

Creative Placemaking Along the Kenilworth Avenue Corridor



Creative Placemaking Along the Kenilworth Avenue Corridor

We thank all that participated in project meetings, field trips, reviews, and guest lecturers.

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*LARC648 - Urban Design Studio
Spring 2024*

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Acknowledgments

Project 1: Streetscapes

▪ Site Description and Context

▪ Proposed Station Art

▪ Overall Site Inventory and Analysis

▪ Overall Site Plan

▪ Presentation Slides

Project 2: Riverdale Plaza Shopping Center Redevelopment

▪ Site Description and Context

▪ Presentation Boards

▪ Raise Up Riverdale

▪ Reimagining Riverdale

▪ Riverdale Park Station Plaza: Community Flows From Within

▪ Grounding Community

▪ Crossing Currents

▪ Transportation-Oriented Placemaking Around the Riverdale Park Purple Line Station

▪ Riverdale Park Station Neighborhood Design

▪ Riverdale Park Light Rail Station

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PROJECT 1: STREETSCAPES

Creative Placemaking Along the Kenilworth Avenue Corridor

Project Description:

The Purple Line will be a Light Rail connection that allows public transportation from New Carrollton to Bethesda with several stops along the way. One of those stops is at the Kenilworth Avenue and MD-410 intersection in Riverdale Park. The Landscape Architecture Urban Design Studio designed strategies and concepts to improve on the current plan for the streetscape along Kenilworth Ave. and MD-410 surrounding the new Light Rail Station. Students agreed to decrease road sizes, add sidewalks on either side of Kenilworth and MD-410, introduce bike lanes, remove slip lanes, manage stormwater, and add bus modality. At the core of the student's design is accessibility for pedestrians and safe street crossings while balancing street character, shade, comfort, and shelter from vehicular traffic. Students implemented Placemaking strategies to communicate the community's desires and plans for future investment.

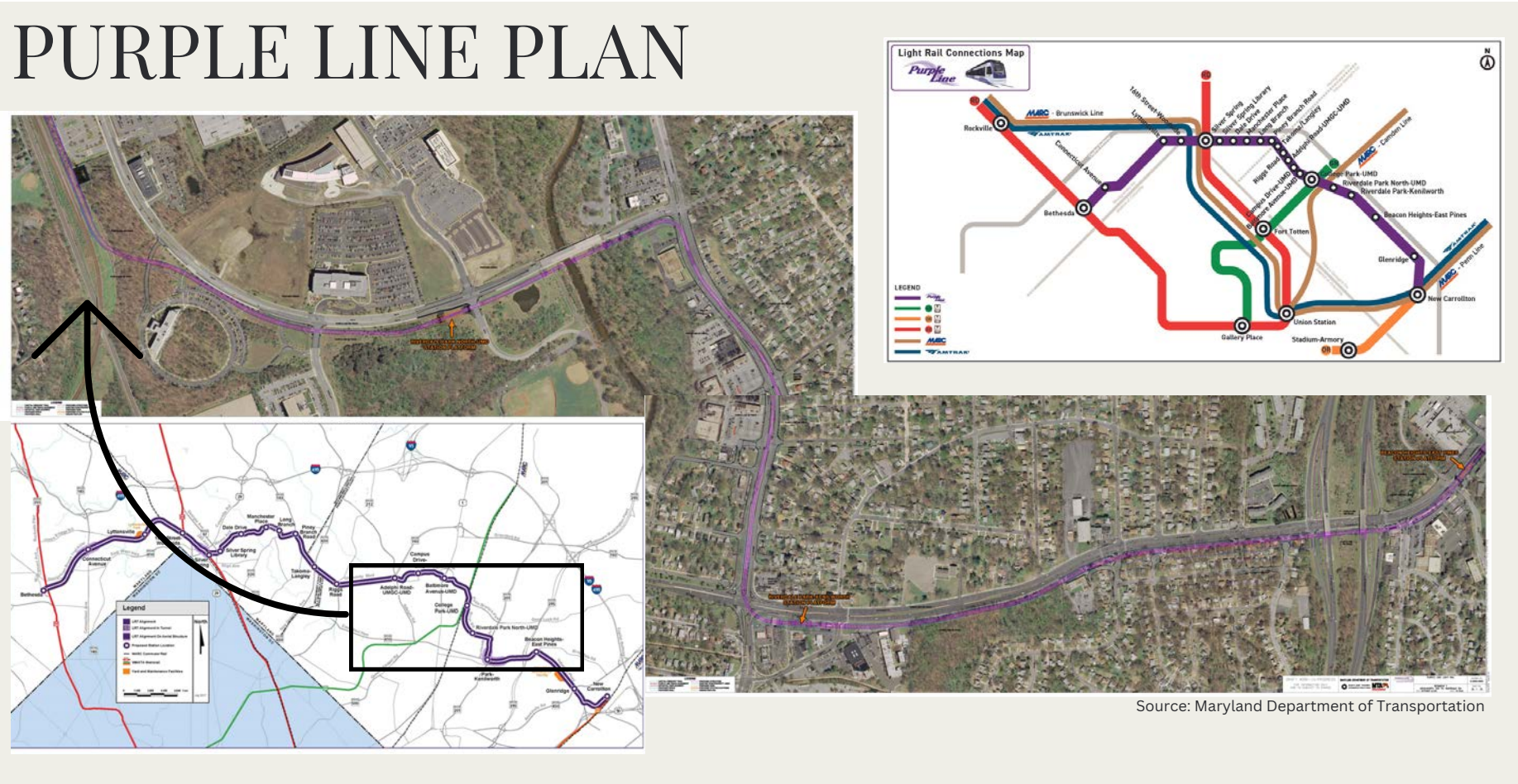


Figure 1: Purple Line Context

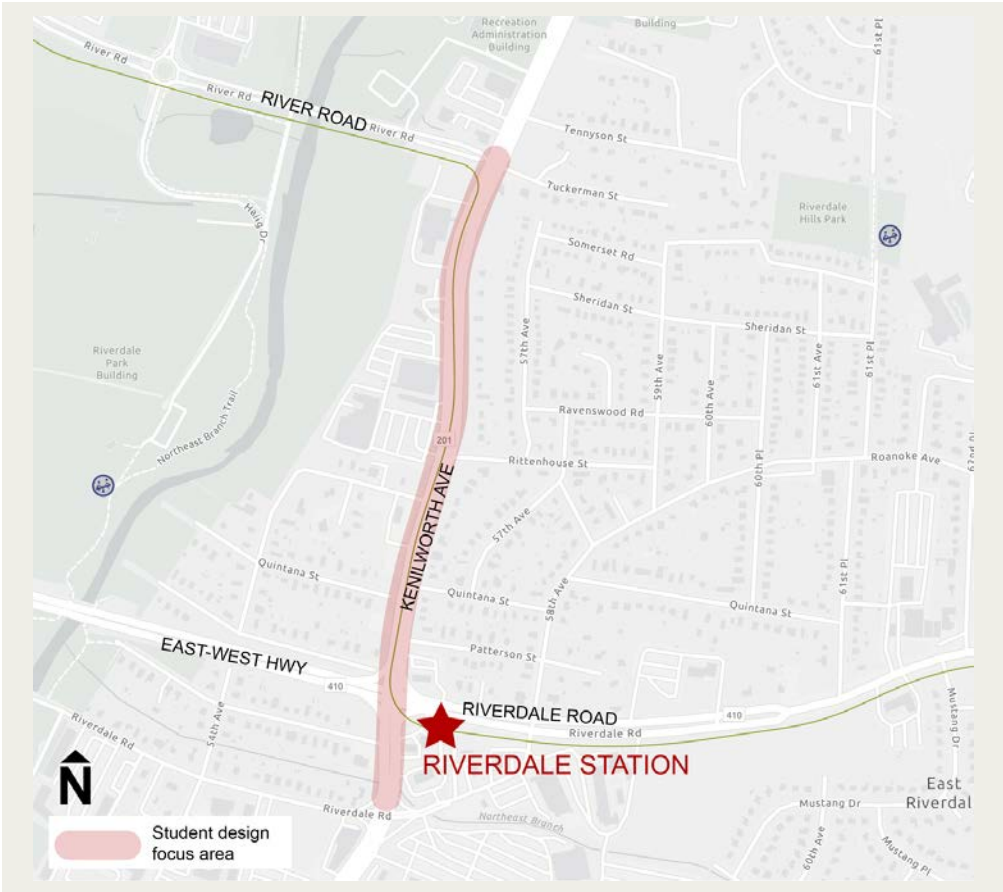
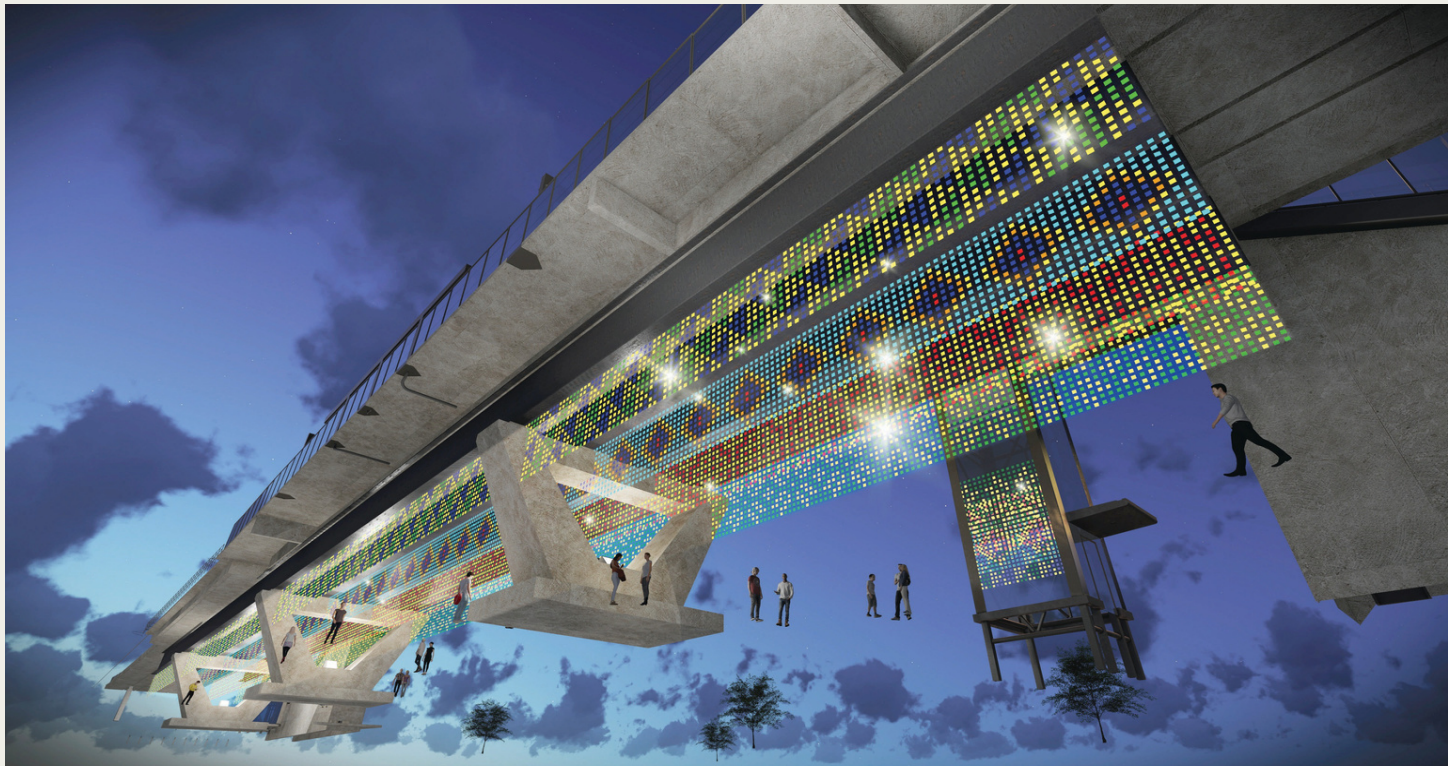


Figure 2: Student Streetscape Focus Area

EXISTING EAST RIVERDALE LIGHTRAIL STOP PROPOSAL

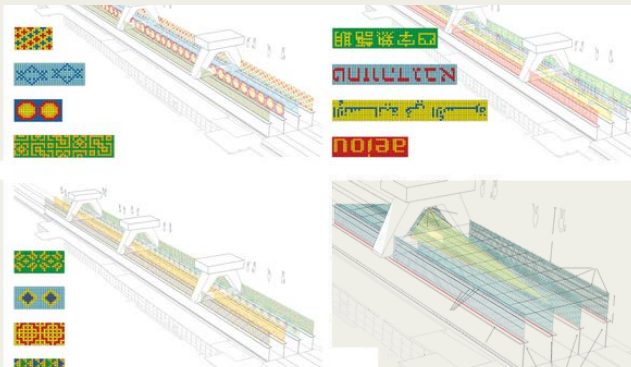
Creative Placemaking Along the Kenilworth Avenue Corridor

The installation consists of four large-scale curtains suspended from the I-beams of the elevated Riverdale Park Station. The 330 ft long and 8 ft high curtains are woven together from 4 x 4 inch translucent acrylic color swatches. The station area is transformed into a shimmering icon for the surrounding community. The installation is illuminated by the sunlight during the day and by programmed architectural flood lights at night. Community members decide on designs featured on the curtains.

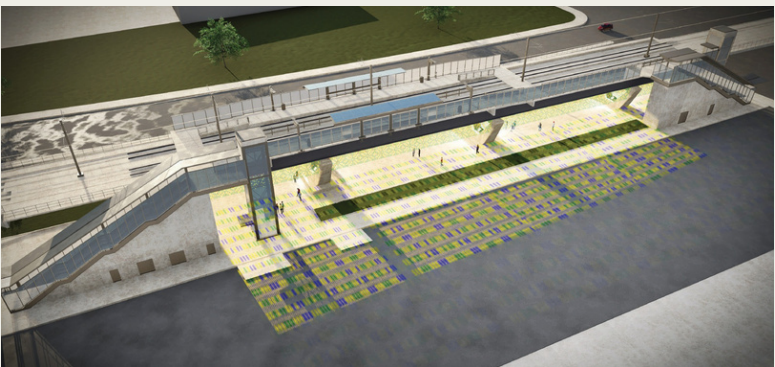


The installation slowly changes its appearance during the course of the day. It switches from a shimmering mobile during the day, casting its projected colors onto the floor, into a glowing, suspended volume of light illuminated from below at night.

"C-Square", Erwin Redl © 2017
Community Square Riverdale Park Station
a community-based installation project



During dusk the curtains transform into a volume of light.



Projected colors of the curtains' swatches on the ground.

CONDITIONS & ANALYSIS



Existing Green Infrastructure



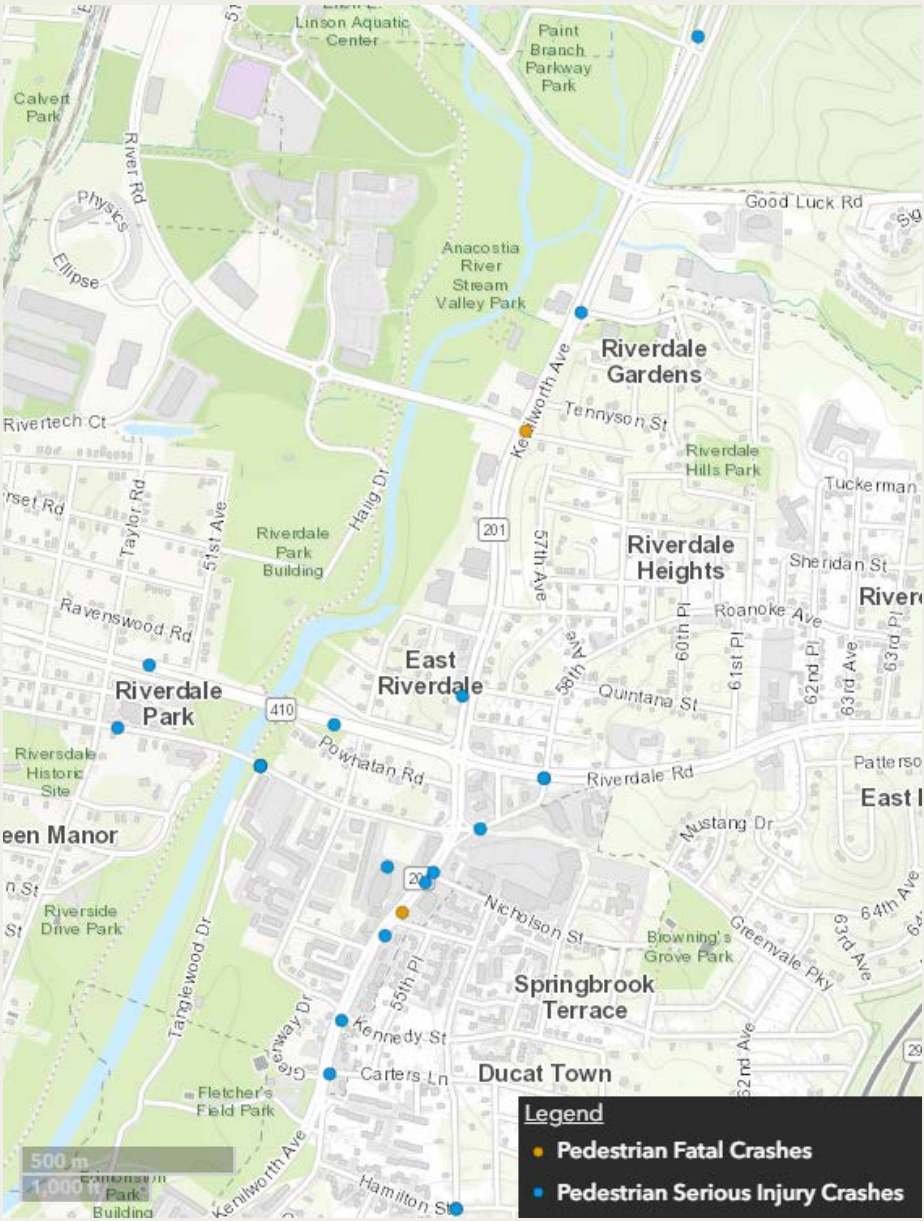
Existing Cultural Points

CONDITIONS & ANALYSIS

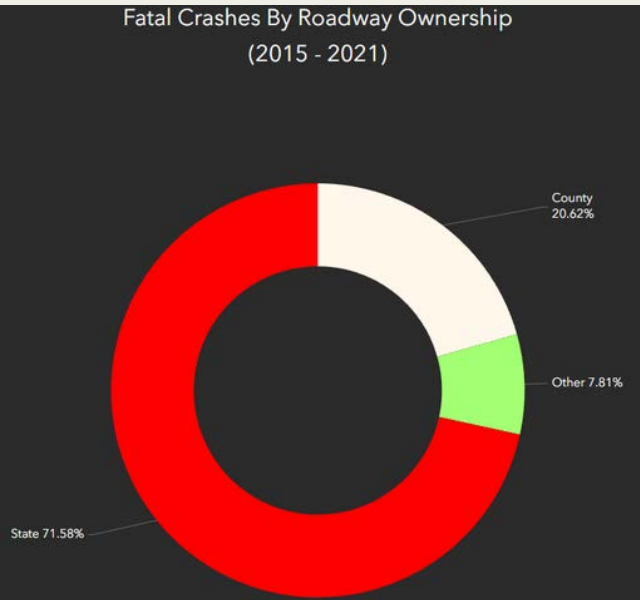
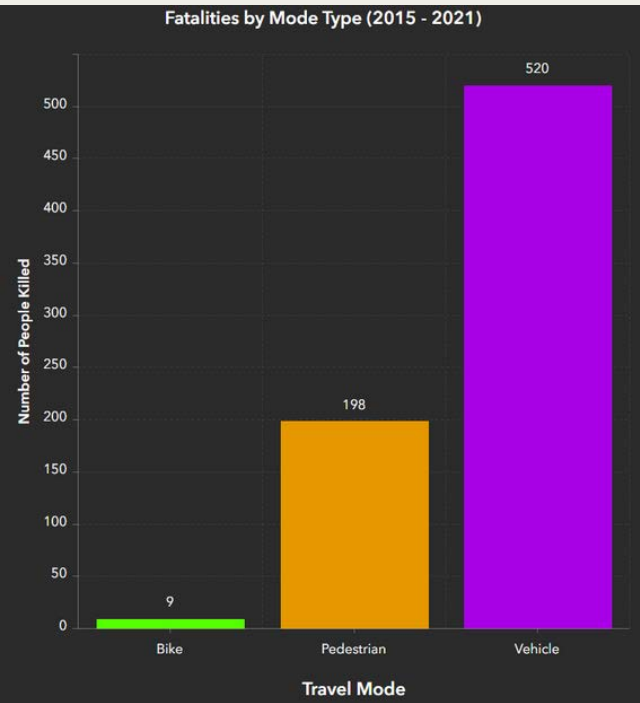
Traffic Data from Vision Zero - Prince George's



Hydrology & Floodplain

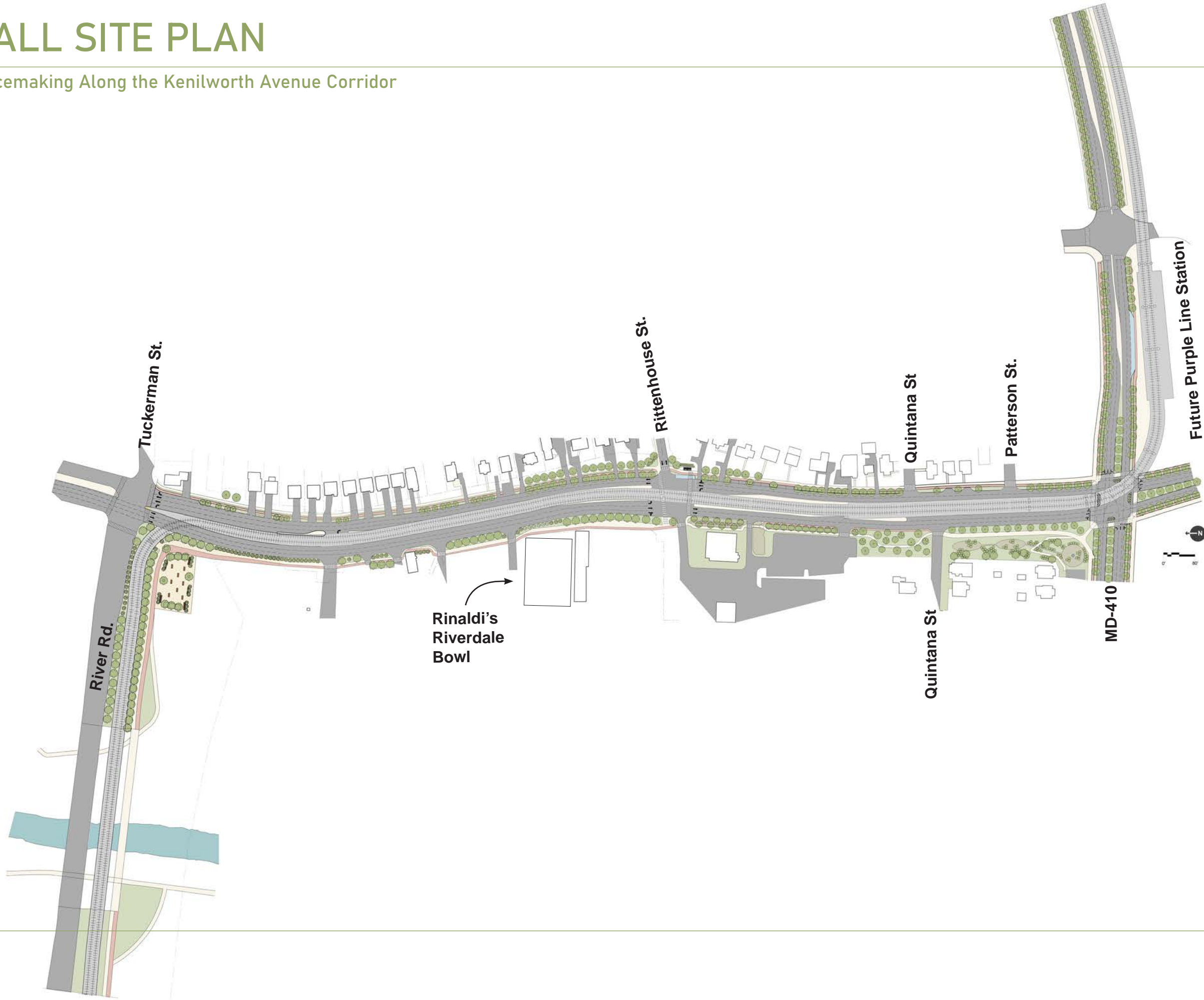


Pedestrian Injuries and Fatalities



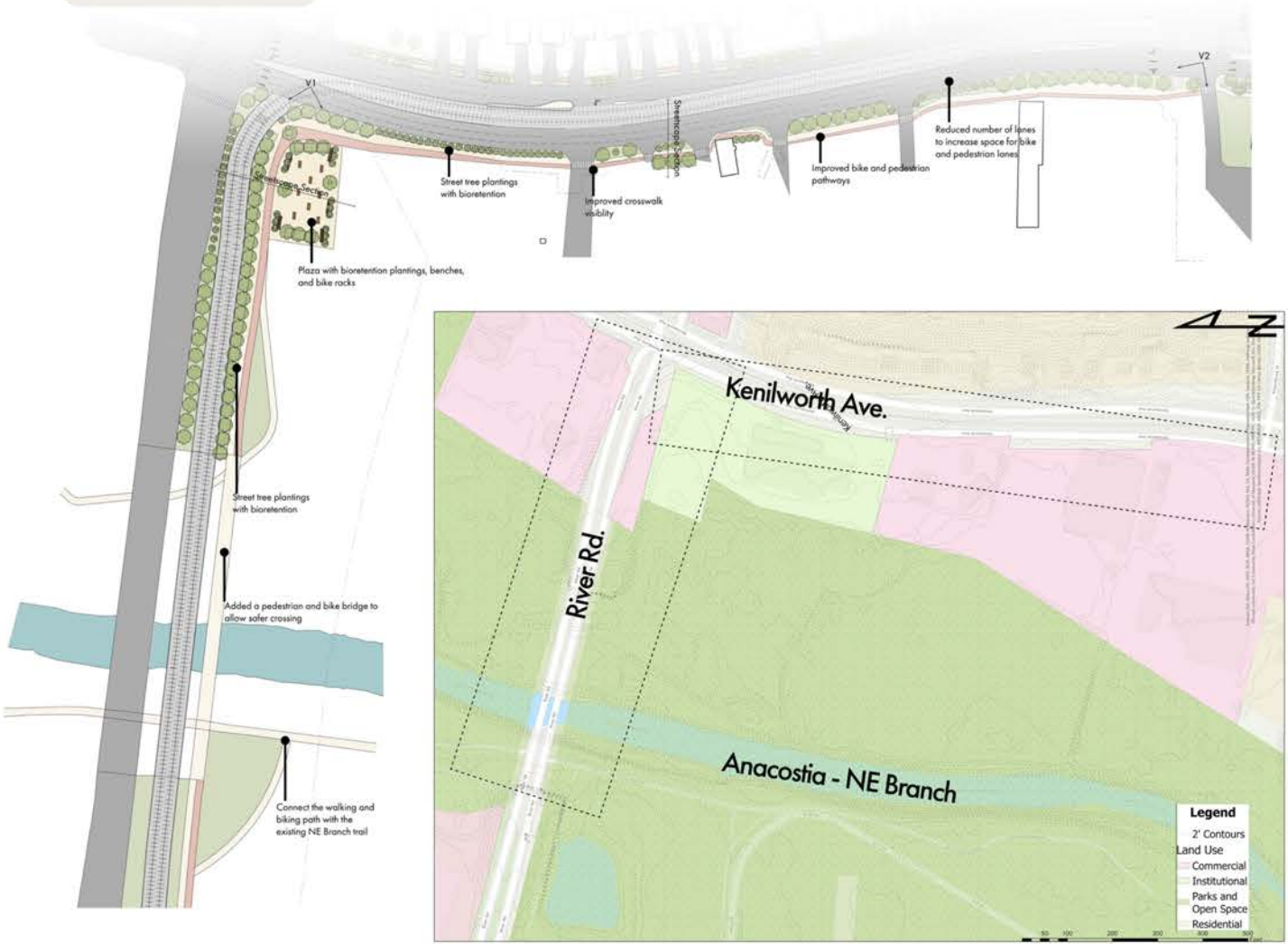
OVERALL SITE PLAN

Creative Placemaking Along the Kenilworth Avenue Corridor



KENILWORTH WEST
River Road to the Shopping Plaza Entrance

Site Plan

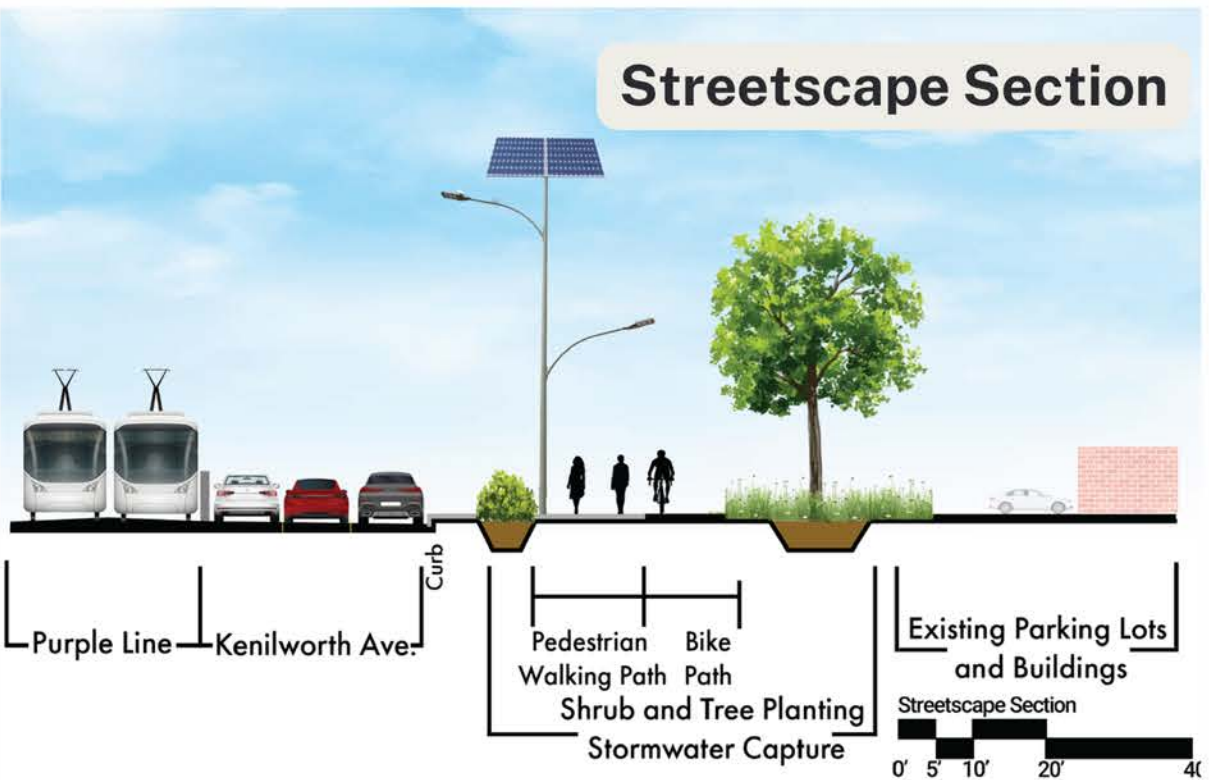
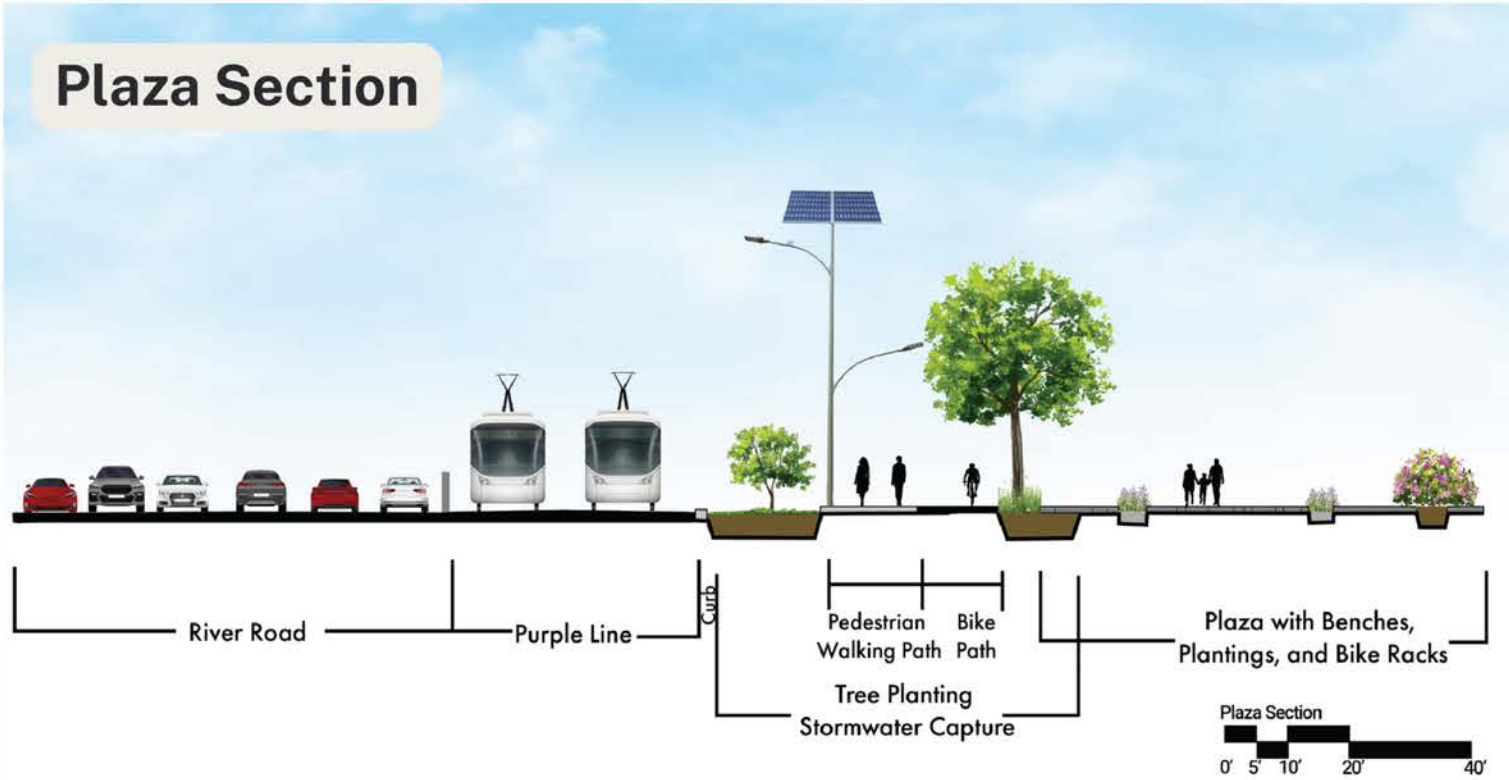


Challenges & Opportunities

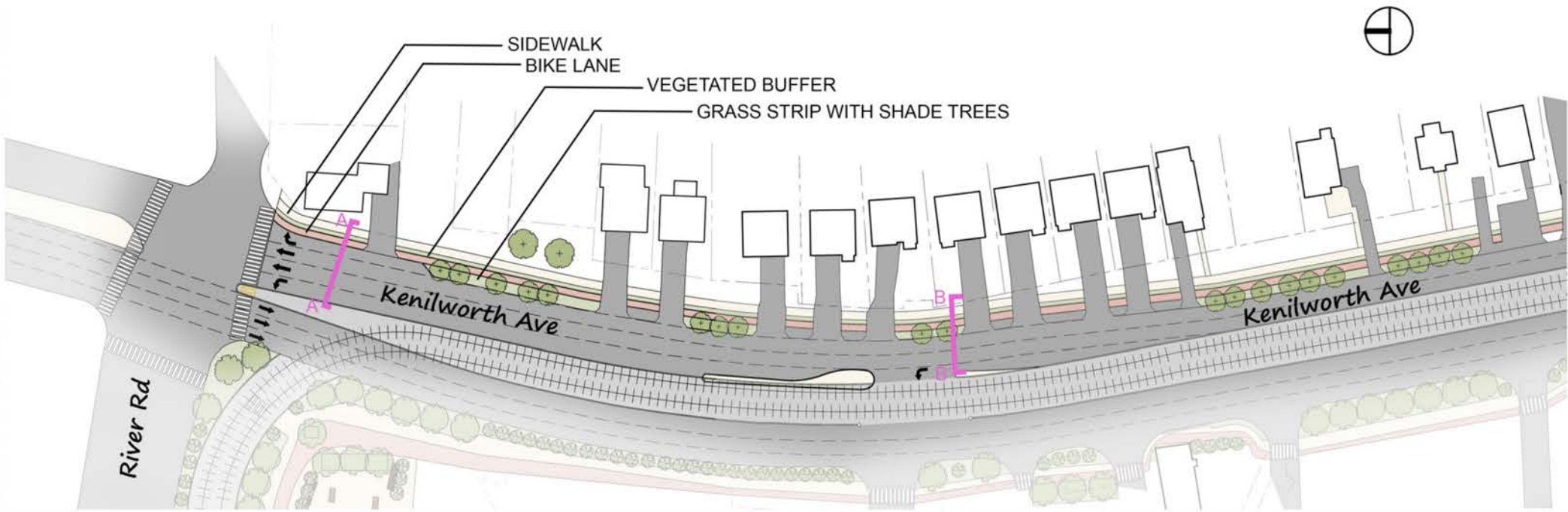
- Forested Areas and Tree Canopy**
- Preserve heavy forest buffer around NE branch
 - Need to add tree canopy surrounding the sidewalks for shade
- Buildings and Properties**
- Preserve access to existing buildings
 - Allow opportunities for new businesses
- Current Mobility Routes: Car-Centered**
- 3-4 lanes
 - Wide right turns
 - Minimal sidewalks
 - Small or no crosswalks
 - Opportunity to connect to / expand upon NE branch trail

Precedent





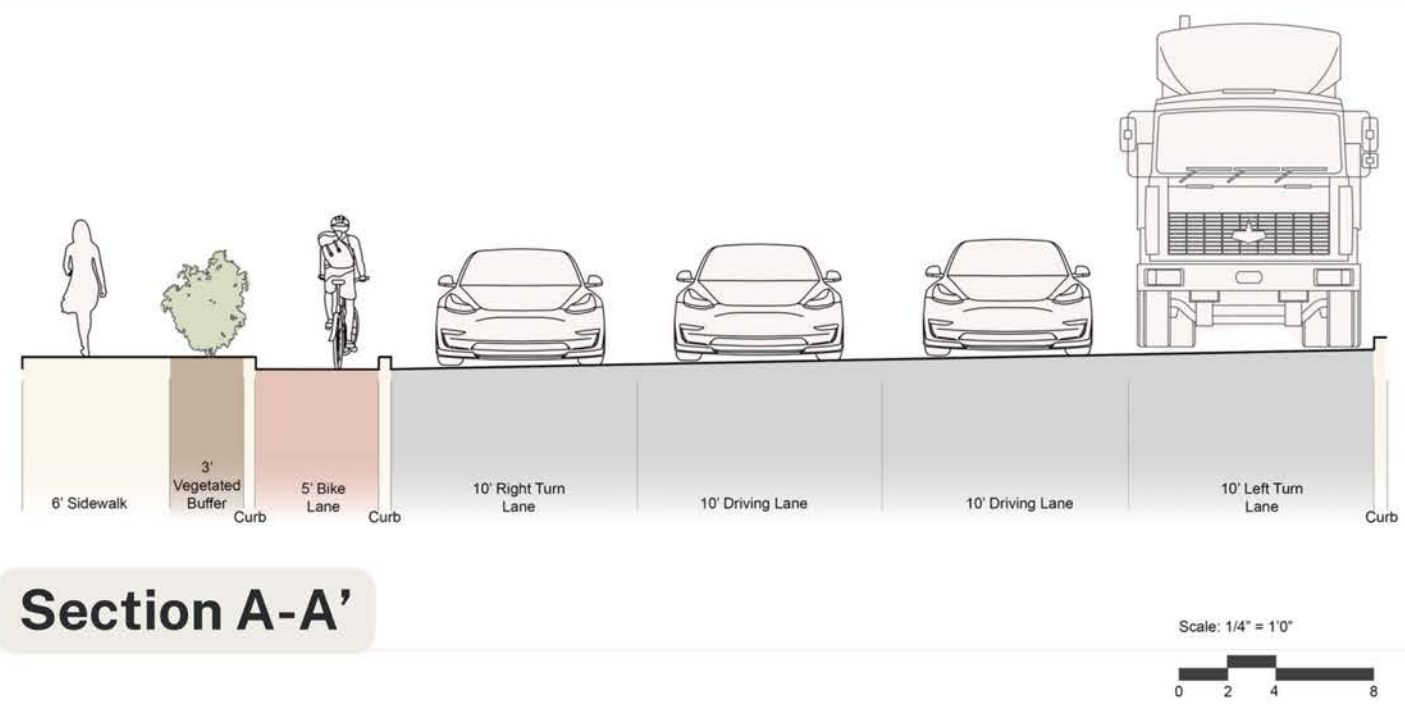
KENILWORTH EAST
Tuckerman Street to 2319 Kenilworth Ave



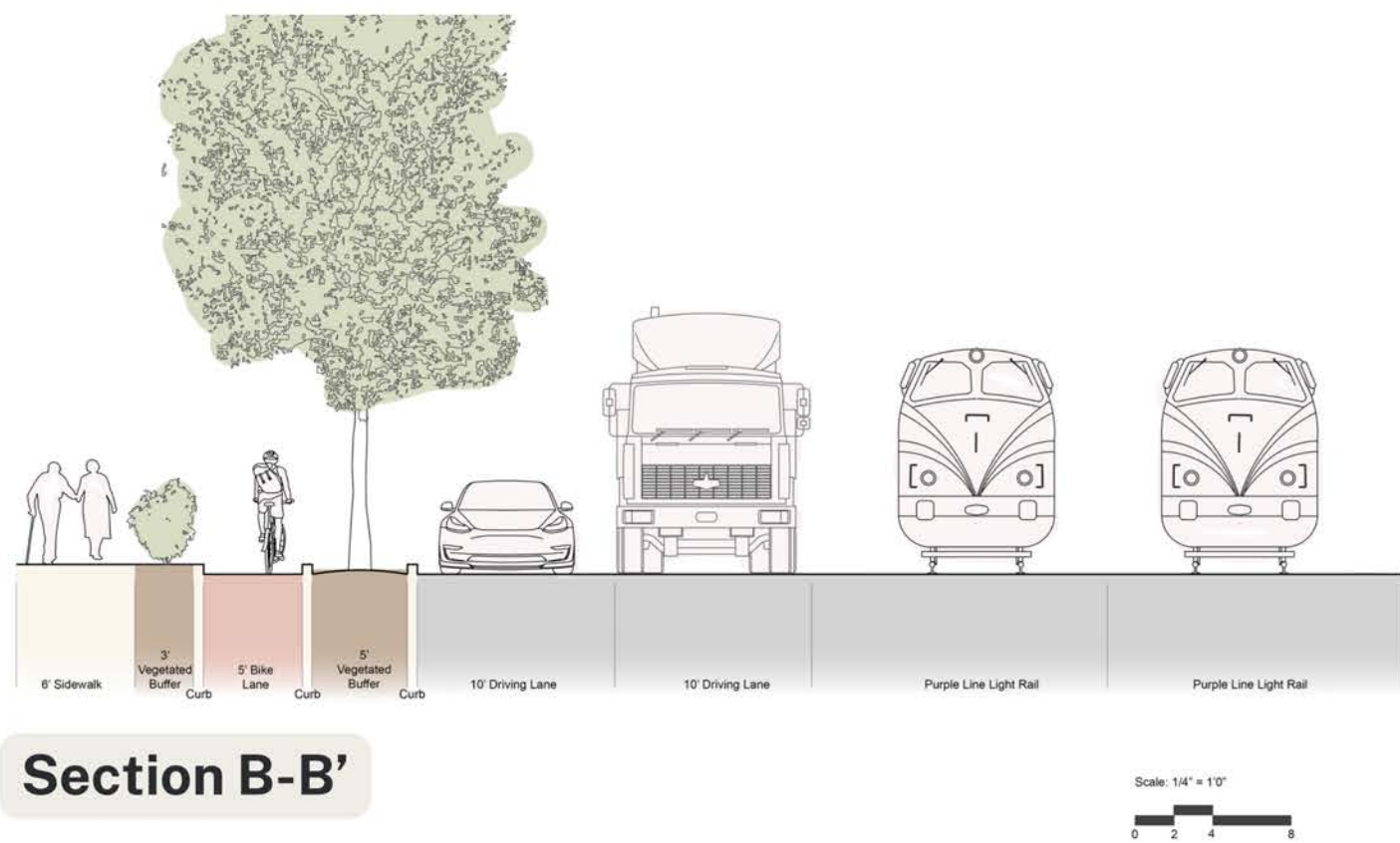
- Design Features**
- Protected bike lane
 - Shaded sidewalk
 - Reduced traffic speed
 - Street parking



Creative Placemaking Along the Kenilworth Avenue Corridor



Section A-A'



Section B-B'

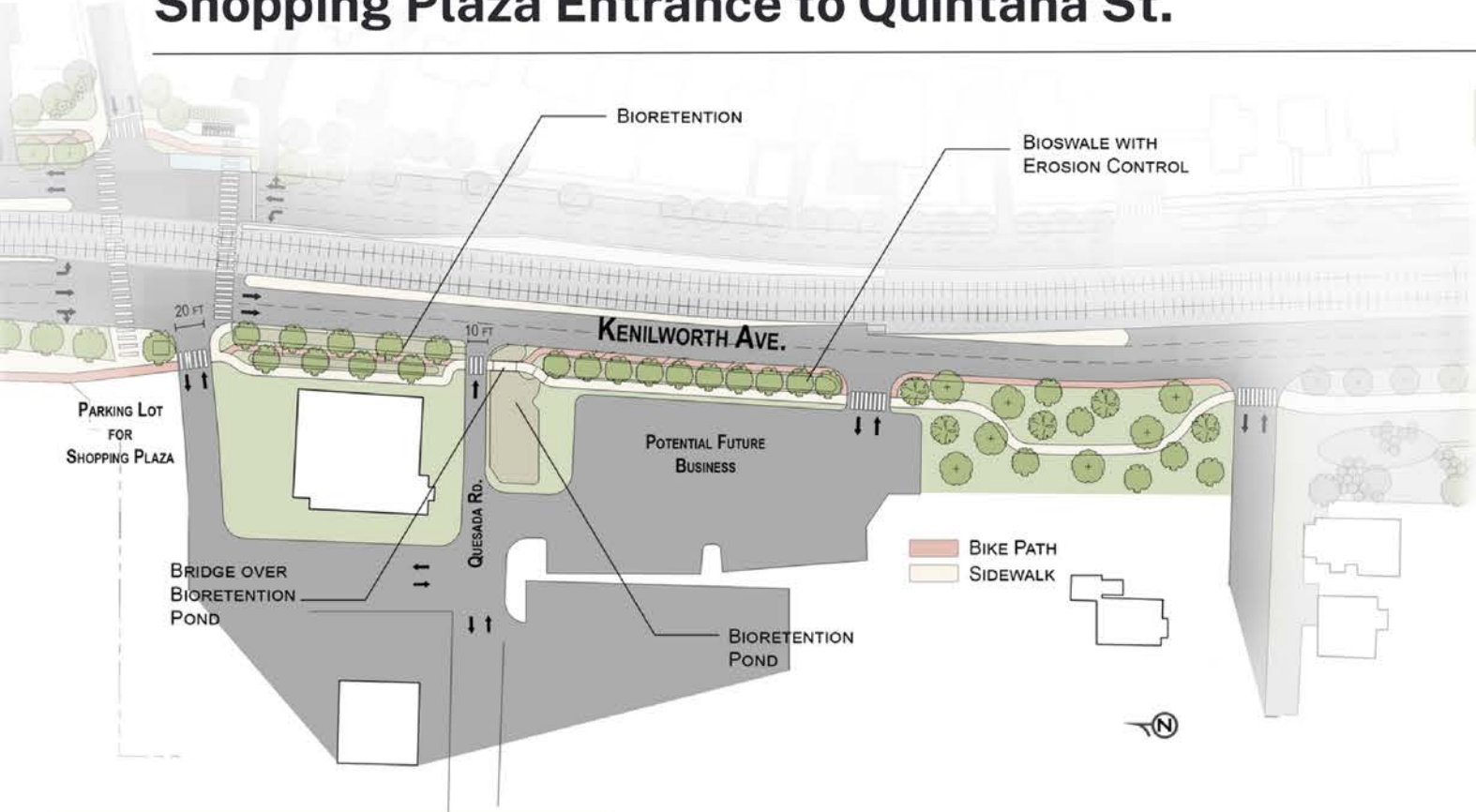


Intersection of Kenilworth Ave and River Road



East Kenilworth Ave

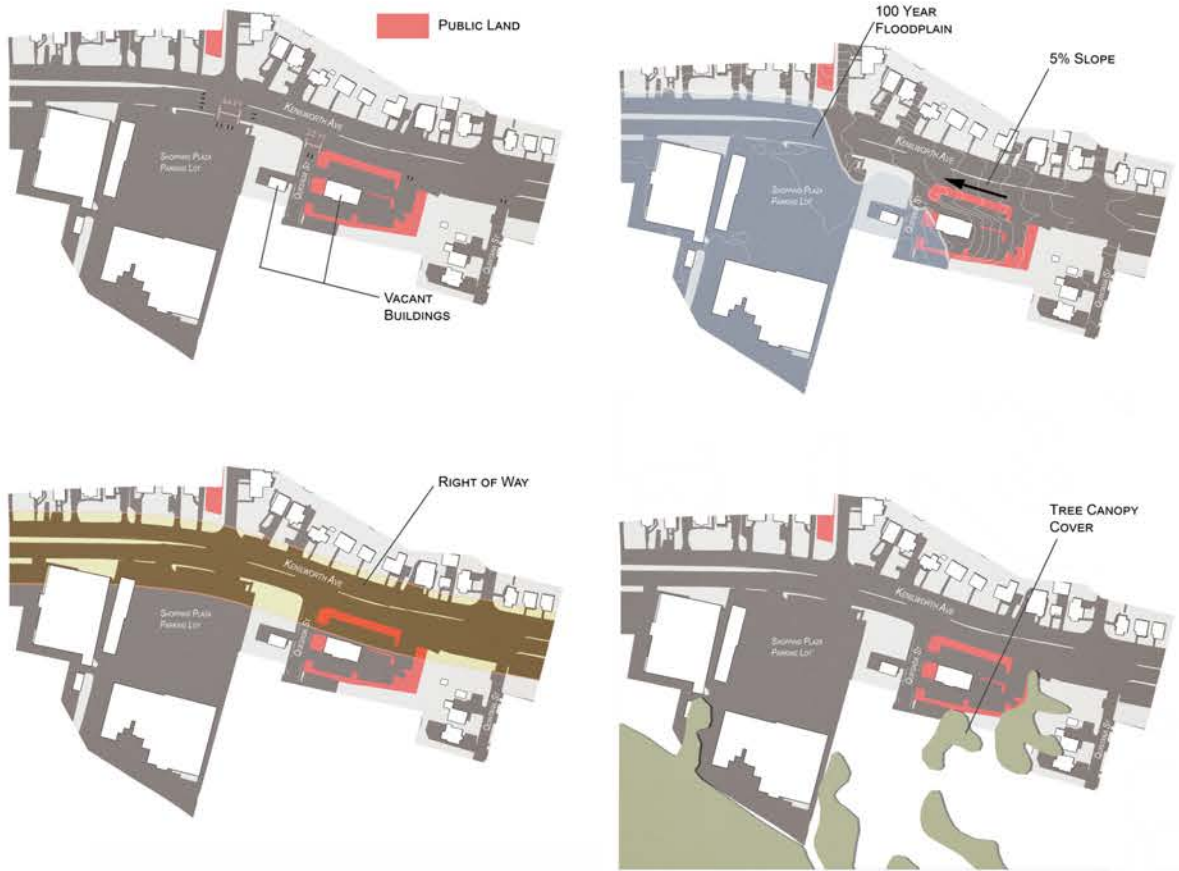
KENILWORTH WEST
Shopping Plaza Entrance to Quintana St.



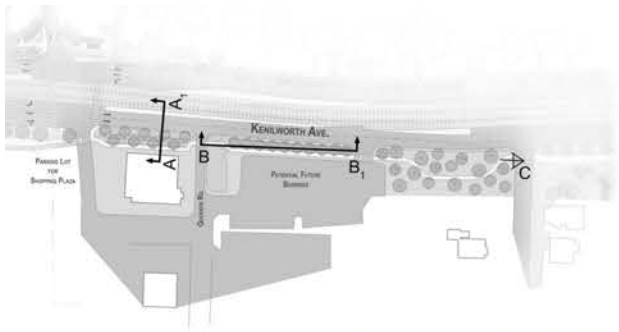
Areas of Opportunity



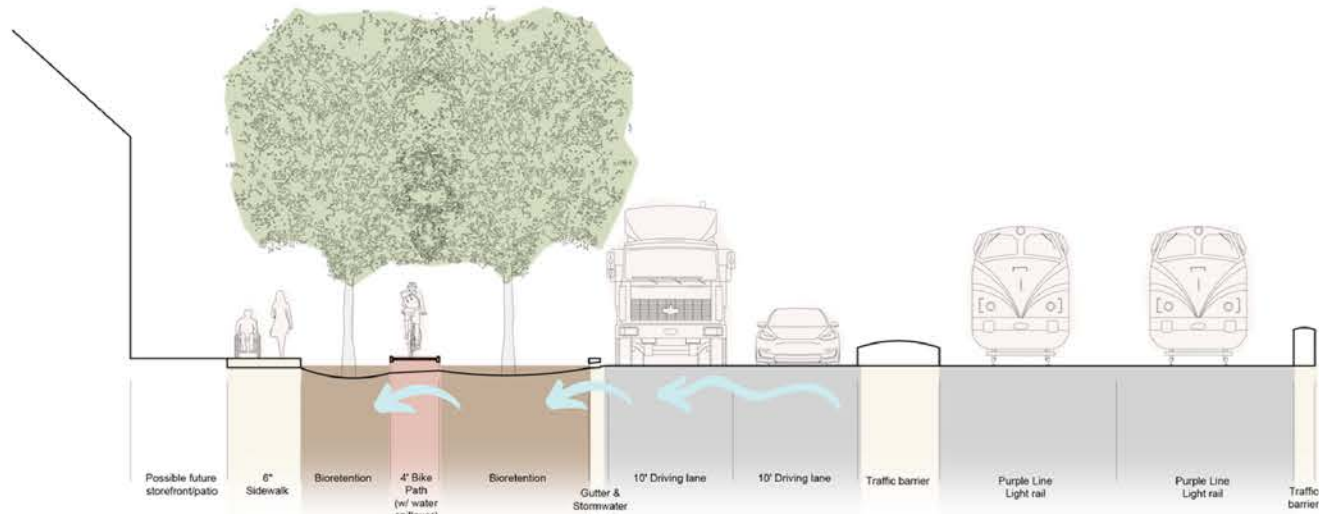
Challenging Hydrology, Little Shade



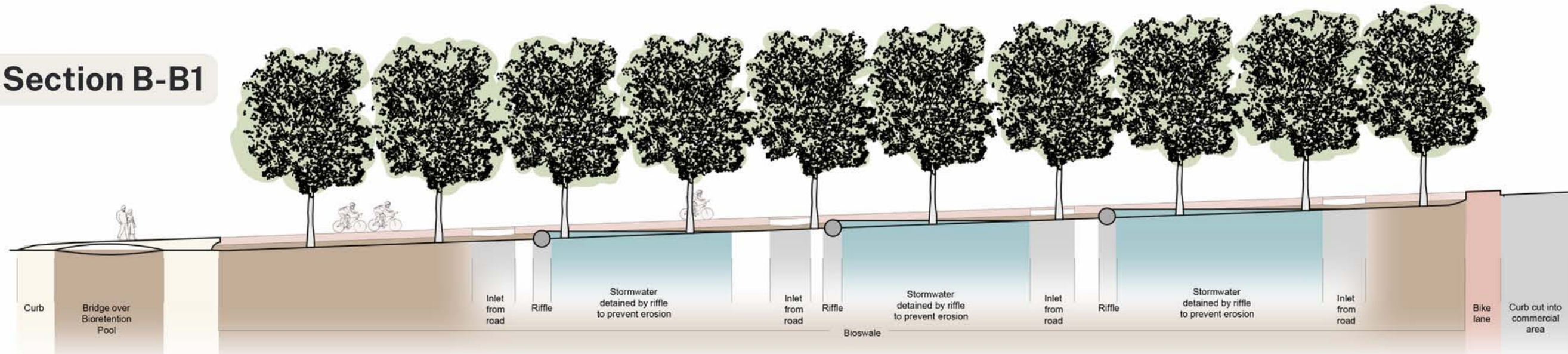
Creative Placemaking Along the Kenilworth Avenue Corridor



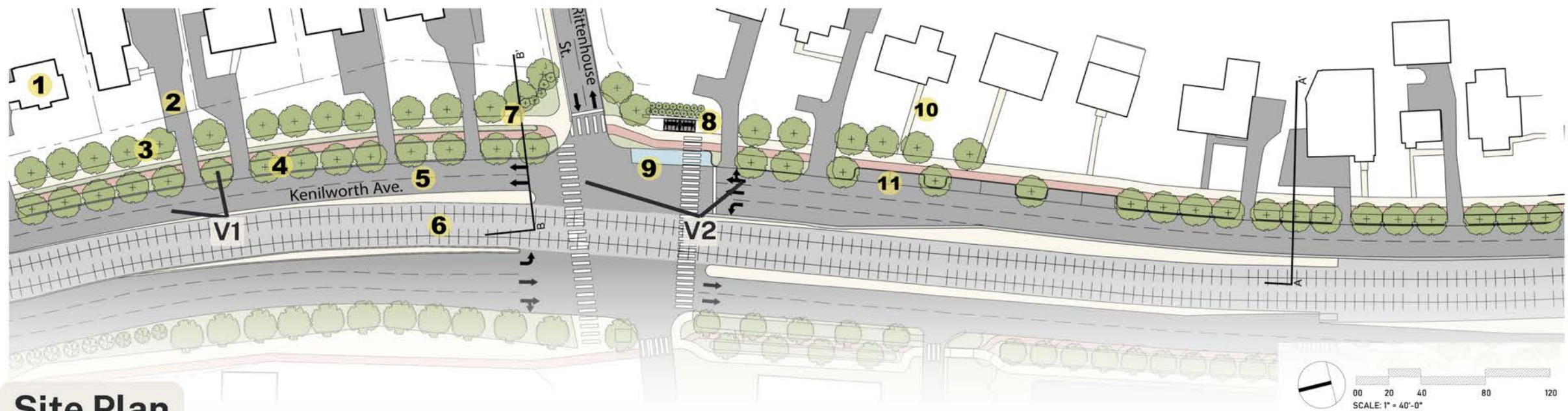
Section A-A1



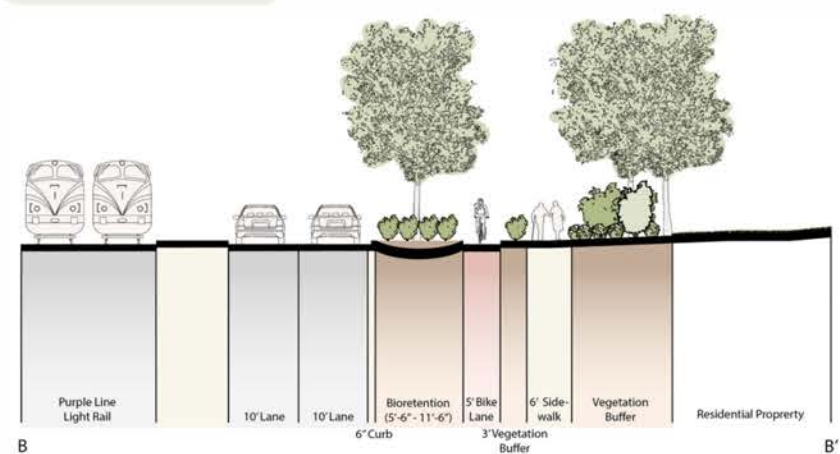
Section B-B1



KENILWORTH EAST
2617 Kennilworth Ave to Quintana St.



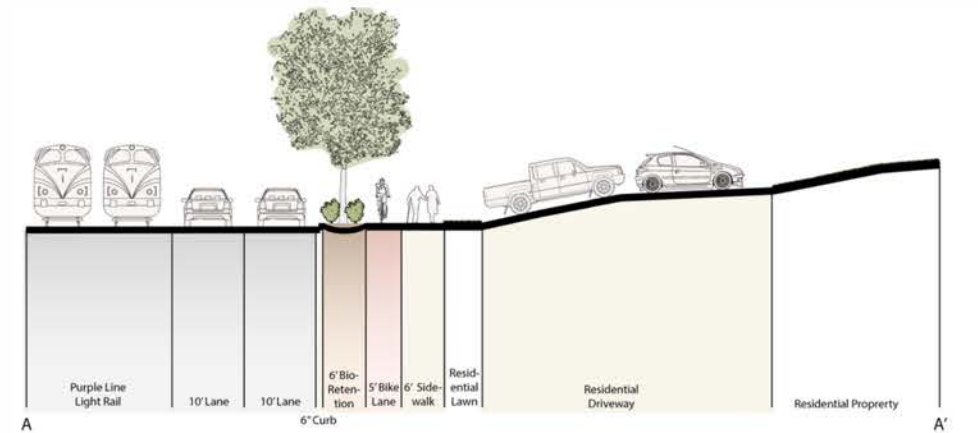
Site Plan



Section B-B'

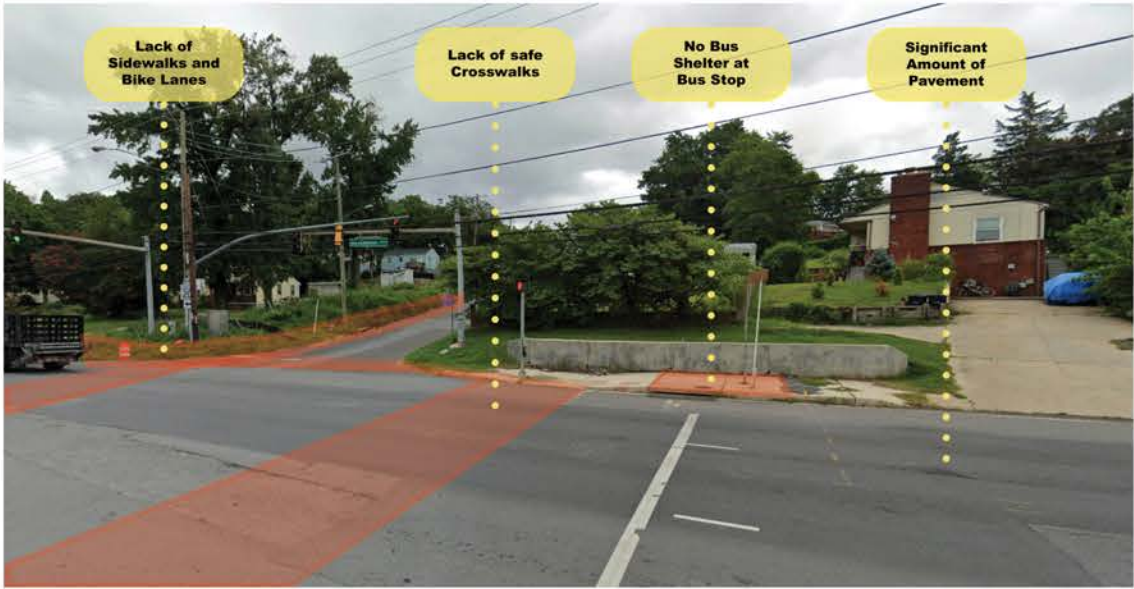
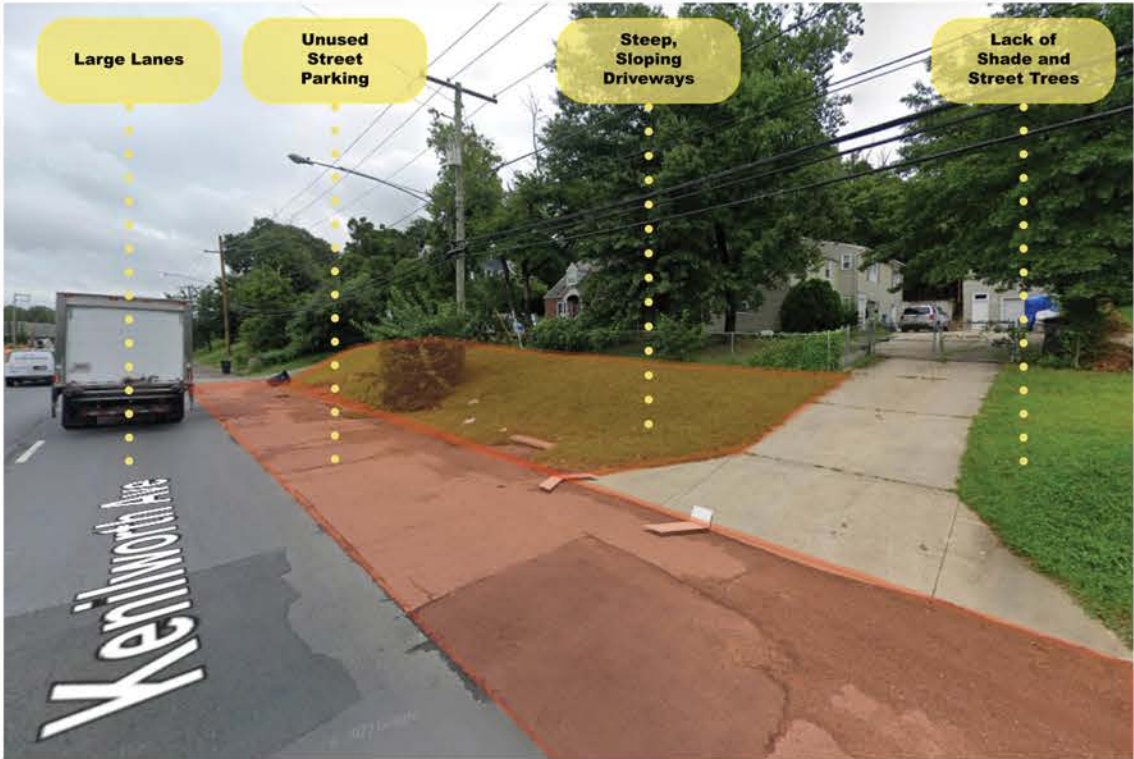
Design Features

- 1. Residence
- 2. Driveway
- 3. Row of Flowering Trees
- 4. Row of Street Trees
- 5. Two Lanes Along Kenilworth Ave
- 6. Purple Line Tracks
- 7. Vegetation Buffer Between Bike and Sidewalk
- 8. Bus Stop with Covered Shelter
- 9. Bus Drop Off Zone
- 10. Residential Walkways
- 11. Street Parking



Section A-A'

Site Analysis of Current Conditions



Before

Possible Solutions



V1: Condition On Kenilworth Heading North in Residential Area

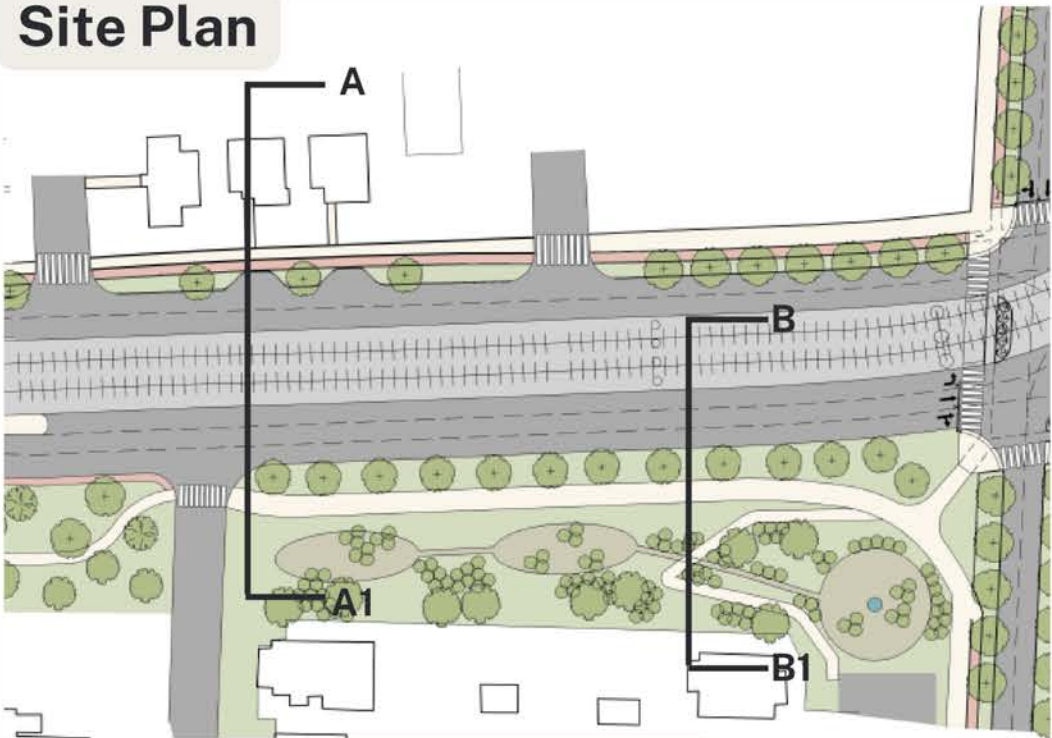


V2: Bus Stop at Rittenhouse St and Kenilworth Ave Intersection

After

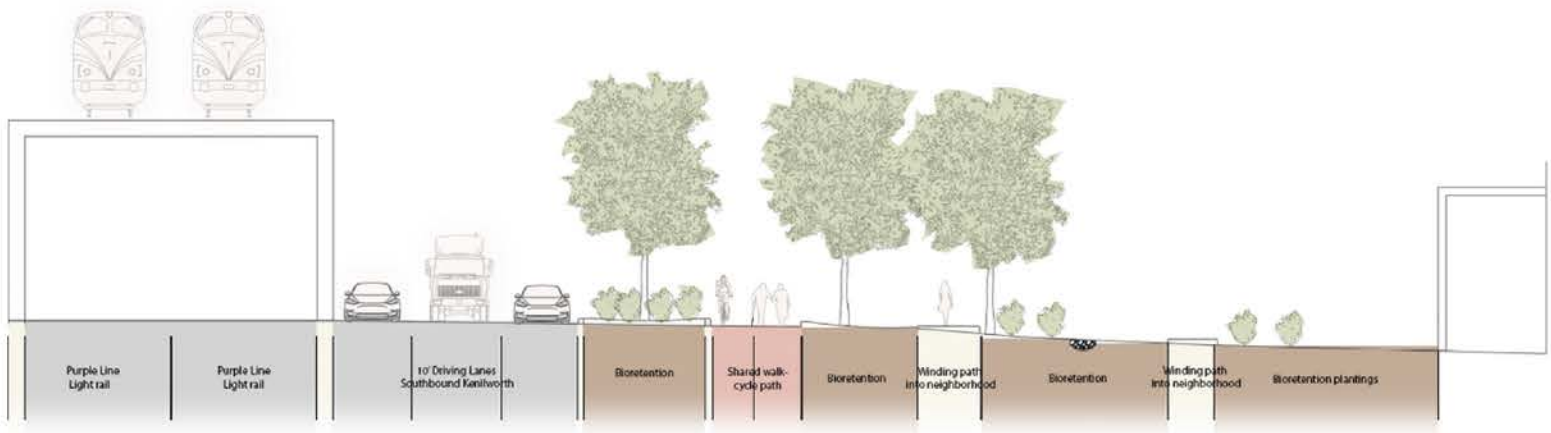
KENILWORTH WEST & EAST
Quintana St. to the 410 Intersection

Site Plan

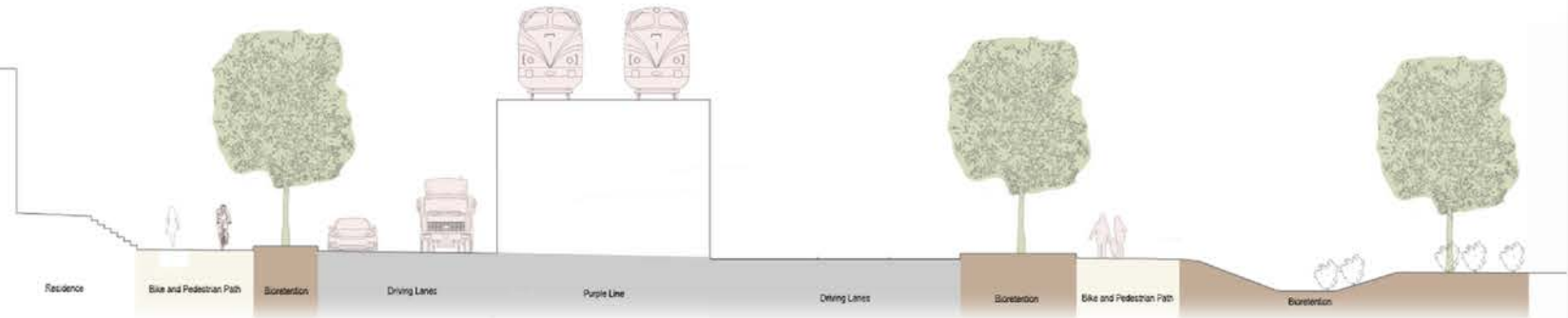


Design Features

- Protected bike lane and sidewalk
- Street parking
- Bioretention areas
- Density plantings on NW corner



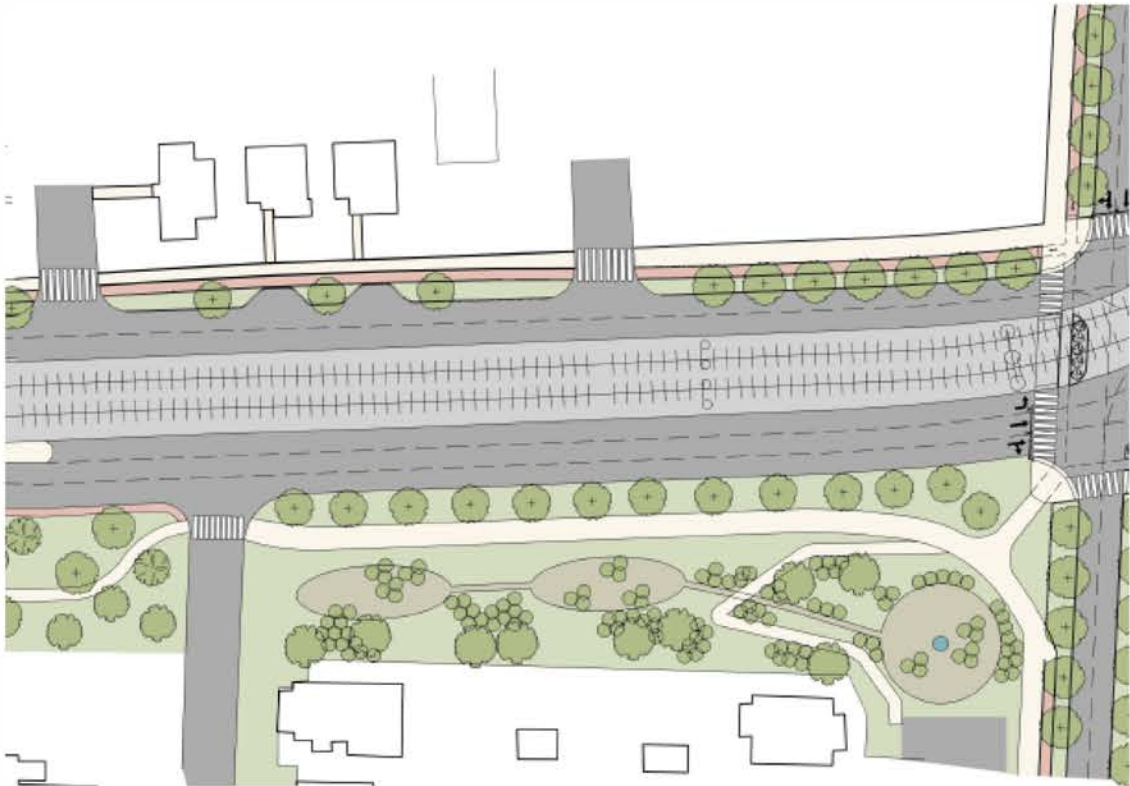
Section B, B1



Section A, A1

SCALE: 1" = 10'-0"

Existing Conditions at Kenilworth West & East



Perspective at NE corner, looking north on east side of Kenilworth



KENILWORTH & 410 INTERSECTION

Updated Plan

Areas of Opportunity

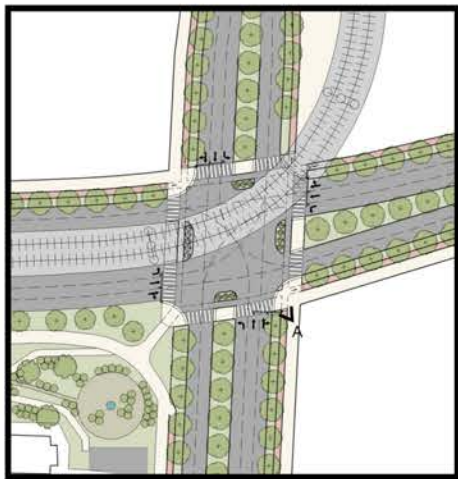
Unprotected Crossings

Underutilized Green Space

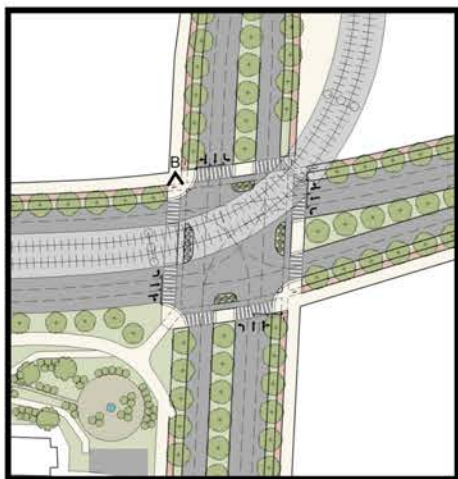
Unfriendly Pedestrian Areas

Long Steet Crossings

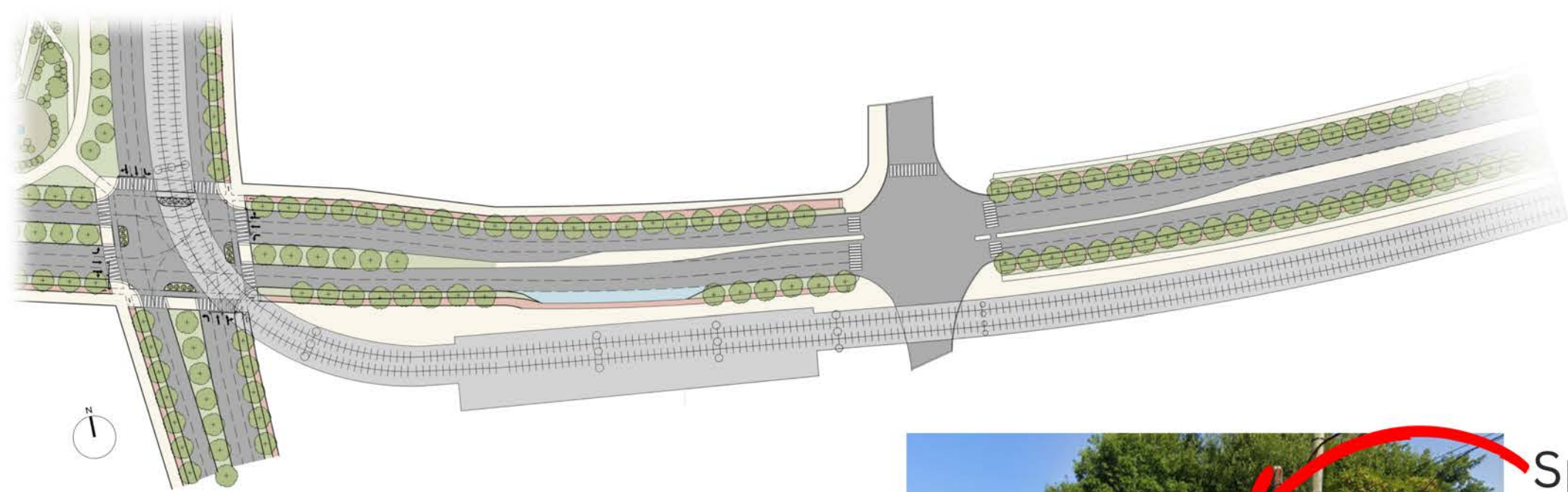
Northeast-Facing View



West-Facing View



ROUTE 410 EAST / PURPLE LINE STATION



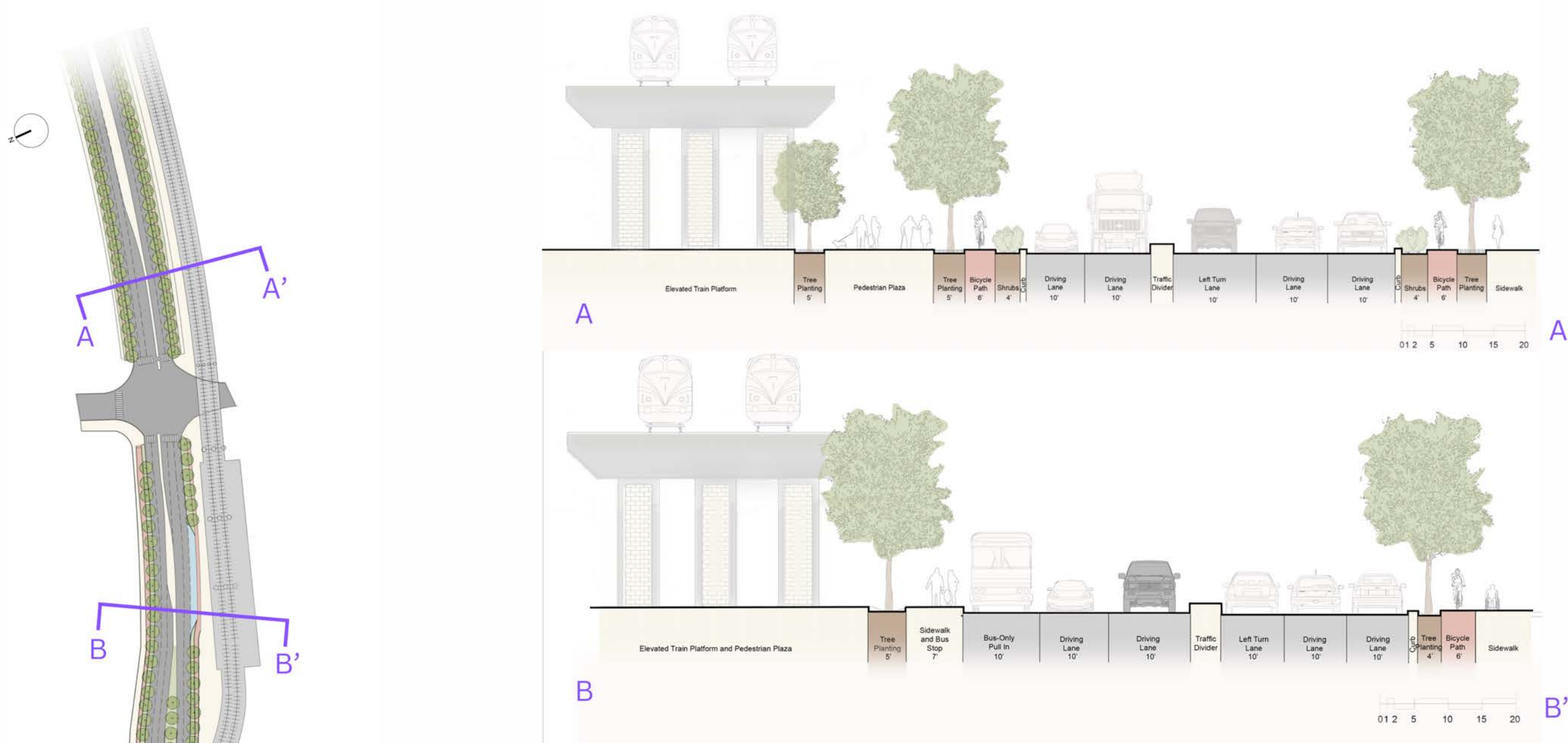
Highway
Traffic right
up to
sidewalk



Sparse shade

Noise and
fumes

ROUTE 410 EAST / PURPLE LINE STATION



ROUTE 410 EAST / PURPLE LINE STATION

Existing Condition
Along Route 410

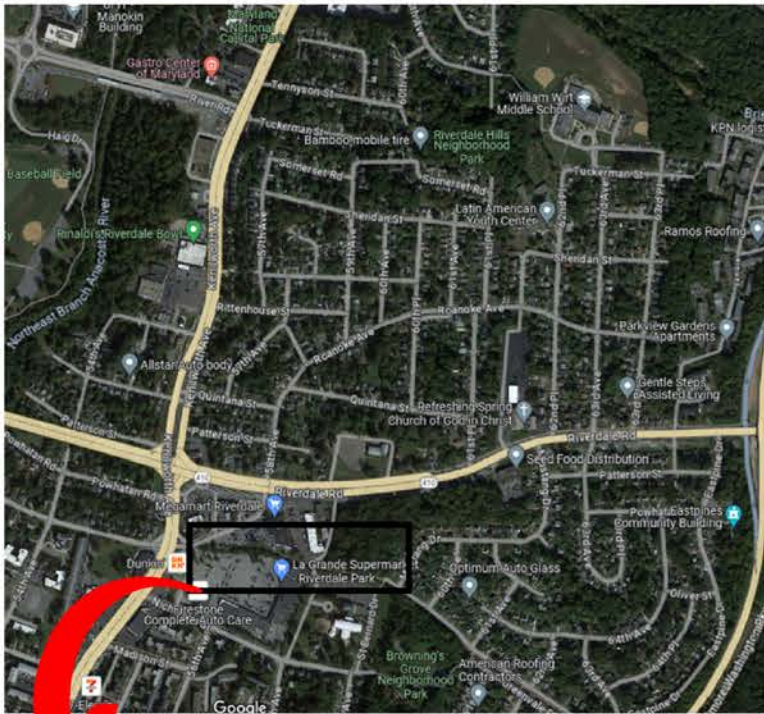


Proposed Interventions

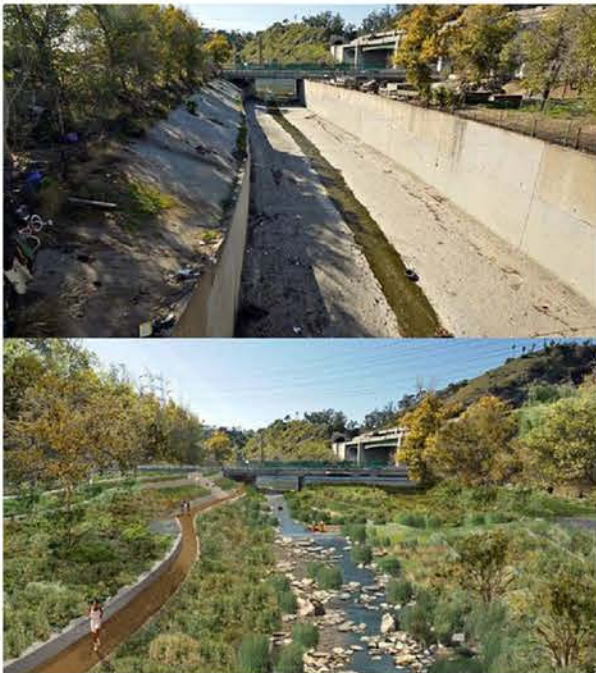
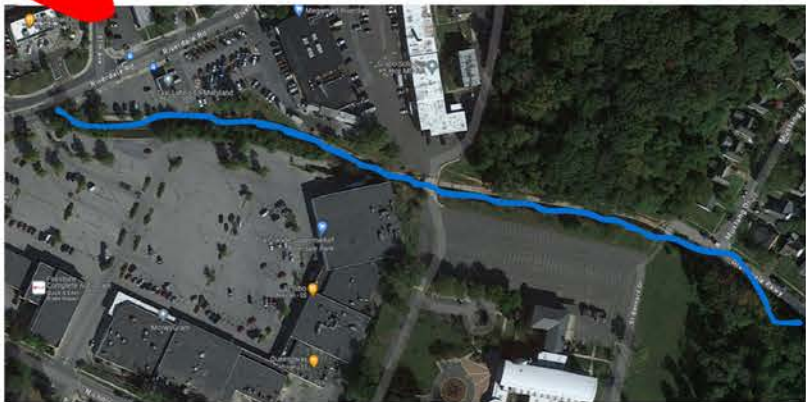


STORMWATER CHANNEL

Carrying runoff to the Northeast Branch Anacostia River



Precedent
images:
Before/after
of LA river
segment



STORMWATER CHANNEL

Carrying runoff to the Northeast Branch Anacostia River



Creative Placemaking Along the Kenilworth Avenue Corridor

Project Description:

According to the Metropolitan Washington Council of Governments (MWCOC), the population in the Washington Metropolitan Area will increase by 33% between 2023 (date of study) and 2050 (<https://www.mwcog.org/newsroom/2023/04/12/cog-presents-first-major-update-to-regional-growth-forecasts-since-covid-cooperative-forecast/>). Most of the new development will take place near existing and future public transportation nodes — Metrorail Stations, Light Rail Stations, Streetcar stops, and Trolley stops (Transportation Oriented Development, or TOD). The Riverdale Park Purple Line Station will be one of those hotspots of urban development. New housing, both affordable and market-rate, will significantly increase the density of Riverdale Park and East Riverdale. In support of residents, visitors, service personnel, and daily workers, the new “urban village” will include entertainment and recreational services (such as restaurants, diners, theaters, health clubs, live music venues, dance halls, parks and plazas), domestic services (such as dry cleaners, laundromats, specialty shops, repair shops), shopping services (such as grocery stores, green grocers, bodegas, health-food shops), and community services (such as pharmacies, emergency care and medical treatment centers, adult learning centers, child daycare facilities, after-school programs, adult daycares).

Most importantly, these new developments will need green infrastructure to deal most effectively with increased flooding, air and water quality improvements, urban heat island effects, and surface water runoff collection and treatment. Like many growing cities, the loss of tree canopy since the middle of the 20 th Century has had a negative effect on the health and well-being of residents, especially evident in underserved neighborhoods where people of color dominate the population.

In the new development at Riverdale Park/East Riverdale, it is equally important that the quality and character of the built environment offer its residents a sense of pride and its visitors an impression of distinction. This is the goal of Placemaking. It could also be called “Identity making”, where communities distinguish themselves by what they offer (economics), how they interact with each other (social-cultural connections), and how they see themselves as responsible contributors the urban landscape (environmental) within the Washington metropolitan area. As landscape architects, we have the opportunity to use the landscape as a means of reflecting who the people of the community are (and who they want to be) and how their community can stand out from other Washington transportation centers. This is a community that has evolved over time; anticipating how it will evolve in the future is our goal and our most demanding challenge as urban designers.



Figure 3: Riverdale Plaza Shopping Center Context

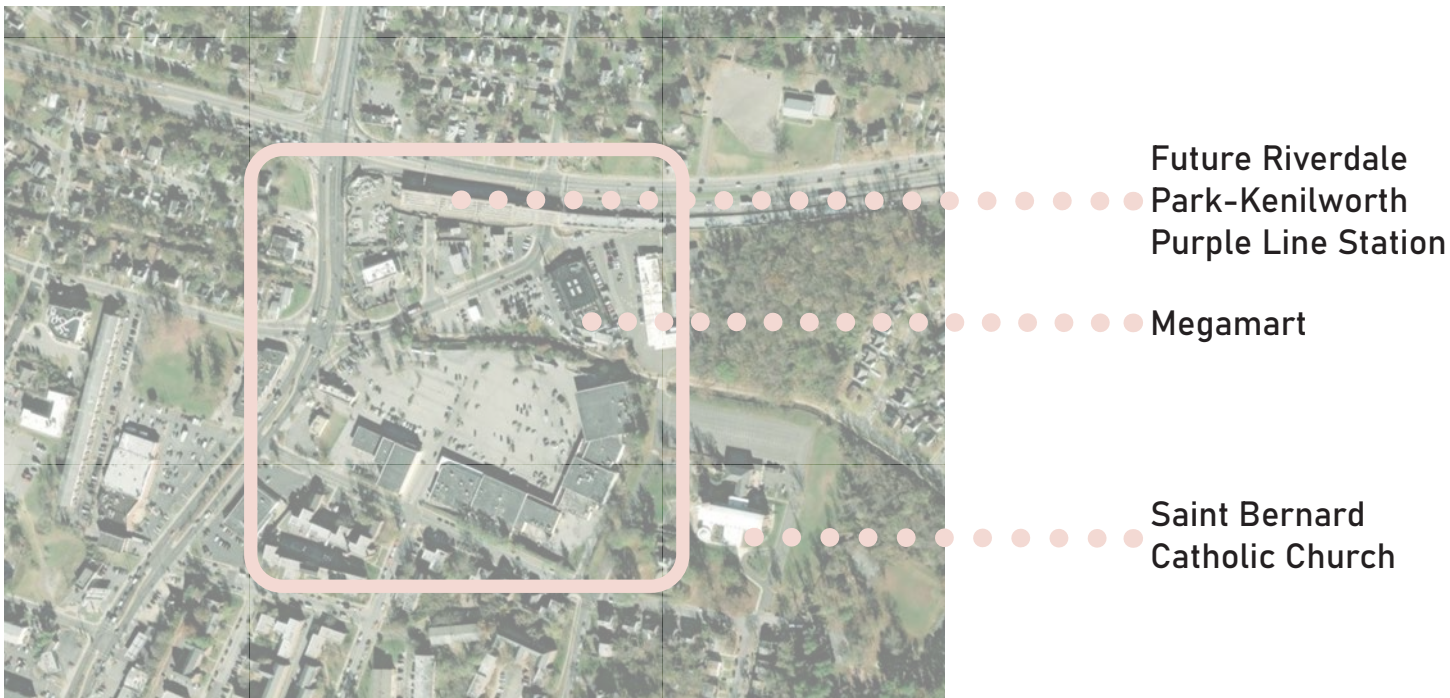


Figure 4: Riverdale Plaza Shopping Center

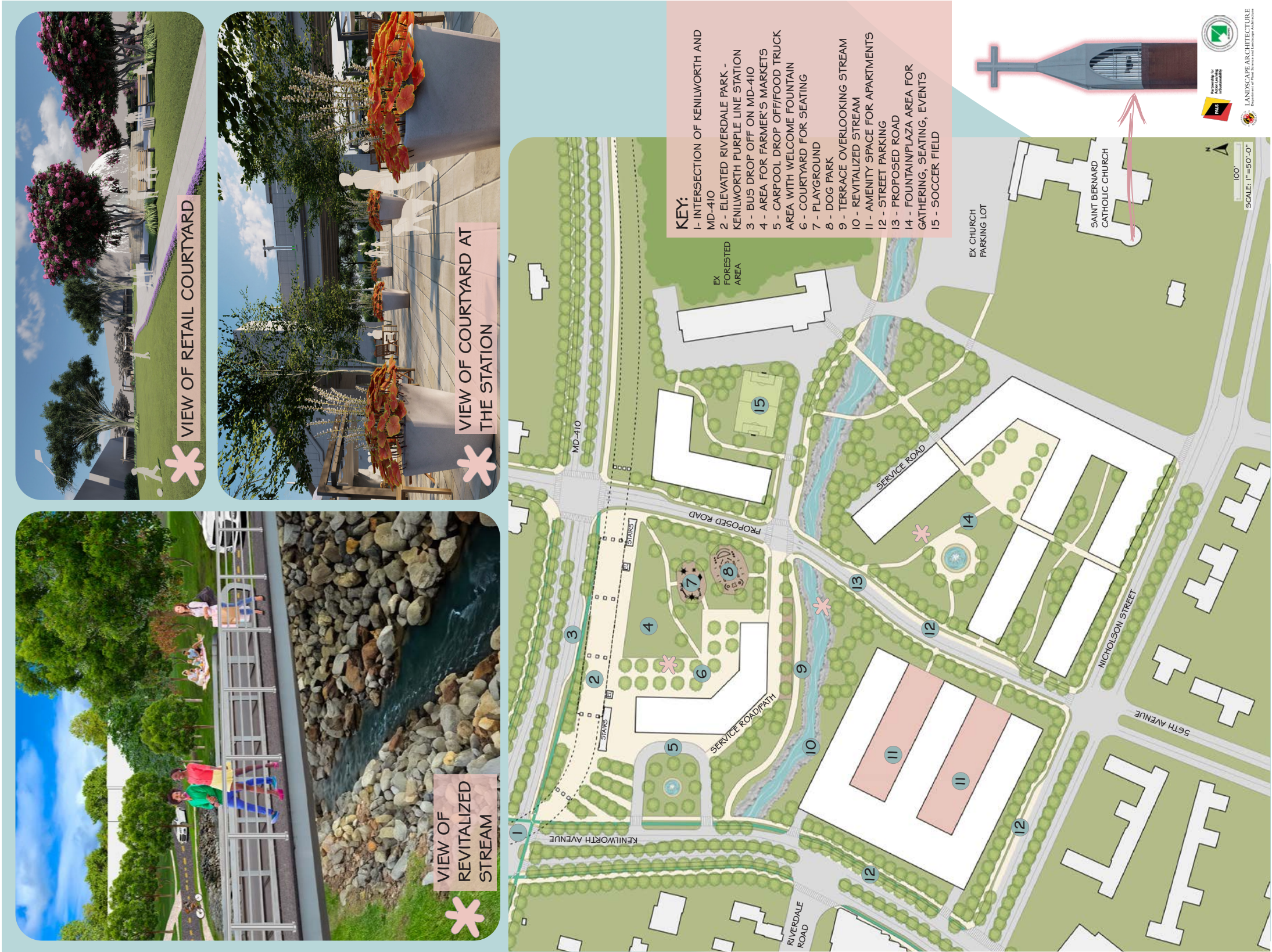
PRESENTATION BOARDS

Creative Placemaking Along the Kenilworth Avenue Corridor

- Raise Up Riverdale Stephanie Cavanaugh
- Reimagining Riverdale Lauren Hudson
- Riverdale Park Station Plaza: Community Flows From Within Eve Josar
- Grounding Community Elliott Kenney
- Crossing Currents Phoenix Morrison
- Transportation-Oriented Placemaking Around the Riverdale Park Purple Line Station Stephanie Pully
- Riverdale Park Station Neighborhood Design Dana Watkiss
- Riverdale Park Light Rail Station Auran Zaman



Creative Placemaking Along the Kenilworth Avenue Corridor



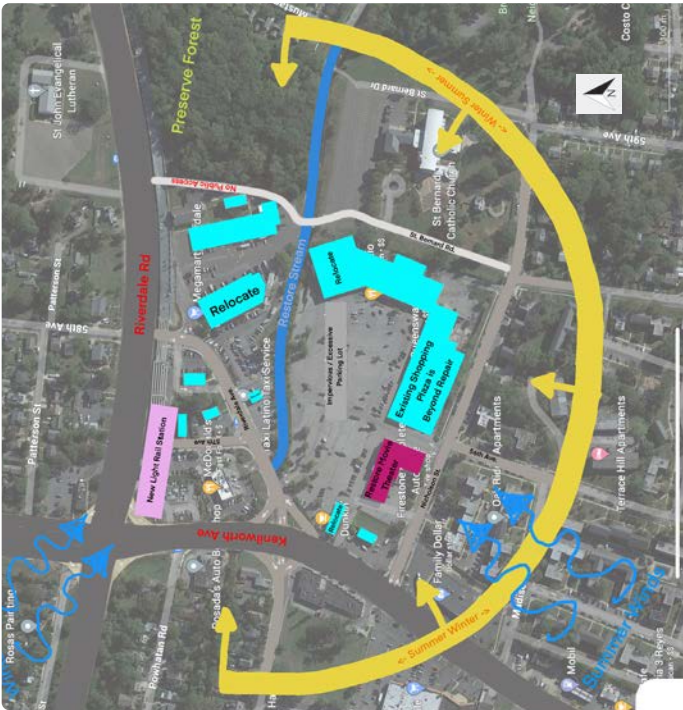
REIMAGINING RIVERDALE

GOALS

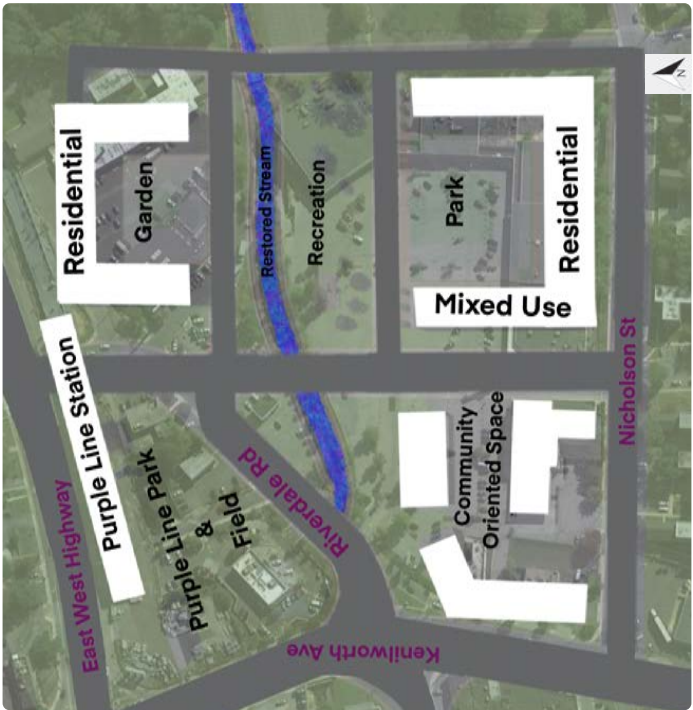
REVITALIZATION – CREATE A SPACE PEOPLE ARE GOING TO WANT TO LIVE AND WORK. SHOPS HAVE BEEN RELOCATED AND REVAMPED TO FIT THE NEEDS OF THE COMMUNITY. STREETS PRIORITIZE PEDESTRIAN SAFETY AND CONNECTIVITY WITH SIDE-WALKS AND BIKE LANES.

COMMUNITY ENGAGEMENT – CREATE AREAS OF GREEN SPACE FOR THE COMMUNITY TO USE THAT FOSTER INCLUSIVITY, PARTICIPATION, SAFETY, AND EDUCATION.

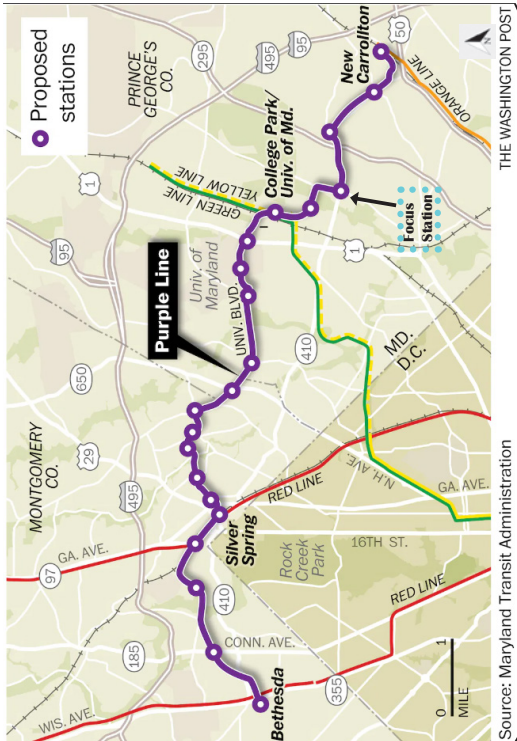
SITE ANALYSIS



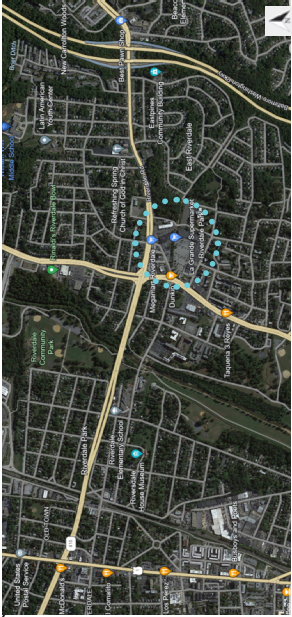
LAND USE CONCEPT DIAGRAM



SITE CONTEXT



Source: Maryland Transit Administration



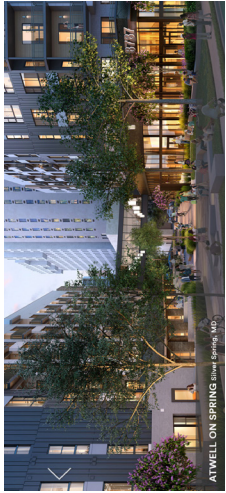
PRECEDENT IMAGES



WRT RENDERING FOR A NEW YORK MIXED USE DEVELOPMENT



THE AVALONE, TOWSON, MD



ATWELL ON SPRING, SILVER SPRING MD



BLOXI ENTERTAINMENT DISTRICT, MS



RESIDENTIAL DEVELOPMENT, CARY, NC

LAUREN HUDSON / JACK SULLIVAN / LARC 648 / SPRING 2024

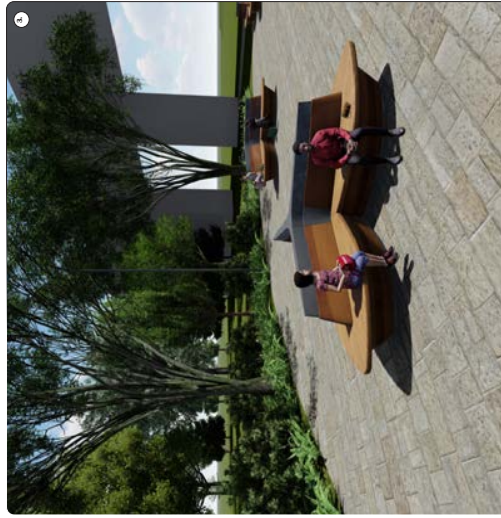


The main goals I had for my Riverdale Reimagination were community engagement, revitalization, and to create an area where people are going to want to live and stay for generations to come. For the community engagement aspect, I created a series of welcoming parks interspersed between the residential and community/shopping area. The idea was that the parks along with the relocated shopping and restored movie theater would become a hub for the community. The light rail station I designed to have a large circular concrete area that would have benches normally but would also be able to be used as a farmers market location. The design goal here was to build community while also bringing new people on the light rail that want to come for the farmers market, a walk around the restored beautiful stream, maybe see a movie, and then shop a bit before returning home on the light rail. The second goal of my site plan was to revitalize the area. I wanted to design a space where people would want to live, raise families, spend time outdoors, and not have the need to have multiple cars due to the light rail being a short walk from the shopping and residents. To allow for an environment in which people feel safe and want to be outside walking I added bike paths, sidewalks, and street trees for the shade they provide, beauty, and environmental purposes. My redesign for the plaza includes two large apartment complexes for a mix of affordable housing and apartments.

REIMAGINING RIVERDALE | BOARD 2 OF 2

Lauren Hudson 31

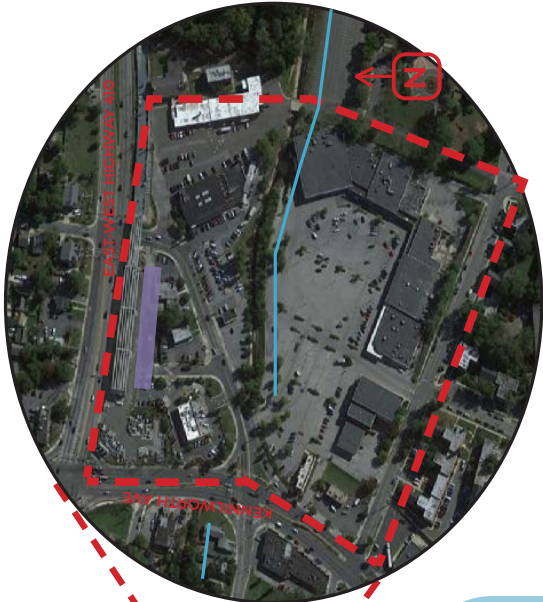
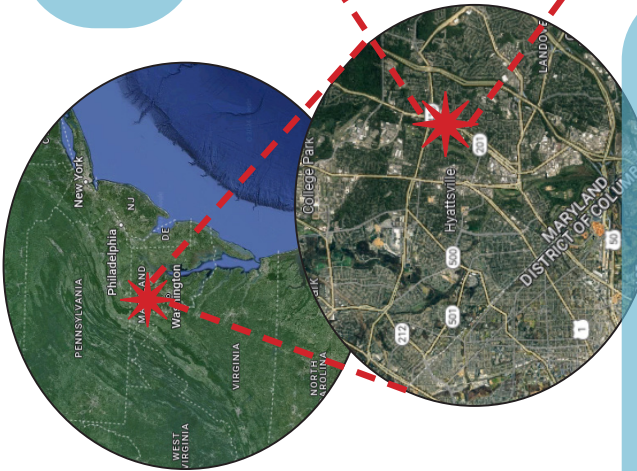
REIMAGINING RIVERDALE



LAUREN HUDSON / LARC 648 / JACK SULLIVAN / SPRING 2024

Creative Placemaking Along the Kenilworth Avenue Corridor

RIVERDALE PARK STATION PLAZA
COMMUNITY FLOWS FROM WITHIN



VISION:

Create a safe and comfortable environment to support both the human community and increase biodiversity along the drainage channel. Priority in the design was given to humans and community over motor vehicles.

GOALS:

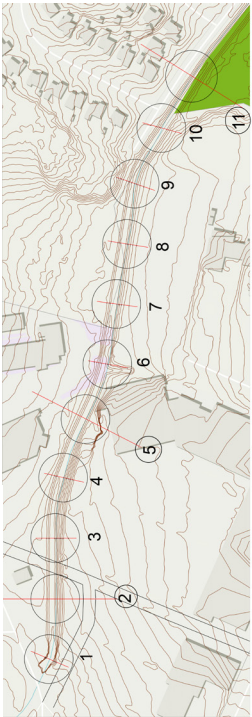
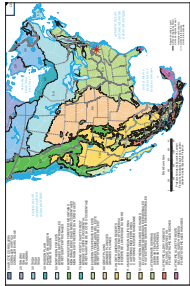
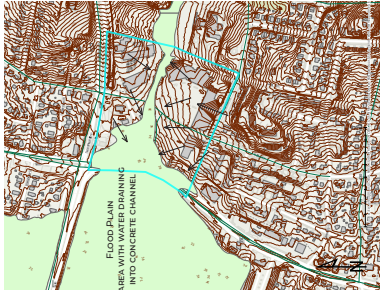
1. Density area of commerce and living areas to allow more open spaces.
2. Increase channel margins and plantings to help with storm water management.
3. Provide areas for daycare, outdoor gathering spaces, entrepreneurial activities.

2023 USDA HARDINESS ZONE: 7B-7A

ECOREGION I: 8.0 EASTERN TEMPERATE FORESTS
ECOREGION IV: 65N: CHESAPEAKE ROLLING COASTAL PLAIN
PREVAILING WINDS COMING FROM NW AND SSW

Riverdale Park station plaza is a 26 acre urban expanse on the Mid-Atlantic coast, just NE of Washington, DC. The site is bisected by a concrete stormwater drainage path which is a part of the Chesapeake Bay watershed. It drains into the NE branch of the Anacostia River. Nearly 100% of the site is impermeable.

FLOW OF WATER THROUGH SITE



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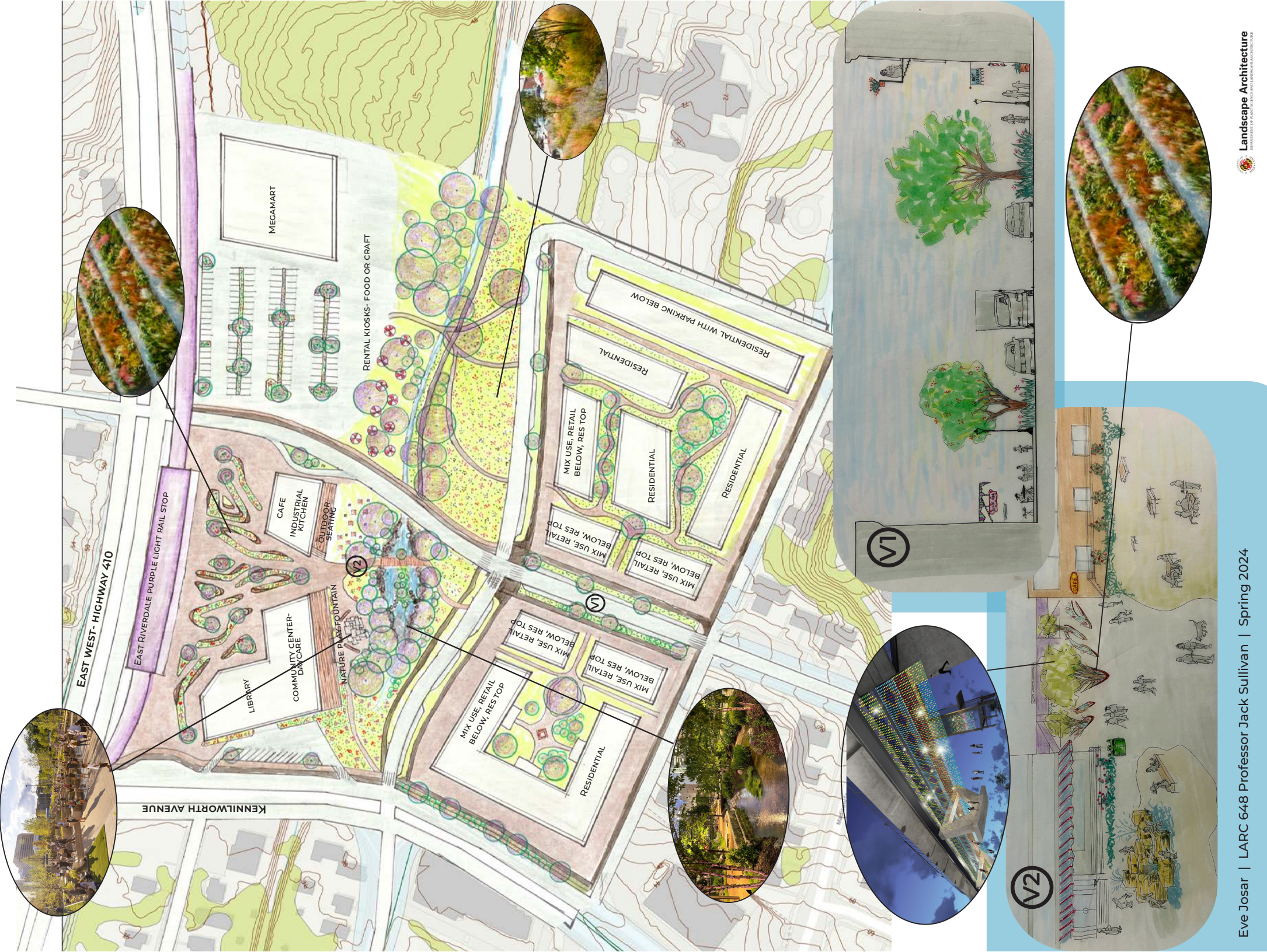
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Creative Placemaking Along the Kenilworth Avenue Corridor

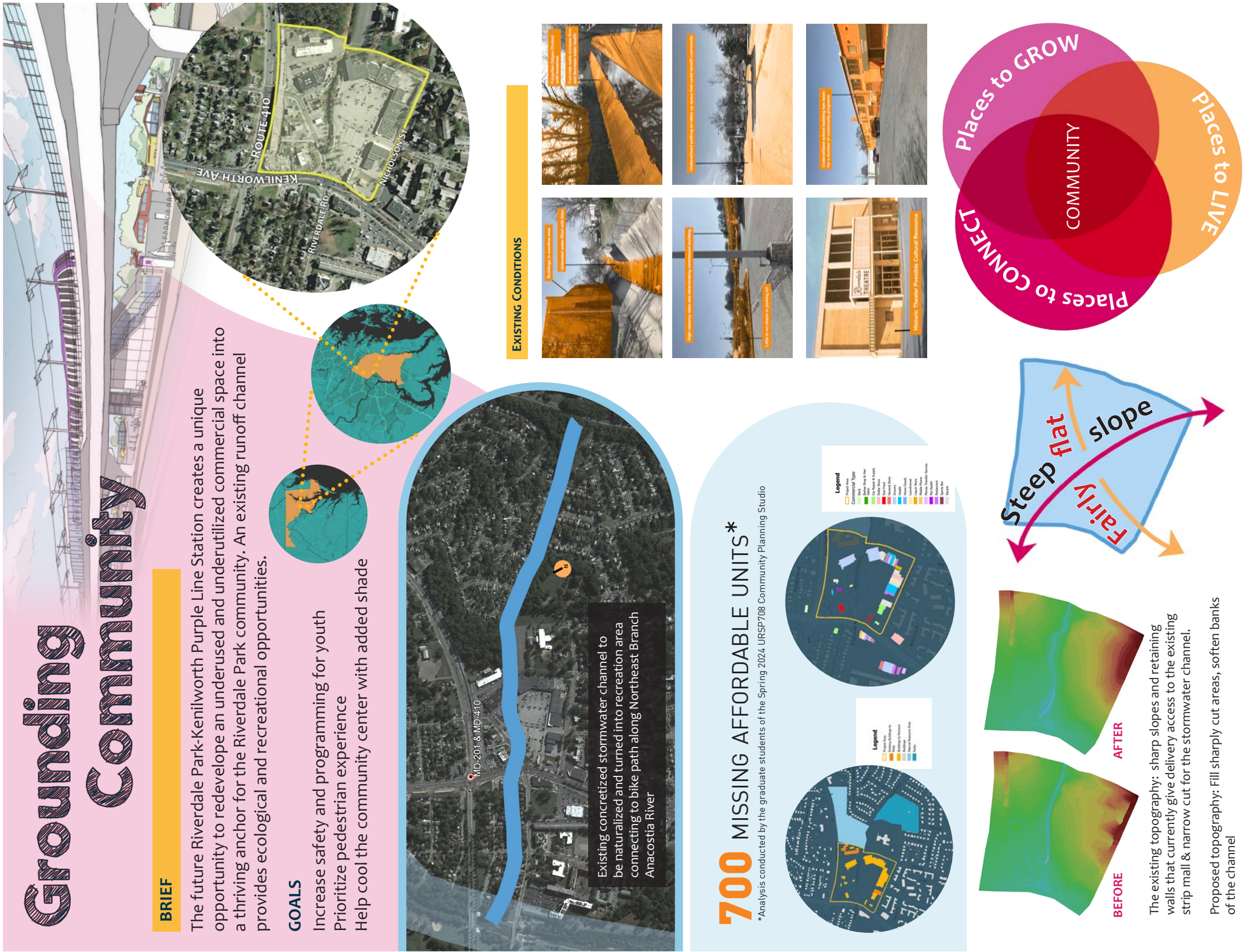


Landscape Architecture
Department of Plant Science and Landscape Architecture

Eve Josar | LARC 648 Professor Jack Sullivan | Spring 2024



Creative Placemaking Along the Kenilworth Avenue Corridor



My overall goal was to ensure that this site serves the existing community. To achieve that goal, I prioritized increasing safety and programming for youth, enhancing the pedestrian experience, and cooling the community center with added shade. I created three programming themes to organize the space: an area for CONNECTION closest to the station, an area for GROWTH along the new stream park at the center of the site, and an area for LIVING at the south end of the site. Some of the existing building would be saved and turned into community anchors: the historic theater would be turned into a library with rooftop access to a public green roof park above the new location for the Megamart, and the existing school currently owned by the St. Bernard Catholic Church would become a community center or senior activity center with connection to community health, language and arts services.

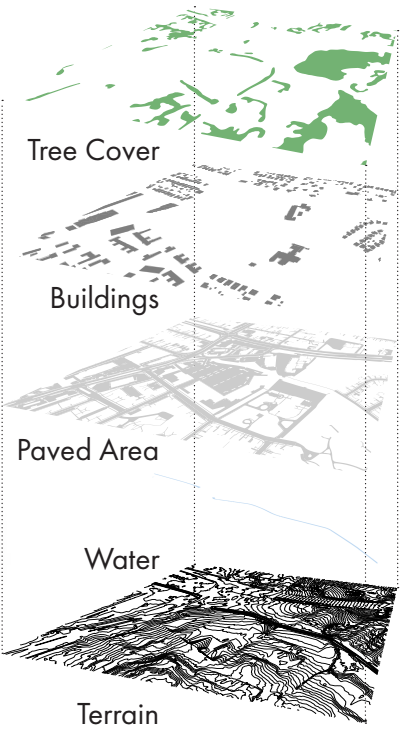
Creative Placemaking Along the Kenilworth Avenue Corridor



Crossing Currents

life to nature
life to people
life to culture

Context



The Crossing Currents vision is based on several concepts. They are as follows:
Life to Nature: Currently, a channel runs east to west, directly through the center of the site. As a result, restoring the channel into a stream is central to the plan. The site has been regraded to allow this to function; steep slopes have been softened and the channel has been widened to create an expanded floodplain.
Life to People: Another theme of the redesign is people. Specifically, the design caters to both the existing community and the out-of-area commuters.
Life to Culture: The final conceptual domain in this design is culture. The East Riverdale and Riverdale Park neighborhoods both are subject to shifting demographics.

Site Conditions

The major site conditions are noted in this diagram are from top to bottom: tree coverage, building coverage, paved areas, existing water features, and terrain contours.

Site Plan



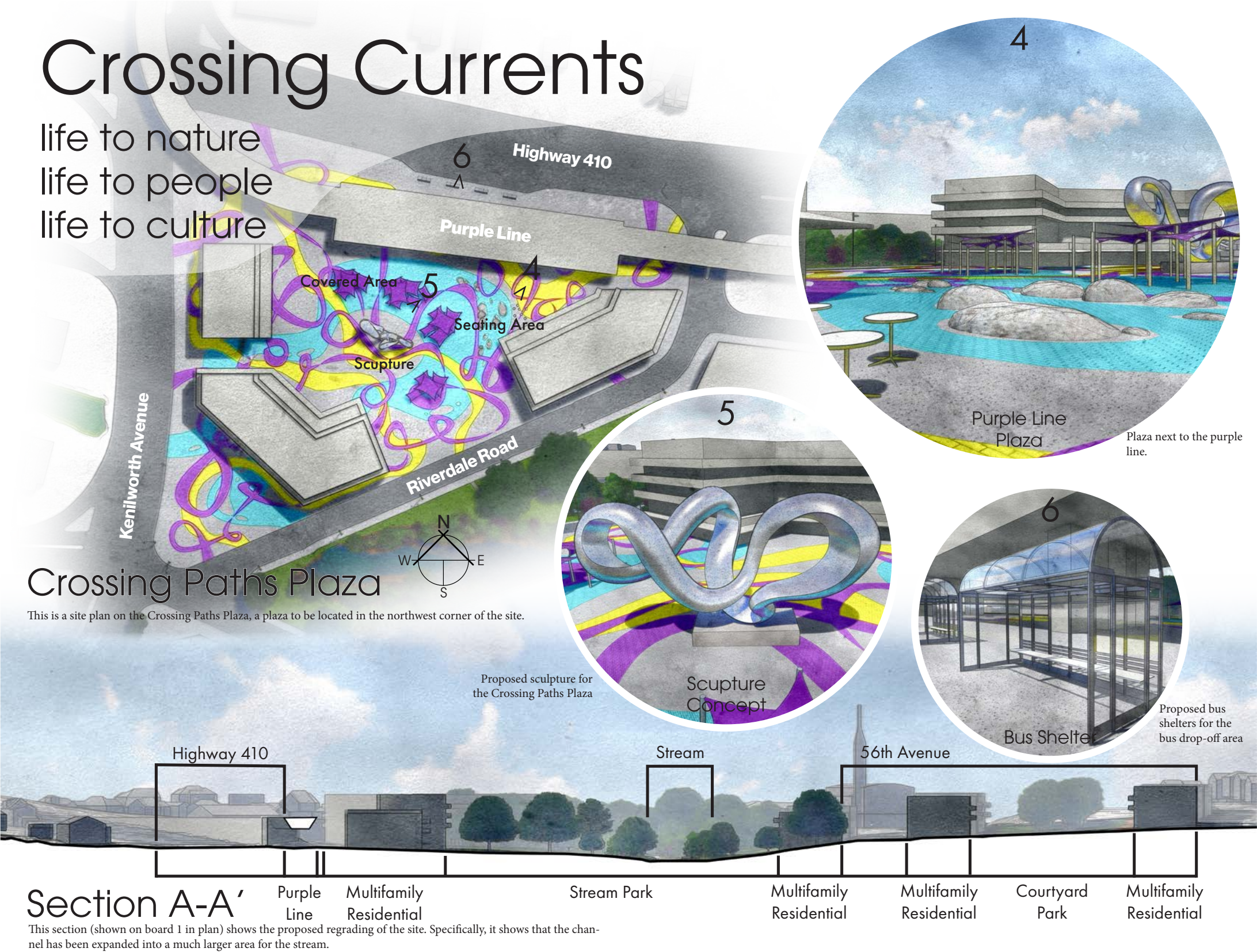
- Commercial/Office
- Multifamily Housing
- Open Space
- Pedestrian Space
- Transit

Land Use Concept



Crossing Currents

life to nature
life to people
life to culture



Transportation-Oriented Placemaking around the Riverdale Park Purple Line Station

Existing Conditions Map

The site experiences a large change in slope from Nicholson St. down to the stream, then again up to Hwy 410.

Existing Conditions Photograph

The view from Riverdale Rd. up towards Nicholson St. The channelized stream is beneath the tree line.

Precedent

A pedestrian-friendly mixed use area with a naturalized stream running through has a terraced side to help ease the slope.

The site could be a better use of space with commercial areas underneath residential units.

Purple Line Map

Shows the route of the new purple line. Kenilworth park station identified by red star.

Conceptual Diagram

Mixed use plan with space for commercial and residential purposes improves opportunities for working, living, and owning a business in the area. The plan allows for approximately 400 residential units.

Site Analysis

To inform the design, I looked at the site's topography, surrounding land use, and the flood plain in addition to what the current experience on the site was like.

The land use surrounding the site currently includes residential and commercial spaces, but little green space.

The floodplain in the surrounding site encompasses existing commercial and residential areas. Stormwater management is key.

Section A-A'

Mixed use commercial / residential area

UNIVERSITY OF MARYLAND

LANDSCAPE ARCHITECTURE

Department of Plant Science and Landscape Architecture

PALS

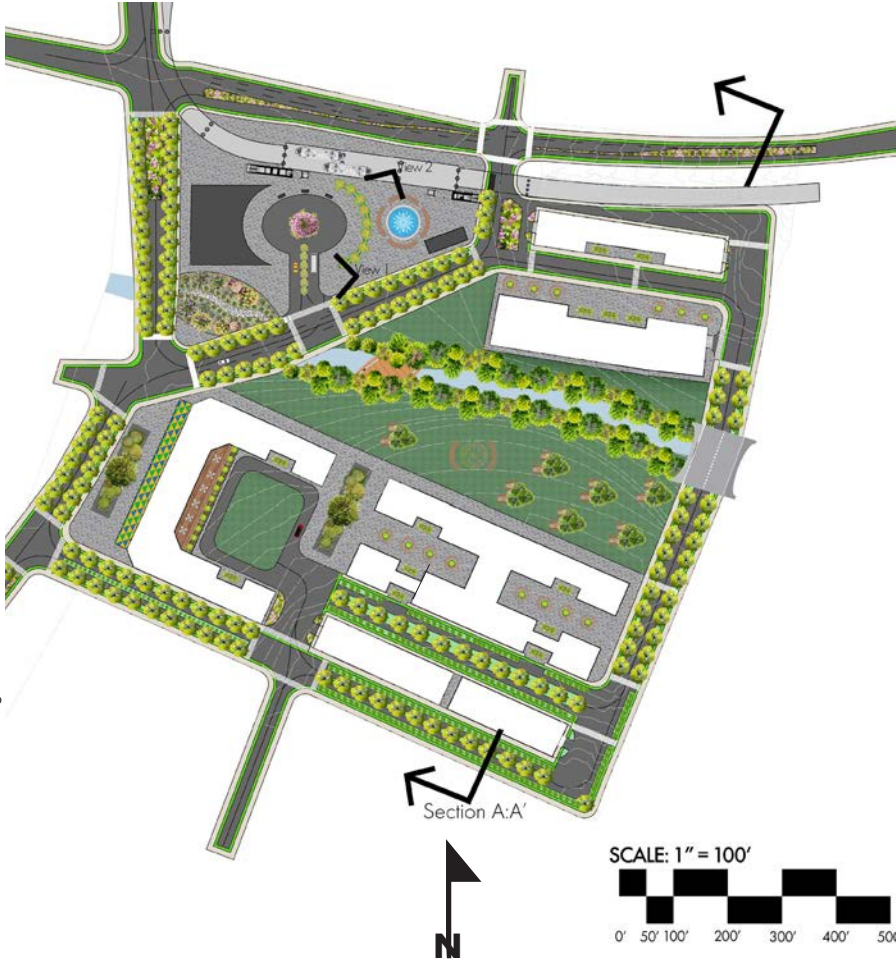
Partnership for Action Learning in Sustainability

M-NCPPC

MONTGOMERY COUNTY PUBLIC PROGRAMS CORPORATION

Creative Placemaking Along the Kenilworth Avenue Corridor

Site Plan
Proposed site interventions include new mixed-use buildings with commercial space on the first floor and residential units on the top floors. The open plaza spaces feature opportunities for seating and planting. The channelized stream area has been turned into a gently sloped green space for recreation by visitors and residents. The area around the purple line station becomes a gathering space and an attraction for people to get off the light rail and discover the neighborhood!



Open Air Market / Gathering Space
This structure has a roof covering it so can be used in multiple forecasts. Storage container pop-up markets can be used during a normal day, but they can also be removed to make a large gathering space for community events.



Existing Conditions Site Photos
These photos show the existing conditions in the station area and in the currently underutilized shopping center.



View 1
Looking towards Kenilworth Ave. Shows the covered outdoor gathering space with pop-up shops underneath and plantings in the plaza around the station.



View 2
Looking down from the top of the station towards Kenilworth Ave and the proposed mixed-use space and green park.

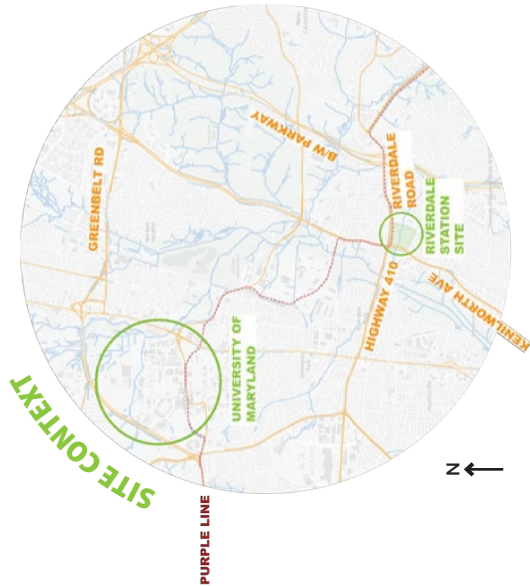


Stephanie Pully
LARC 648 | Jack Sullivan | Spring 2024

Landscape Architecture

Creative Placemaking Along the Kenilworth Avenue Corridor

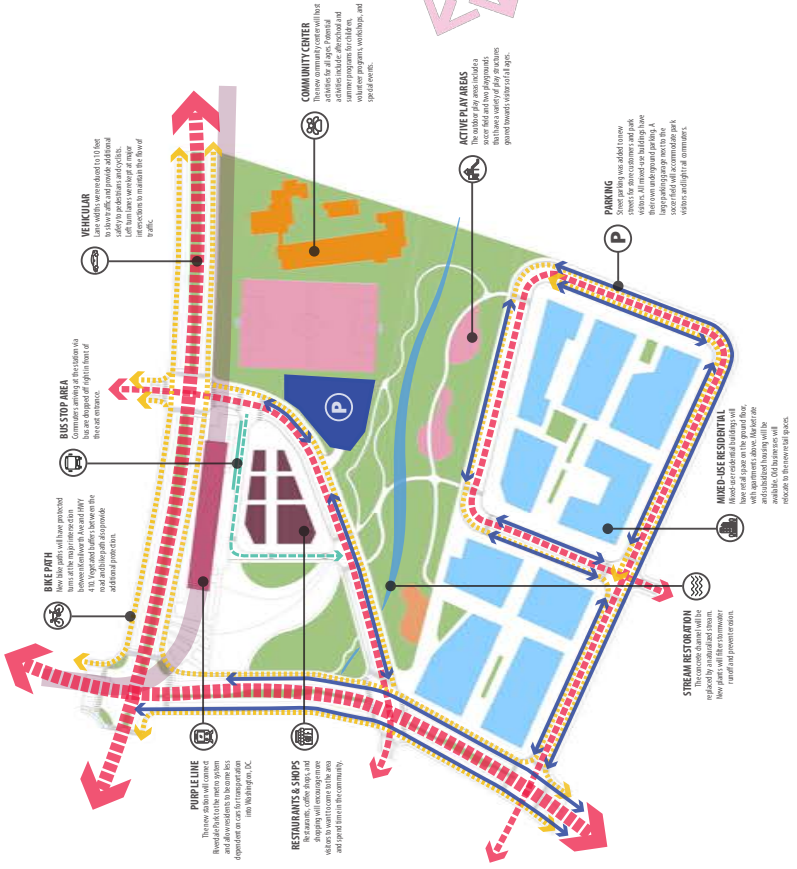
Riverdale Park Station Neighborhood Design



EXISTING SITE PHOTOS

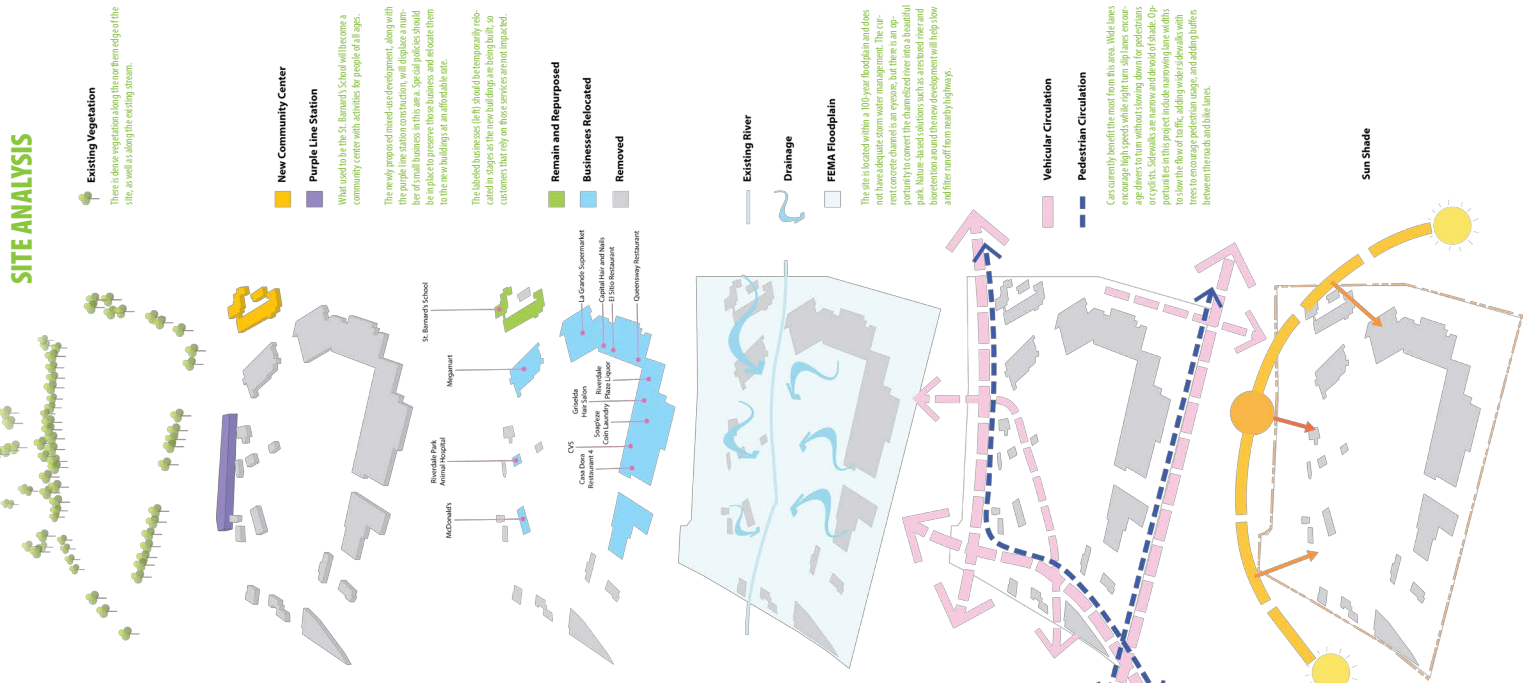


LANDS USE CONCEPT DIAGRAM



Dana Watkiss | LARC 648 Spring 2024 | Jack Sullivan

To address the challenges in the Riverdale Park/East Riverdale area, our studio was tasked with developing a neighborhood design that incorporates dense, mixed-income housing around the new Riverdale Park Purple Line station. These mixed-use developments include amenities and green infrastructure to manage stormwater, improve air quality, and preserve green space. Placemaking design strategies emphasize community identity, and reflect the values and heritage of Riverdale residents. Equitable development must be ensured through inclusive policies that allow current residents and businesses to stay in the neighborhood post construction. Community engagement and collaboration are also essential for transparent decision-making and ongoing dialogue is necessary to meet the evolving needs of the community.



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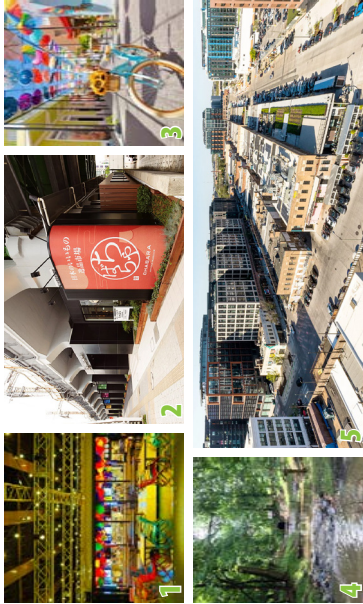
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RIVERDALE PARK STATION NEIGHBORHOOD DESIGN | BOARD 2 OF 2

Dana Watkiss 41

Creative Placemaking Along the Kenilworth Avenue Corridor

PRECEDENTS



(1) The Sanagi eating and shopping area located underneath the train tracks of Shinjuku Station in Tokyo, Japan. (2) The Chabara shopping complex located underneath the train tracks of Akihabara Station in Tokyo, Japan. (3) Hanging umbrella art installation in Puerto Plata, Puerto Rico. (4) The Breeewood Stream Restoration project in Montgomery County, Maryland. (5) Union Market shopping and eating complex located in Washington, DC.

SITE PLAN

- 1 Riverdale Purple Line Station
- 2 Purple Line Tracks
- 3 Station Entrance Park and Plaza
- 4 Dog Park
- 5 Mixed-Use Residential
- 6 Play Areas
- 7 Shopping and Dining Center
- 8 Bus Pick-up/Drop-off
- 9 Parking Garage
- 10 Soccer Field
- 11 Community Center



Scale: 1" = 100'



V1. The plaza and park outside of the station has ample seating for visitors to wait for their train, enjoy a picnic, or gather for special events. Food and craft vendors can set up carts along the plaza as well.

V2. The shopping and dining area across from the station where people can relax as they're departing and arriving to the station. Mere steps away from the purple line, this cozy shopping area will put Riverdale on the map as a fun destination spot.

V3. Play area next to the stream.

V4. Aerial view of the station park and plaza.

V5. The restored stream in the center of the park. The concrete was replaced with soil and rocks to add a more gradual slope between the lawn and the water, inviting people to walk along the stream's edge and relax in nature.



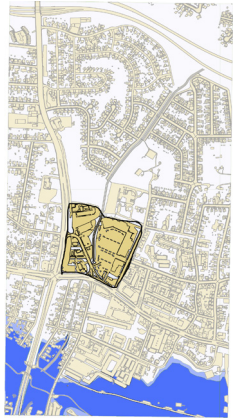
Dana Watkiss | LARC 648 Spring 2024 | Jack Sullivan

Riverdale Park
Light Rail Station

Site Context and Analysis



Location



Floodplain and Impervious Surfaces



Tree canopy cover and buildings

Vision

A sustainable, future-facing example of transit oriented development

Goals

Prototype an ecovillage model in suburban Maryland

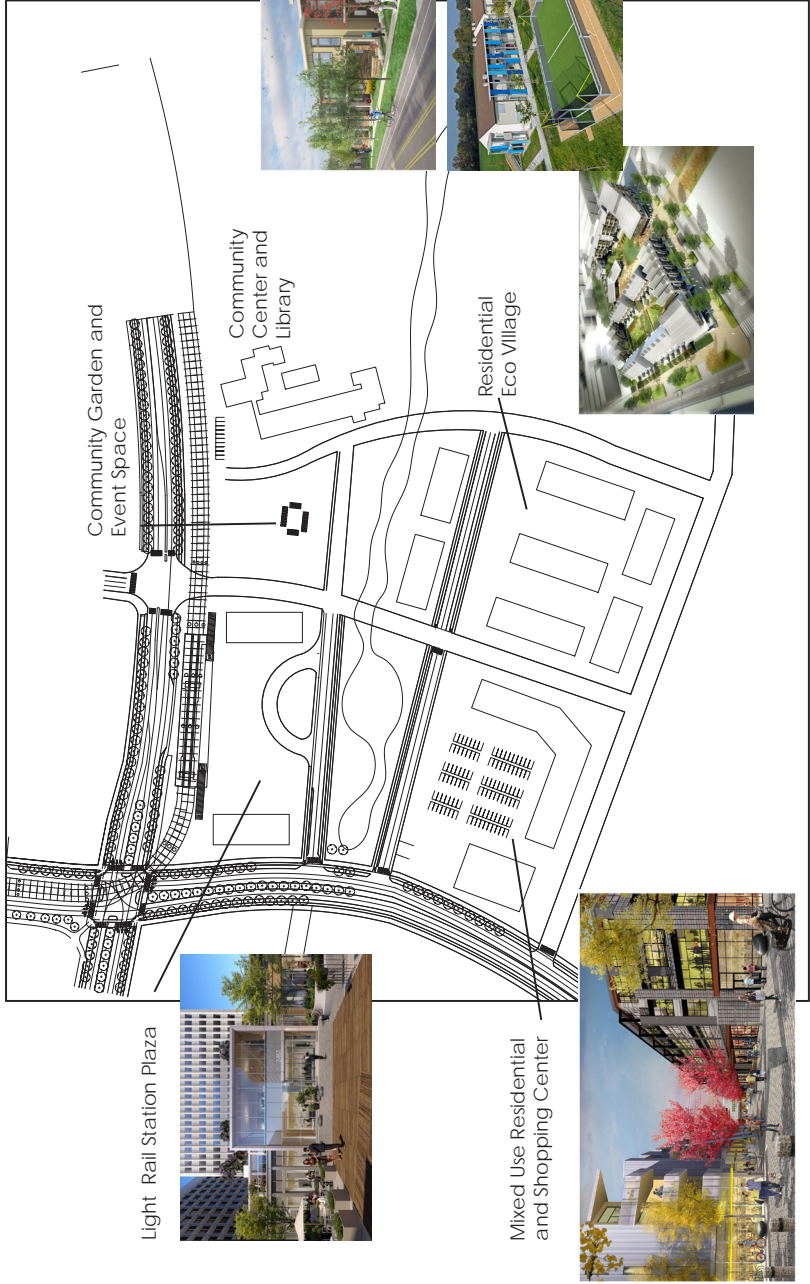
Promote soft mobility and alternate forms of transportation

Increase canopy cover and greenspace in the area

Land Use Concept Diagram



Site Plan



The idea behind my design for the Riverdale Park light rail station area is to serve as a prototype for a future-facing suburban Maryland. As expanded public transportation services will bring long-lasting changes to the mobility and character of Riverdale Park, I wanted to use this as an opportunity to introduce the concept of an ecovillage to a Maryland context. The village contains medium-rise “missing middle” housing (townhomes, two-to-three story apartment blocks) arranged around common greens to facilitate prosocial behavior and decrease the area of impervious paving on the ground. To the east of the village, there is a shopping complex with three story apartment blocks above the ground-level retail. The currently existing Megamart international grocery store, an asset in this multicultural community, will be relocated to this area. This complex is located closer to Kenilworth Avenue, where visibility will enhance the businesses. The parking lot can double as event space. Between the shopping complex and the station, there is a park where the current channel will be opened up and allowed to form a small pool. As people already bring out chairs to sit by the concrete channel to see the water, this appears to be an opportunity to enhance the ecology and experience in the neighborhood. The station area is a plaza flanked by retail buildings that will see foot traffic from the light rail station as well as from the shopping center and community. The area underneath the station platform is a large shaded area that can host pop up events such as farmers markets.

Creative Placemaking Along the Kenilworth Avenue Corridor



Mixed-use shopping and residential center, with parking lot serving as flex space for community events



Plaza under light rail platform serves as a bus stop and flex space, hosting a pop-up farmers market