Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Scenario Evaluation Criteria Report

Introduction

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (ARSP) will establish a framework and recommendations for quality, sustainable transit-oriented development (TOD). The Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning Department staff has engaged the public and stakeholders in a scenario planning exercise that evaluates different approaches to TOD within the ARSP study area.

This memorandum documents the results of research on best practices for evaluating TOD and subsequent recommendations for evaluation criteria. The recommended criteria will provide relevant and meaningful information so staff, stakeholders, and the public can make informed decisions.

Literature Review

The project team completed a literature review of a broad range of reports, guidelines, and toolkits focused on smart and intentional TOD planning and design. Publishers represent transit agencies, regional planning entities, such as metropolitan planning organizations, and national advocacy and research groups. Many publications focused on specific locations that vary in scale from neighborhoods to cities to entire regions, while others address TOD best practices in the abstract. Table 1 identifies the resources reviewed.

Table 1. Resources Reviewed

Title	Publisher	Date	Link
Transit Oriented Development Best Practices Handbook	The City of Calgary	January 2004	https://www.calgary.ca/pda/pd/current-studies-and-ongoing-activities/transit-oriented-development-tod.html
Performance-Based Transit-Oriented Development Typology Guidebook	Center for Transit-Oriented Development	December 2010	http://ctod.org/portal/node/2162
Station Area Planning: How to Make Great Transit-Oriented Places	Reconnecting America and the Center for Transit-Oriented Development	February 2008	http://reconnectingamerica.org/assets/Uploads/tod202.pdf
Transit Supportive Planning Toolkit: Guidance and Resources for Plan and Policy Development	Puget Sound Regional Council	December 2013	https://www.psrc.org/asset/transit-supportive-planning-toolkit-545
The 28th Street/Little Portugal BART Station Area Playbook	Santa Clara Valley Transportation Authority	July 2020	https://www.vta.org/programs/transit-oriented-communities

Title	Publisher	Date	Link
The Downtown San José BART Station Area Playbook	Santa Clara Valley Transportation Authority	July 2020	https://www.vta.org/programs/transit-oriented-communities
Guide for Transit-Oriented Development	The Metropolitan Council	August 2006	https://metrocouncil.org/Communities/Planning/TOD.aspx
User's Guide: TOD Classification Tool	Reconnecting America	2014	https://metrocouncil.org/Communities/Planning/TOD/Files/TOD-Prioritization-Tool-Full-Documentation.aspx
Transit Oriented Development Best Practice Guide	Pinellas Suncoast Transit Authority (PSTA)	June 2020	Pinellas Suncoast Transit Authority (PSTA)
Transit-Oriented Development Guidelines	Metropolitan Atlanta Rapid Transit Authority (MARTA)	2011	https://www.itsmarta.com/
Transit Oriented Development Best Practices	Greater Cleveland Regional Transit Authority (GCRTA)	2004	http://www.reconnectingamerica.org/assets/Uploads/bestpractice245.pdf
GO Triangle TOD Guidebook	Go Triangle RTA	2018	https://gotriangle.org/tod/guidebook
TOD Priority Tool: A Resource for Identifying TOD Opportunities to Support High-Capacity Transit	Capital Metropolitan Transportation Authority (Capital Metro)	Austin, Texas	2016	https://www.capmetro.org/docs/default-source/plans-and-development-docs/transit-oriented-development-docs/tod_priority_tool_report_20160721.pdf?sfvrsn=12751115_2

Inventory of Best Practices

The literature review sheds light on approaches, strategies, enabling policy, and planning and design elements to support successful TOD. While specific evaluation criteria for TOD was limited or not included in these documents, the literature identified many overlapping and common themes, elements, and best practices that informed the proposed evaluation criteria. Table 2 identifies the most common findings.

Table 2. Inventory of Best Practices

Category	Transit-Oriented Development Best Practices Handbook	Performance-Based Transit-Oriented Development Typology Guidebook	Station Area Planning: How to Make Great Transit-Oriented Places	Transit Supportive Planning Toolkit	The 28th Street/Little Portugal BART Station Area Playbook	The Downtown San José BART Station Area Playbook	Guide for Transit-Oriented Development	User's Guide: TOD Classification Tool	Transit Oriented Development Best Practice Guide (PSTA)	Transit-Oriented Development Guidelines (MARTA)	Transit Oriented Development Best Practices (GCRTA)	GO Triangle TOD Guidebook	TOD Priority Tool (Capital Metro)
Source													
Land Use and Activity													
Transit-supportive land use	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Mix of uses	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Density/Intensity/Activity	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Support local/neighborhood-serving retail, services, restaurants and other businesses	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Transportation, Mobility and Connectivity													
Neighborhood and station connectivity	▪		▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Incorporation of pedestrian and bicycle access	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪	▪
Bike lanes, paths, and access points	▪		▪	▪	▪	▪	▪	▪		▪		▪	▪
Bicycle parking / bikeshare stations	▪		▪	▪	▪	▪	▪		▪	▪		▪	▪

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Accessible street design	■		■	■			■			■	■	■	■
Parking management / Shared parking	■		■	■	■	■	■	■	■	■	■	■	■
Reduced block sizes / maximum block sizes / Intersection density		■	■	■	■	■	■	■		■		■	■
Natural Environment													
Support vibrant public open spaces such as plazas or parks / open space requirements	■		■		■	■		■	■	■	■	■	■
Use resources and assets to protect/ improve the health of natural systems		■										■	
Housing and Neighborhoods													
Market-rate housing choices	■	■	■	■	■	■	■	■		■		■	■
Affordable / mixed-income housing choices	■	■	■	■	■	■	■	■	■	■	■	■	■
Housing choices for families and seniors		■	■	■	■	■		■	■	■		■	■
Prioritize activity at the street level like shops and places to eat and recreate	■		■		■	■	■	■		■	■	■	■
Community/Heritage													
Siting of community, cultural, institutional, and social service facilities			■	■				■	■	■		■	■
Preserve and promote the area's cultural heritage			■		■	■				■		■	■
Healthy Communities													
Promote active transportation and recreation		■	■		■	■				■		■	■

Evaluation Criteria

The best practices inventory establishes a framework to develop more specific TOD evaluation criteria and associated metrics. Initially, 21 criteria and 26 metrics were considered to address the common themes identified in Table 2.

Table 3 identifies the seven criteria selected for the scenario evaluation. Each criterion includes a single metric. These criteria and metrics are chosen because they:

- Are relevant to the specific context and issues of the ARSP.
- Can be measured and quantified with available data and reasonable assumptions.
- Will yield significant and meaningful differences between scenarios.
- Are achievable under the approved development regulations in Prince George's County, including the 2018 Adopted Zoning Ordinance and Subdivision Regulations.

The criteria are focused on the appropriate type and mix of housing and how the built environment can be designed to reduce impacts to the environment. They speak directly to issues identified as part of the existing conditions and market analyses, and during previous engagement with stakeholders. They will yield meaningful and measurable information that will enable stakeholders to make informed decisions about the scenarios.

Summary

The ARSP is an opportunity to engage the community and stakeholders in a dialogue about quality, sustainable development in the area adjacent to the University of Maryland and the new Purple Line station. The evaluation criteria presented in this report are derived from research on national best practices for TOD and will enable informed and effective decision-making for the future of the sector plan area.

Table 3. Detailed Evaluation Criteria Summary

Criteria	Metric	How to Measure	Reference Data
Land Use and Activity			
Density	Units per acre (net)	Total dwelling units divided by total land area (net) or residential land area (net)	Proposed dwelling units Proposed residential land area (net)
Transportation and Mobility + Community Heritage, Culture and Design			
Scale and walkability	Average block size	Total land area divided by number of blocks (streets or pedestrian pathways).	Proposed street/pedestrian networks
Natural Environment			
Open space	Total open space	Sum of Total land area (acres) designated as (public) open space, open space set asides (5 percent), Green Infrastructure Regulated Areas and constrained land	Parcels/polygons designated as public space Green Infrastructure Regulated Areas Constrained land (wetlands)
Tree preservation	Amount of tree canopy preserved	Total area of tree canopy layer minus area of overlap with new impervious surface (new roads/sidewalks, building footprints, parking, other hardscape).	Impervious surface Proposed street/pedestrian networks
Impervious surface	Amount of impervious surface	Total square feet of impervious surface	Lot coverage based on zoning requirements for different uses (mixed use, multifamily, or townhouse) Anticipated parking footprint (or total parking area and average number of stories)
Green infrastructure	Amount of Evaluation Area preserved	Total acreage of Evaluation Area	Proposed acreage of Green Infrastructure Network Evaluation Area (existing and after scenario buildout)
Housing and Neighborhoods			
Housing choice	Percent housing by type	Number of units by housing type divided by total number of units.	Proposed housing units by type (such as single-family, townhome, high rise, lot size), pursuant to Zone requirements

Criteria	Metric	How to Measure	Reference Data
Public Facilities			
No measures were selected for this theme because access to public facilities and/or presence of public facilities will not vary between scenarios. Access to and presence of public facilities will be addressed as part of the existing conditions analysis.			
Healthy Communities			
No measures were selected for this theme because attributes of healthy communities (access to healthy food, walk and bikesheds) will not vary between scenarios. Access to and presence of healthy communities attributes will be addressed as part of the existing conditions analysis.			