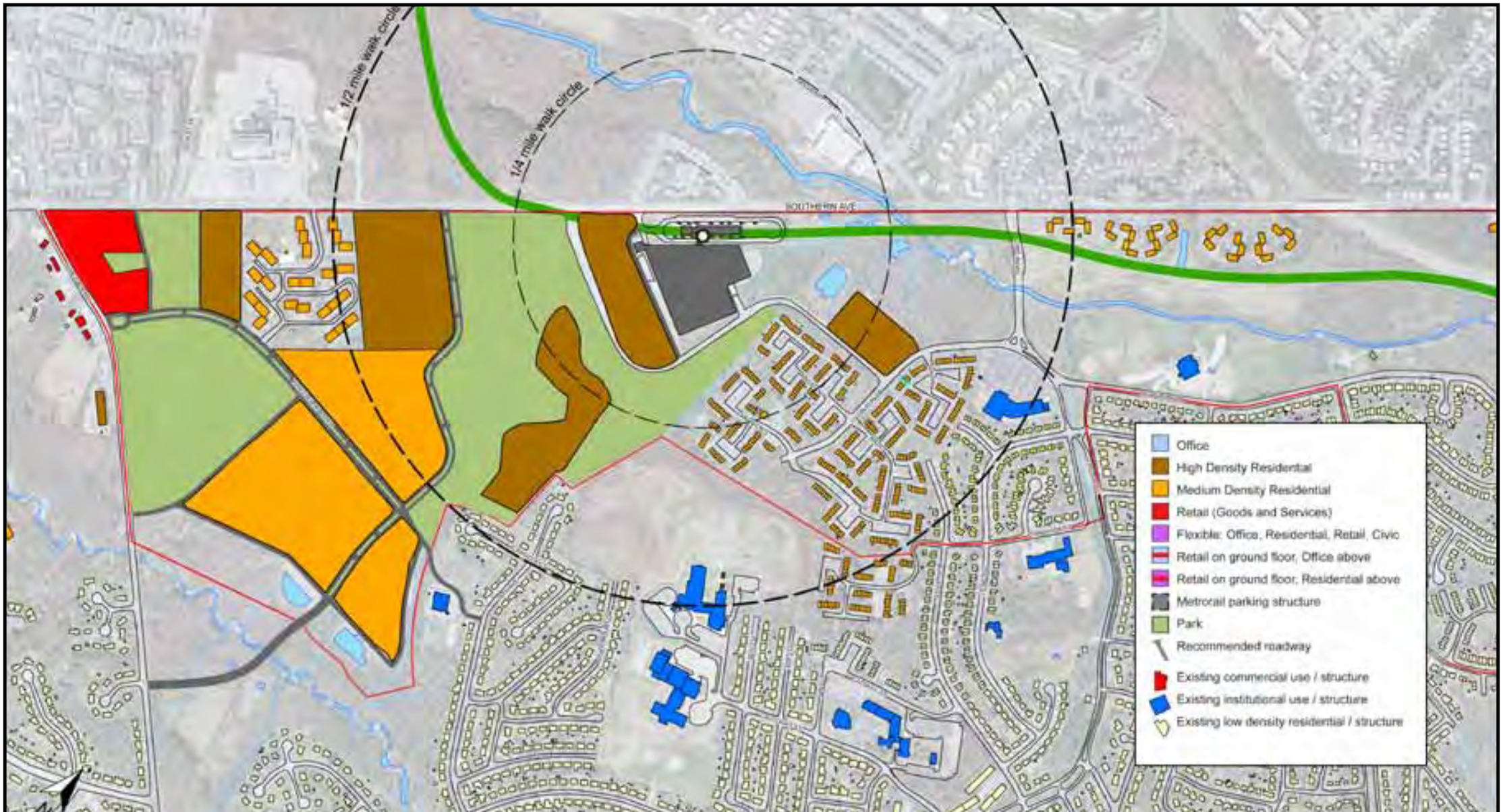


Figure 89 Southern Avenue Future Land Use Plan

Proposed Zoning

In order to support the proposed future land use plan and development in the Southern Avenue station area, the plan recommends using existing zoning districts through the SMA process. **Policy recommendations for zoning in the Southern Avenue station area:**

1. Rezone property fronting on Southern Avenue, including WMATA property and the former Byrne Manor property, from the Commercial-Office zone to R-10, for high density residential.

2. Rezone property along the south and north sides of Wheeler Hills Road from R-55, for low density residential development, to R-T, allowing townhouse development.

3. Rezone WMATA property at the intersection of Oxon Run Drive and the Metro access road from R-T to R-10 to allow for multi-family residential.

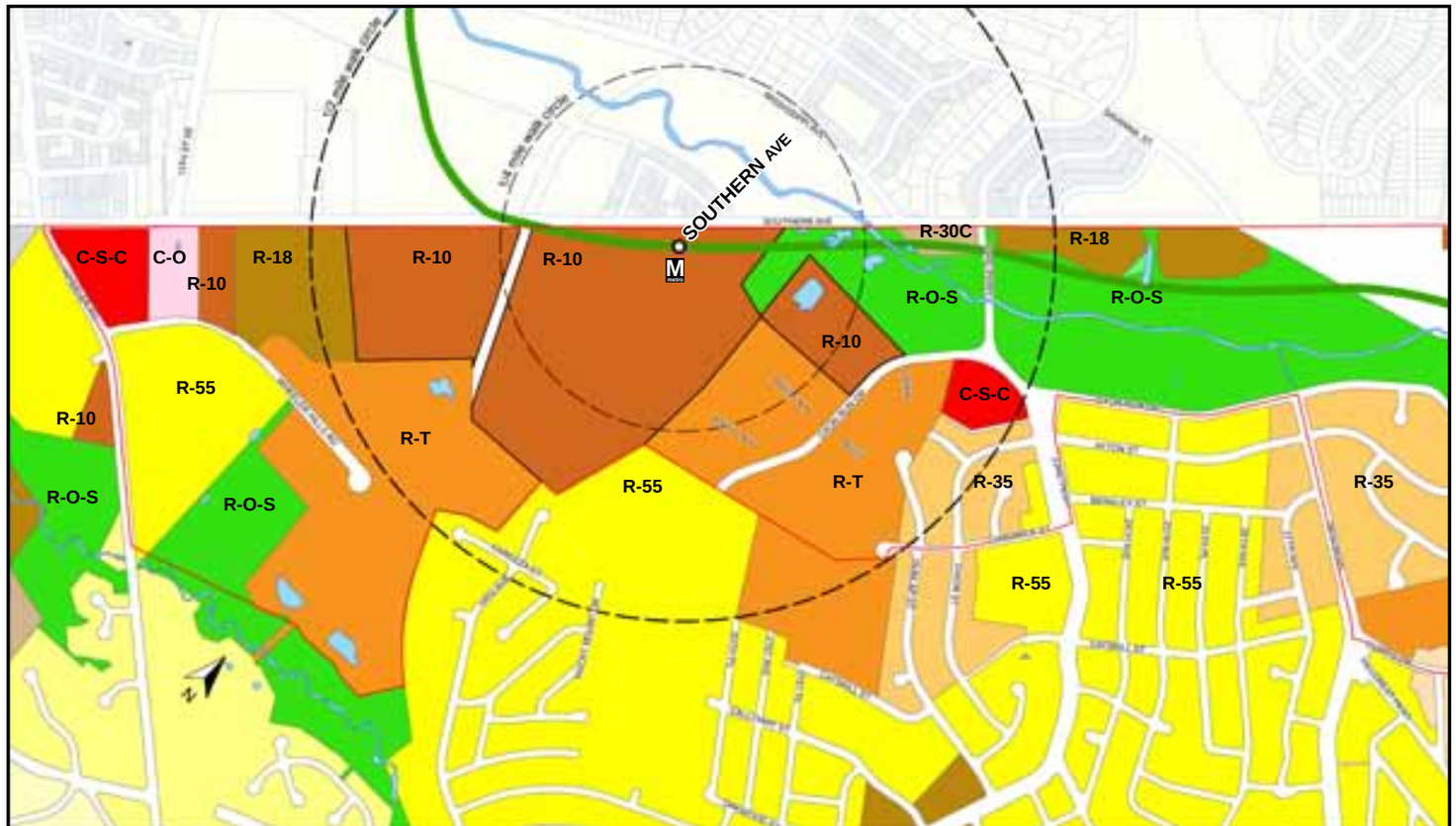


Figure 90 Southern Avenue Recommended Zoning

Multi-modal Mobility

Getting to and from the Southern Avenue Metro station can be challenging. The location is not well connected to the regional roadway network and the topography of bluff and stream valleys prevents the development of an integrated grid of local streets. The planning process considered a number of alternatives to extend streets, such as Oxon Run Drive, but the goal of creating a grid of streets was confronted by real environmental constrants. Construction of a new neighborhood to the south of the station should include a grid of streets, but connections to the station itself may need to rely on a better system of walking and biking paths rather than roads.

A summary of the benefits of the proposed improvements includes:

- Nearly five and a half miles of new streets, mostly to the southwest of the station, with enhanced connectivity.
- Reduction in the number of dead end cul de sacs from 14 to 5.
- Nearly 12.5 miles of additional sidewalk in a combination of new sidewalks assumed on both sides of all new streets (10.9 miles) and sidewalk retrofit projects (1.6 miles).
- Nearly 6 miles of on-street bicycle facilities are called for under the proposed road diet projects on Southern Avenue and 23rd Parkway, as well as the incorporation of bicycle lanes on Wheeler Hills Road and the new parkway within the new development and on Wheeler Road and 23rd Parkway outside the new development.
- Roughly 2.3 miles of new trails based on the proposed Oxon Run Trail and spurs to the Metro station, Green Valley School, and the campuses of Panorama Elementary School and G. Gardner Shugart Middle School.
- Daily transit ridership for the proposed Indian Head Express Bus service estimated at approximately 2,400 passengers.
- The number of potential new trips at the station that could be made by bicycle or walking is estimated to be approximately 2,700 per day. This is based on the calculated internal capture from the proposed new development at the station added to the anticipated transit capture from the new development.

Major Roadway Projects

Southern Avenue Road Diet

DDOT is evaluating the feasibility of a road diet on Southern Avenue that would include the section between Wheeler Road and 23rd Parkway adjacent to the Southern Avenue Metro Station. The roadway redesign under consideration would reduce the existing four-lane section to a two-lane divided section with a median rain garden.

This project is also proposing to incorporate pedestrian improvements at intersections such as the Southern Avenue and the Metro access road, roundabouts (including at the Mississippi Avenue intersection), and a proposed seating area at an existing boundary marker located adjacent to the Metro station (which could tie in nicely with the Southern Avenue Station pedestrian Project 1, described below).

23rd Parkway Road Diet

The four-lane undivided section of 23rd Parkway between Southern Avenue and Oxon Run Drive is a candidate for a road diet as well, which could convert it to a two-lane segment (either divided or undivided) with enhanced on-street bicycle facilities. This could potentially be combined with the construction of a single lane roundabout at the 23rd Parkway / Oxon Run Drive intersection, which is currently all-way stop controlled. Removal of the large radius, free flow, high speed right turn movements from Oxon Run Drive to 23rd Parkway and vice-versa would provide a safer crossing environment for non-motorized users.

Conversion to a single lane roundabout would improve the traffic operations of this intersection, as roundabouts are always superior to all-way stop control, and would also enhance the pedestrian crossings. This intersection is the likely crossing location for the Oxon Run Trail, and a roundabout would be easier and safer for bicyclists and pedestrians to cross due to the slow vehicles speeds at a properly designed roundabout and the use of splitter islands to cross one direction and one traffic movement at a time.

Metro Station Access and Circulation

Station Access and Circulation

The plan recommends only minor changes to the way that traffic circulates in and around the station.

Bus

All bus traffic entering and exiting the Southern Avenue Station occurs at the existing signalized intersection at Southern Avenue and Valley Terrace. The existing clockwise circulation pattern for buses into and out of the station remains unchanged from its current configuration.

Vehicular Access and Circulation

Kiss and ride traffic will continue to use the top deck of the existing parking structure located to the south of the rail station platform area. Vehicles will access the top of the parking deck via the same general route, with the only difference being that the current kiss and ride drive would become a residential street.

Parking

No change to the circulation into the existing garage is proposed. A new structured parking area for commuters is proposed as part of joint development near the entrance to the station from Southern Avenue. This parking structure would provide 473 parking spaces for commuters to replace spaces in the HOV and kiss and ride lots that are proposed to be redeveloped to new residential.

Proposed Bus Service Expansion

Figure 90 shows the Southern Avenue Station Metro parking 'shed' based on WMATA SmartCard data randomized to the census block. A pattern of access is discerned with many of the long distance trips coming up Indian Head Highway from the south to park at the station. Based on the data for these park and ride customers, a new commuter service is recommended for Indian Head Highway. This service would operate from the existing Ft. Washington and Oxon Hill park and ride lots and terminate at the Southern Avenue Metro Station. Other services already operate along this corridor, but at a lower frequency of service and do not connect to the Southern Avenue Station. This new commuter route should operate at least every 15 minutes during peak times. Based on results from the county's travel demand model, the new express route is projected to serve approximately 2,400 passengers per day.

The Southern Avenue Station has 15 existing bus bays. The 2008 Station Access and Capacity Study projected a need for seven bus bays, indicating the station has a surplus of bus capacity. However, the plan does not recommend any changes to the current configuration of the bus facilities and does not recommend any land use changes that would require reconfiguration of the bus facility.

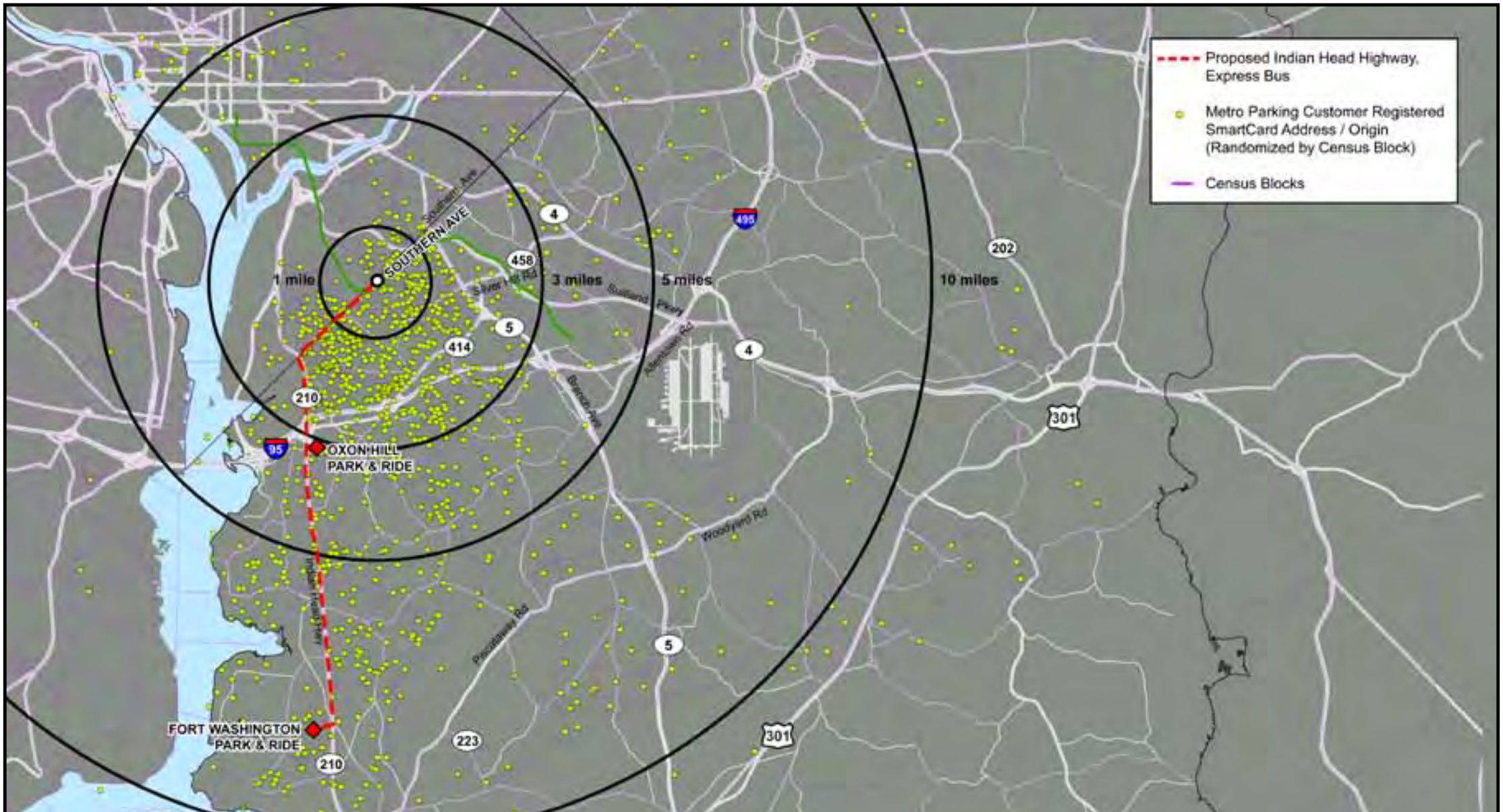


Figure 91 Proposed Indian Head Highway Express Bus Concept

Southern Avenue

Pedestrian and Bicycle

The isolated location of the Southern Avenue station makes it particularly difficult for pedestrians to access. In addition to steep slopes and streams, the development pattern directly east of the station blocks access with a private enclave of townhouses and no public streets. For the majority of Hillcrest Heights the only route to the station is from 23rd Parkway and Oxon Run Drive. Given the long distances that need to be traversed, the addition of bicycle lanes on these critical routes is a priority.

It should be noted that DDOT owns, designs, and maintains the whole right of way in the station area. Recommended improvements to Southern Avenue are in support of DDOT's current efforts to create an improved pedestrian and bicycle environment along Southern Avenue.

Table 31 presents a list of 16 recommended bicycle and pedestrian projects for the Southern Avenue station area along with a priority ranking for implementation. The locations and types of improvements are shown in Figure 91. A total of seven projects have been identified as high priority projects, indicating an immediate need, high value, and generally lower implementation costs:

Project 1: A WMATA fence along Southern Avenue forces pedestrians coming from the residential areas to the northeast to walk all the way down to the Valley Terrace intesection to access the station. Creation of an access point through the fence and construction of a pedestrian facility from Southern Avenue to the northwest edge of the bus plaza, and a marked crosswalk across the bus lane to the bus plaza, is reommended.

Project 2: Construction of a new sidewalk or path from the sidewalk on the north side of the Metro access roadway from Oxon Run Drive would provide a direct connection to the bus plaza without requiring pedestrians to walk through the parking garage, which is dark and lacks a designated walkway. A portion of this path would cross M-NCPPC property. This path is envisioned to eventually connect to a spur of the proposed Oxon Run Trail.

Project 3 and 4: Intersection improvements on Southern Avenue at the northern Metro access signal, including a marked crosswalk on

Table 31 Southern Avenue Recommended Bicycle and Pedestrian Facilities

Number	Location	Improvement	Existing Issue	Priority
1	Southern Ave Metro Station	Add access point through fence and connection from Southern Ave sidewalk to northwest edge of bus plaza, include steps	Pedestrians from northeast of the station have to walk hundreds of feet out of their way because fence blocks more immediate access to station.	HIGH
2	Metro access road from Oxon Drive near garage	Add sidewalk from existing walk on north side of Metro access road around the north side of parking garage.	Proposed sidewalk would create a new direct route to the station from Oxon Run Dr and Metro access road, allowing pedestrians to access station without walking through the garage.	HIGH
3	Southern Ave at north Metro access road at Valley Terrace	Mark crosswalks across all intersection legs and add countdown timers.	Intersection has incomplete pedestrian facilities at entrance to Metro station. NOTE: Intersection is within DDOT right of way	HIGH
4	Southern Ave at north Metro access road	Mark crosswalks across all intersection legs and add countdown timers.	Intersection has incomplete pedestrian facilities at entrance to Metro station. NOTE: Intersection is within DDOT right of way	HIGH
5	23rd Parkway, from Iverson St to Oxon Run Dr	Add bike lanes,which may require space currently provided for intermittent on-street parking	23rd Parkway is critical path to access station from the bulk of Hillcrest Heights. Roadway proposed to have bike lanes in CMPOT; space available if on-street parking is removed.	HIGH
6	Oxon Run Dr from 28th Parkway to 23rd Parkway to Metro access road	Add bike lane or sharrows	Route to station lacks any bike facilities.	HIGH
7	Metro access road from Oxon Run Dr to Southern Ave	Add bike lanes	Metro station is isolated without good pedestrian access. Addition of bike lanes through the station would encourage bicycle use for transit access.	HIGH
8	Oxon Run Dr and 23rd Parkway	Convert intersection to signle lane roundabout	Single lane roundabout would operate more efficiently than the existing all-way stop control and would improve pedestrian crossings compared to higher speed sweeping channelized turns	MEDIUM
9	23rd Parkway, Southern Ave to Oxon Run Dr	Convert from 4-lane section to 3-lanes and add bike lanes	Road diet project would enhance the pedestrian and bicycle environment on low volume street	MEDIUM
10	Oxon Run Trail spur	Add off-street trail spur from station to main trail	Trail spur would connect to main segment of Oxon Run Trail and provide access to transit station	MEDIUM
11	Oxon Run Trail	Add off-street trail.	Planned Oxon Run Trail would provide access to transit station and recreational amenity	MEDIUM

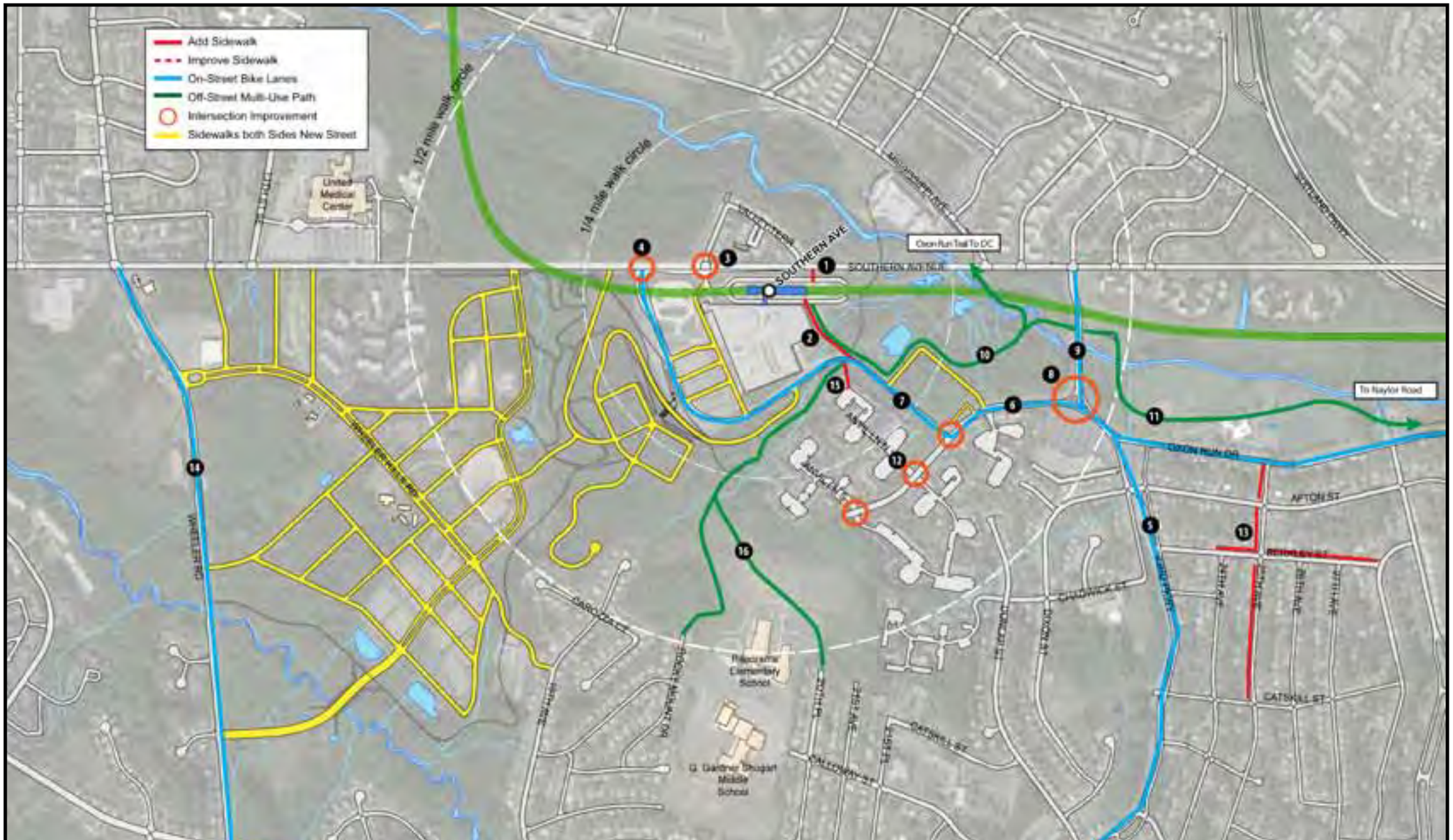


Figure 92 Southern Avenue Recommended Bicycle and Pedestrian Facilities

the north approach and pedestrian countdown signals on the south approach. This project should be implemented as part of DDOT's Southern Avenue redesign.

Project 5: Providing a bicycle facility along 23rd Parkway would provide much better access to the station for the majority of the Hillcrest Heights neighborhood. Space in the right of way should be gained by removing a little used parking lane.

Project 6: Connecting to the bike lanes on 23rd Parkway, bike lanes or sharrows should be added along Oxon Run Drive to the station entrance.

Project 7: The Metro access road on WMATA property should include bike lanes to provide a means of access to the station and a connection from Southern Avenue to the Hillcrest Heights neighborhood.

Policy recommendations to increase multimodal mobility in the Southern Avenue station area include:

1. Support implementation of DDOT's Southern Avenue redesign to improve pedestrian and bicycle facilities in the station area.

2. Consider continuing the 'road diet' from Southern Avenue down 23rd Parkway to the intersection of Oxon Run Drive, by reducing the number of drive lanes and adding bicycle lanes.

3. Establish an Indian Head Highway express bus service from Fort Washington and Oxon Hills park and ride lots up to the Southern Avenue Metro station.

4. Implement the planned Oxon Run Trail project and provide for spur connections to the Southern Avenue Metro station.

5. Add marked on-street bicycle lanes along 23rd Parkway and Oxon Run Drive as critical routes to access the Southern Avenue Metro station.

Table 31 Southern Avenue Recommended Bicycle and Pedestrian Facilities (continued)

Number	Location	Improvement	Existing Issue	Priority
12	Oxon Run Dr intersection at Metro access road,Anvil Ln north and south	Mark crosswalks on all legs of intersections. Construct curb ramps on all corners.	Missing curb ramps and crosswalks on path to transit station.	MEDIUM
13	25th Ave, and Berkley St	Add sidewalk on at least one side of 25th Ave from Oxon Run Dr to Catskill. Add sidewalk on at least one side of Berkley St from 24th Ave to 27th Ave	Missing sidewalks	MEDIUM
14	Wheeler Road from Southern Ave to St. Barnabas Rd	Add bike lanes	Roadway proposed to have bike lanes in CMPOT; much of roadway has paved shoulders that could be designated as bike lanes	LOW
15	Anvil Ln North	Add security gate and sidewalk connector from west terminus of private drive to Metro access road	If desired by the HOA a more direct route could be provided from Anvil Ln to the station. A security gate could be added that allowed access to residents only	LOW
16	Trail from terminus of 20th PL and Rocky Mount Dr to station	Add off-street trail.	An off-street trail would provide access for pedestrian and bicycles from large part of HIllcrest Heights to station. Only existing route is via 23rd Parkway	LOW