PLANNING RESOURCE FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

MAKEOVER MONTGOMERY 2: MAY 10, 2014

Scott Hansen
Maryland Department of Planning

Wide sidewalks accompany redevelopment along Rockville Pike

Pedestrian-only streets during events in Bethesda

Sustainable Attainable
TOD WEBSITE & PROFILE TOOL

Maryland has encouraged development near transit stations since the Washington Metro system was built in the 1970s. Well-done transit-oriented development (TOD) requires more than building near transit. Rather, successful TOD capitalizes on the proximity to non-auto transportation to create walkable, dense, mixed-use and smart growth policies and improvements.

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WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Shopping mall near a transit station

Silver Spring Metro Station

Sustainable ___ Attainable
Benefits of TOD

- Increased options for mobility especially in congested urban and suburban areas
- Reduced land consumption for development
- Sustained and maximized return on public investment in transit infrastructure
- Reduced air pollution and energy consumption
- Reduced infrastructure costs for government, developers and property owners
PURPOSE

• Promote Transit-Oriented Development (TOD) as a key smart growth strategy
AUDIENCE

- State, local government officials
- Residential, commercial developers
- Real estate agents
- General public
HOW IT WORKS

• Identify TOD best practices
• Identify existing and potential fixed-rail/route transit systems and illustrate TOD opportunity at existing fixed-rail transit stations.
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TOD WEBSITE SCREEN CAPTURES

Planning Tools for Transit-Oriented Development

Maryland has encouraged development near transit stations since the Washington Metro system was built in the 1970s. Well-done transit-oriented development (TOD) requires more than building near transit. Successful TOD capitalizes on the proximity to transit to create walkable, dense, mixed-use neighborhoods and supports that development with an efficient transportation system.

Recognizing its benefits, Maryland is promoting TOD as a smart growth strategy to encourage economic development, counter sprawl and maximize the return on transit investment. To set the stage for TOD, policymakers need to create an environment where planning, regulation, financing and physical improvements encourage creative development projects.

See our TOD profile tool for information about demographics, employment, land use, pending development projects and local policies that may support TOD within a 1/2-mile of Maryland’s transit stations.
TOD in Maryland

- Planning Tools for TOD
- TOD Profile Tool
- Why TOD
- TOD Potential in Maryland

Policies & Programs

- Introduction
- Maryland TOD Policies
- Local TOD Policies
- WMATA TOD Policies
- Federal TOD Policies

Best Practices

- Planning, Zoning and Development Review
- Building Diversified Communities
- Design for TOD

TOD Benefits

Transit-oriented development is not any development that occurs adjacent to transit station areas. Instead, TOD features well-planned development with a relatively high intensity of mixed land uses within a comfortable (a quarter mile or half-mile) walk of a rail or bus transit station.

Other beneficial characteristics of TOD include:

- Increased options for walking and cycling, especially welcome in congested areas. A 2009 study of Portland, Oregon ("Transit Oriented Development" by the Victoria Transportation Policy Institute) shows that residents in a TOD use transit four to 10 times more, walk three to four times more, and bike one to two times more than those who live in other areas.
- Maximized return on public investment. With increased ridership from TOD, the transit facility becomes more cost-efficient and the large public investment in transit gets a better return.
- Reduced air pollution and energy consumption. With more trips made without vehicles, TOD improves air quality and reduces energy consumption. People who live, work and/or shop in TODs drive 20-40 percent less and reduce greenhouse gas emissions by 2.5 to 3.7 tons per year per household.
- Reduced infrastructure costs. Compact development is generally associated with infrastructure costs that are 5-25 percent less than those for dispersed development.
- Reduced land consumption for development. Built in a compact and high density pattern, TOD uses less land than conventional, low-density, dispersed development. It helps reduce pressure to develop farmland and other resource lands.
- Economic development catalyst. As a part of a regional development framework, TOD can re-define where and how economic activity will occur and help community revitalization efforts. It boosts local and state tax revenues.
- Enhanced quality of life for residents. By increasing pedestrian travel and emphasizing public space, TOD improves the opportunities for personal interaction. TOD increases safety for pedestrians and bicyclists, helps reduce aggressive driving and enhances sense of community.
- Expands housing choices. TOD includes varied types of housing, which appeal to a wide range of residents who may favor alternative modes of transportation, such as homes on smaller lots, condominiums, town homes, and apartments.
TOD in Maryland

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Policies & Programs

- Introduction
- Maryland TOD Policies
- Anne Arundel County
- Baltimore
- Baltimore County
- Cecil County
- Charles County
- Frederick County
- Harford County
- Howard County
- Montgomery County
- Prince George's County
- Maryland TOD Policies
- WMATA TOD Policies
- Federal TOD Policies

Best Practices

- Planning, Zoning and Development Review
- Building Diversified Communities
- Design for TOD

TOD Policies and Programs

Montgomery County

The most populated jurisdiction in Maryland, Montgomery County is served by the Washington Metro Subway and MARC Brunswick Line with 22 stations. Over 80 county Ride-On bus routes and 20 Metro Bus Routes by WMATA provide a wide network of bus service, including connections to transit stations. The proposed Purple Line and Corridor City Transitway will bring 24 more stations to the county.

Montgomery County has some of the most successful TOD in the state, with Bethesda and Silver Spring cited as being among Maryland’s best. The county has seen increased TOD interest near the White Flint, Twinbrook and Wheaton Metro stations. A development team is in the process of transforming the White Flint Metro Station Area into not only mixed-use and walkable development, but also green and energy-efficient features. The proposed Purple Line and Corridor Cities Transitway have sparked additional TOD planning efforts and proposals.

The county’s success with TOD is partly due to station area planning efforts for relatively high density and intensity of mixed-use zoning. Through the development approval process, county planning commissioners implement a number of strategies for development near transit to ensure better TOD, such as a strategy that allows developers to receive density bonuses if the project incorporates mixed-use design as well as other community benefits such as affordable housing. Land use and development incentives taper off with distance from the transit station to provide a transition to single-family homes. Where appropriate, the county has reduced parking minimums and instituted parking maximums to encourage transit use.

To remove some regulatory barriers to TOD, county planners loosened APFO requirements on intersections in TOD areas. This has occurred most prominently in the White Flint station area, where new developments are not required to conduct traffic studies to determine the impact of new developments. Instead, local property owners pay into a special taxing district that supports rebuilding the eight-lane Rockville Pike into a multi-modal urban boulevard and creation of a new urban grid of side streets.

The cities of Gaithersburg and Rockville also have been active in TOD planning and development. Gaithersburg designates mixed-use land use and zoning for all its station areas and is conducting station area planning for the proposed five Corridor Cities Transitway stations within the city. Gaithersburg planners have approved high-density transit oriented developments in the Crown Farm and Watkins Mill Town Center.
TOD in Maryland

› Planning Tools for TOD
› TOD Profile Tool
› Why TOD
› TOD Potential in Maryland

Policies & Programs

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› Maryland TOD Policies
› Local TOD Policies
› WMATA TOD Policies
› Federal TOD Policies

Best Practices

› Planning, Zoning and Development Review
  • Arlington
  • Aberdeen
  • Montgomery County’s Downtown Mixed Use Zoning
  • Public Outreach
› Building Diversified Communities
  • Land Assembly in Washington, D.C.
  • Transit Agency Leads TOD policy and development
  • Public-Private Partnership for TOD
  • Special Taxing District
  • Columbia Heights Benefits from Good Design, Affordability
  • Design for TOD

TOD Best Practices

Planning, Zoning and Development Review

Best Practice: Montgomery County’s Downtown Mixed Use Zoning

Bethesda and Silver Spring, inner-Beltway communities on Metro’s Red Line, were designed as central business districts (CBD), providing measures that incentivize density and set the stage for significant retail and office development near the Metro.

When the CBDs were established in the 1990s, property owners were given two choices of development methods: a standard method and an optional method that allowed greater densities in exchange for developer-provided public amenities to support that increased density.

As the county underwent a rewrite of its zoning ordinance in 2014, the county converted the CBD zones to commercial-residential (CR) zones to provide more flexibility in land uses. CR zones retain the development methods, but provide further incentives for greater density and height. The CR zones encourage a mix of commercial and residential to create 24/7 activity centers and provide flexibility to build place types that fit different communities. They incentivize public benefits, such as well-designed open spaces, affordable housing and strategies to retain small, neighborhood-oriented businesses. The family of zones allows for a range of densities and heights that taper down near single-family neighborhoods. Once mapped with specific density and height limitations, the zone provides certainty for residents about the type of development they can expect.

Bethesda

In 1970, as county leaders prepared for the arrival of Metrorail, the Planning Board reduced the size of the CBD to concentrate development but established a commercial transition zone to provide a buffer between the core and residential neighborhoods. In 1994, the Bethesda CBD Sector Plan called for “completing the Metro Core...the focus for most intense development, with high-quality infill structures, green open space and streetscape improvements such as trees, special paving and seating.”

In the late 1980s, the county enacted legislation authorizing the creation of an urban district in Bethesda in...
TOD Profile Tool Screen Captures
**TRANSIT STATION AREA PROFILE**

Transportation, Employment, Demographic and Socioeconomic Data

Transport Station Area: ODENTON

![Region Map](image)

**MLD**

"Transit Station Area" represents a 0.5 mile radius around the transit station. The Census geography represents all block groups that touch the 0.5 mile radius.

**Transportation, Employment, Demographic and Socioeconomic Data**

**ODENTON**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>2010 Land Use (in acres)</th>
<th>Generalized Zoning (in acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low Density Residential</td>
<td>0.0</td>
<td>Very Low Density Residential</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>68</td>
<td>Low Density Residential</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>84</td>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>136</td>
<td>High Density Residential</td>
</tr>
<tr>
<td>Commercial</td>
<td>202</td>
<td>Commercial</td>
</tr>
<tr>
<td>Industrial</td>
<td>54</td>
<td>Industrial</td>
</tr>
<tr>
<td>Institutional</td>
<td>64</td>
<td>Institutional</td>
</tr>
<tr>
<td>Transportation</td>
<td>0</td>
<td>Transportation</td>
</tr>
<tr>
<td>Residential</td>
<td>0</td>
<td>Residential</td>
</tr>
<tr>
<td>Agricultural</td>
<td>0</td>
<td>Agricultural</td>
</tr>
<tr>
<td>Forested</td>
<td>123</td>
<td>Forested</td>
</tr>
<tr>
<td>Water / Wetlands</td>
<td>0</td>
<td>Water / Wetlands</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>Other</td>
</tr>
</tbody>
</table>

**Local TOD Policy and Regulations**

The Odenton Plaza station is located in the planned Odenton Town Center. The Odenton Town Center will be a vital community where people live, work and others come for the shopping, recreation, cultural enhancement and transportation access provided there. It will offer something for everyone and be a place that brings the diverse population of the Odenton area together as a community. Odenton Town Center is located in Anne Arundel County, at the heart of an area that has experienced tremendous residential and business growth in recent decades and is expected to experience even more growth in decades to come. The Odenton Town Center is particularly well-positioned to deal with that growth and provide a center of community activity to serve the growing population. The presence of a train station in the Odenton Town Center, the proximity of the Odenton Town Center to major highways and regional connector roads, the bus service to the Odenton Town Center and the connection of the Odenton Town Center to area MARC rail lines combine to make the Odenton Town Center accessible to all. The Odenton Town Center will be a retreat of green places, memorable spaces and pleasant connections. The preservation of places of historical significance, special beauty and environmental sensitivity together with the carefully planned development of the area, will make the Odenton Town Center a unique and special place and a source of pride and enjoyment for all who live, work and visit it (source: Odenton Town Center Plan). For more information regarding the Odenton Town Center please click here: Odenton Town Center Plan.

http://www.aacounty.org/PlanZone/Neal/PanNTF/index.cfm/Odenton Small Area Plan

http://www.aacounty.org/PlanZone/Neal/PanNTF/Odenton Town Center Plan

http://sustainable.org/odenton/
## Transportation, Employment, Demographic and Socioeconomic Data

### Odenton

#### Population by Race and Hispanic or Latino Origin

<table>
<thead>
<tr>
<th>Race and Hispanic Origin</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total Population of 2010</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Alone</td>
<td>5,966</td>
<td>71.2%</td>
<td>7,113</td>
<td>100.0%</td>
</tr>
<tr>
<td>Black or African American Alone</td>
<td>1,243</td>
<td>15.7%</td>
<td>1,350</td>
<td>15.9%</td>
</tr>
<tr>
<td>American Indian &amp; Alaska Native Alone</td>
<td>53</td>
<td>0.7%</td>
<td>53</td>
<td>0.7%</td>
</tr>
<tr>
<td>Asian Alone</td>
<td>53</td>
<td>0.7%</td>
<td>53</td>
<td>0.7%</td>
</tr>
<tr>
<td>Native Hawaiian</td>
<td>53</td>
<td>0.7%</td>
<td>53</td>
<td>0.7%</td>
</tr>
<tr>
<td>Pacific Island</td>
<td>53</td>
<td>0.7%</td>
<td>53</td>
<td>0.7%</td>
</tr>
<tr>
<td>Other Hispanic or Latino</td>
<td>1,253</td>
<td>16.0%</td>
<td>1,350</td>
<td>16.0%</td>
</tr>
<tr>
<td>Total</td>
<td>8,610</td>
<td>115.0%</td>
<td>9,883</td>
<td>115.0%</td>
</tr>
</tbody>
</table>

#### Household Type and Household Size

<table>
<thead>
<tr>
<th>Household Type</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total Housing Units of 2010</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Household</td>
<td>2,806</td>
<td>93.0%</td>
<td>2,806</td>
<td>93.0%</td>
</tr>
<tr>
<td>1-person Household</td>
<td>845</td>
<td>30.8%</td>
<td>845</td>
<td>30.8%</td>
</tr>
<tr>
<td>2 or more persons household</td>
<td>1,961</td>
<td>69.1%</td>
<td>1,961</td>
<td>69.1%</td>
</tr>
<tr>
<td>Non-family</td>
<td>183</td>
<td>6.5%</td>
<td>183</td>
<td>6.5%</td>
</tr>
<tr>
<td>Family</td>
<td>1,756</td>
<td>62.7%</td>
<td>1,756</td>
<td>62.7%</td>
</tr>
</tbody>
</table>

#### Educational Attainment

<table>
<thead>
<tr>
<th>Educational Attainment</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 9th grade</td>
<td>129</td>
<td>3.9%</td>
<td>129</td>
<td>3.9%</td>
</tr>
<tr>
<td>9th to 11th grade</td>
<td>155</td>
<td>4.7%</td>
<td>155</td>
<td>4.7%</td>
</tr>
<tr>
<td>12th grade</td>
<td>127</td>
<td>3.7%</td>
<td>127</td>
<td>3.7%</td>
</tr>
<tr>
<td>College</td>
<td>153</td>
<td>4.6%</td>
<td>153</td>
<td>4.6%</td>
</tr>
<tr>
<td>Bachelor or Higher</td>
<td>150</td>
<td>4.5%</td>
<td>150</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

#### Poverty Status for Families in the Past 12 Months

<table>
<thead>
<tr>
<th>Poverty Status</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below Poverty</td>
<td>200</td>
<td>7.3%</td>
<td>200</td>
<td>7.3%</td>
</tr>
<tr>
<td>Below Poverty, Families</td>
<td>200</td>
<td>7.3%</td>
<td>200</td>
<td>7.3%</td>
</tr>
<tr>
<td>Below Poverty, Families, Poverty</td>
<td>10,509</td>
<td>200</td>
<td>10,509</td>
<td>200</td>
</tr>
</tbody>
</table>

#### Total Housing Units

<table>
<thead>
<tr>
<th>Units in Structure</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>Units in Structure</td>
<td>2,806</td>
<td>93.0%</td>
<td>2,806</td>
<td>93.0%</td>
</tr>
<tr>
<td>Units in Structure, Families</td>
<td>2,806</td>
<td>93.0%</td>
<td>2,806</td>
<td>93.0%</td>
</tr>
<tr>
<td>Units in Structure, Families, Income</td>
<td>2,806</td>
<td>93.0%</td>
<td>2,806</td>
<td>93.0%</td>
</tr>
</tbody>
</table>

#### Vehicles Available by Household

<table>
<thead>
<tr>
<th>Vehicles Available</th>
<th>Estimate</th>
<th>Margin of Error</th>
<th>Total</th>
<th>Margin of Error</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicle</td>
<td>291</td>
<td>9.9%</td>
<td>291</td>
<td>9.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>296</td>
<td>9.6%</td>
<td>296</td>
<td>9.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>296</td>
<td>9.6%</td>
<td>296</td>
<td>9.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>157</td>
<td>5.0%</td>
<td>157</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

### Planning.Maryland.gov

*Source: Data for top four boxes are from U.S. Census Bureau, 2010 Census; other data are from the 2006-2010 American Community Survey. See next page for Margins of Error for American Community Survey Data.*
TOD Project Potential

County
Anne Arundel County

Transit Station
Odenton MARC Station

Project Name
The Village at Odenton Station

Project Scope
Multiphase development within a 1,600 acre site with multiple developers participating in construction.

Current Status
Several significant projects have been completed, including Odenton Gateway in East Odenton. The Village at Odenton Station and Town Center Commons by the MARC Station. Seven Oaks Office Building in North Odenton, and soon Flats170 at Academy Yard on the site of the former Nevamar plant.

Expected Completion
Development is still ongoing. A completion date for the entire Odenton Station project has not been announced.

Other Links