



Government of the District of Columbia  
Anthony A. Williams, Mayor



Mobility  
Housing  
Opportunity  
Environment  
Fiscal Responsibility  
Economic Development



# Trans-Formation:

**Recreating Transit-Oriented Neighborhood Centers in Washington D.C.**  
*A DESIGN HANDBOOK for NEIGHBORHOOD RESIDENTS*

# **TRANS-FORMATION: Recreating Transit-Oriented Neighborhood Centers in Washington D.C.**

*A DESIGN HANDBOOK FOR NEIGHBORHOOD RESIDENTS*

## **OFFICE OF PLANNING PROJECT TEAM**

Karina Ricks, TOD Project Manager  
Steve Cochran, Development Review Specialist  
MonaCheri McCoy, Community Planner  
David McGettigan, Development Review Specialist  
Tara Penders, Graduate Intern  
Derrick Woody, Commercial Revitalization Specialist

Andrew Altman, Director  
Ellen McCarthy, Deputy Director Development Review  
Toni L. Griffin, Deputy Director Revitalization Planning

## **OFFICE OF PLANNING REVIEWERS**

Steve Callcott, Architectural Historian  
Robert Collins, Neighborhood Planner  
Rosalynn Frazier, Neighborhood Planner  
Jennifer Steingasser, Zoning Manager

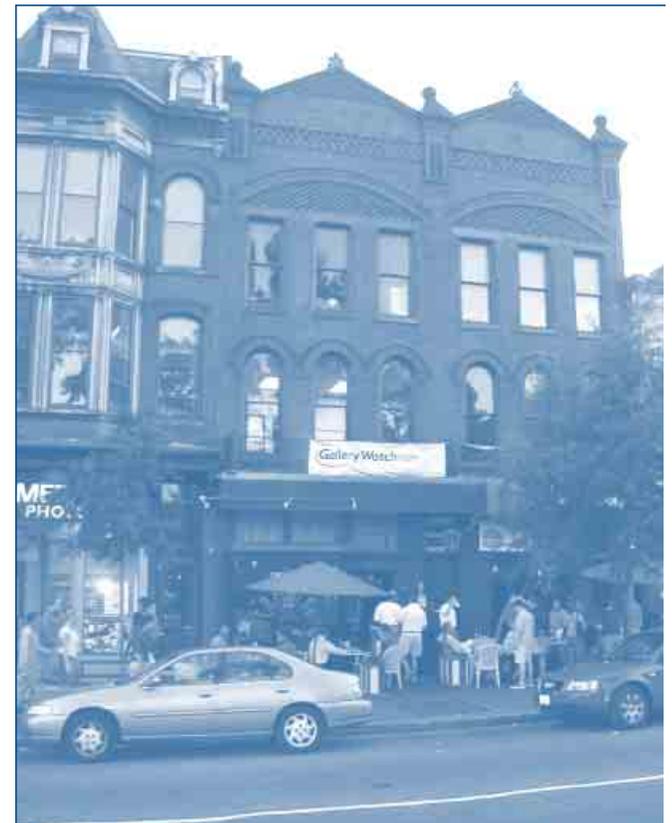
## **PROJECT PARTNERS**

District Department of Transportation  
U.S. Environmental Protection Agency  
Coalition for Smarter Growth  
Washington Regional Network for Livable Communities  
Washington Metropolitan Area Transit Authority (WMATA)

## **ACKNOWLEDGEMENTS**

The Office of Planning would like recognize the following organizations for their contributions to this document:

Mayor's Task Force on Transit-Oriented Development  
DC Marketing Center  
Smart Growth America  
Federal Transit Authority  
Parsons Brinckerhoff



SEPTEMBER 2002

Produced by DC Office of Planning

**Funding**

US Environmental Protection Agency  
DC Department of Transportation  
DC Office of Planning

**Original diagrams**

Tara Pender, University of Michigan

**Consulting**

Cunningham and Quill Architects, PLLC

# Trans-Formation:

**Recreating Transit-Oriented Neighborhood Centers in Washington D.C.**

*A DESIGN HANDBOOK for NEIGHBORHOOD RESIDENTS*



Material may be reproduced without permission, with proper credit given.

# LETTERS



High-quality transit service is an asset that can be used to achieve other neighborhood priorities such as economic development, housing and safety.

Dear Resident,

Throughout my Administration, I have worked to strengthen our city and improve the quality of life in our neighborhoods. One important way to accomplish both objectives is through transit-oriented development.

Transit-oriented development (TOD) puts development near our transit resources., which gives all District residents easy access to goods, services, employment, education and entertainment without the necessity of owning or driving a private automobile. This strategy can help reduce commuter traffic currently invading our neighborhood streets by both attracting commuters to live in the city and encouraging the use of transit as the preferred mode for moving around the region.

TOD addresses two issues that concern me personally – the strength of our neighborhoods and the protection of the environment. TOD can strengthen already diverse and dynamic neighborhoods by creating strong neighborhood centers that are a center for activity and a source of pride for communities. TOD is also good for the environment by reducing traffic and congestion; therefore, improving air quality and encouraging sustainable development.

I am pleased to present the Trans~Formation Design Guide. I hope you will find it useful in helping to create a unique and sustainable neighborhood center for your community.

Sincerely,  
Anthony A. Williams  
Mayor

Dear Resident,

I am pleased to present this Trans~Formation Guide, an exciting new product especially for community leaders. This guide will provide you with good information that you can use in thinking about how to utilize our transit resources and potential development projects to strengthen our neighborhoods and meet neighborhood goals.

Community education is the first part of good planning. This guide will give you the tools you need to think about the assets of your neighborhood – particularly transit assets – and begin to create a vision for the kind of neighborhood center you would like to see.

Once you are familiar with the different design components that contribute to the physical environment around a transit-station or major bus corridor, you will be in a better position to approach or negotiate with developers in a positive and constructive dialogue to create a superior development that meets both private sector and neighborhood objectives.

I encourage you to use this guide and share it with others in your neighborhood and stakeholders throughout the District and region and hope you will find it a useful tool in building your community.

Sincerely,  
Andrew Altman  
Director of Planning

*With over 2,000 acres of vacant or abandoned land within a 10 minute walk of excellent transit service, there is a significant opportunity to enhance DC's traditional neighborhood centers without displacement and without threatening existing neighborhoods or historic resources. The region is growing and change is inevitable. At issue is not whether to grow or change, but how and where it occurs.*

*This guidebook is intended to provide tools for managing and guiding change to benefit our communities and create vibrant, successful neighborhood centers organized around transit.*

## VISION



The District's transit stations and corridors provide an opportunity to create safe, vibrant, and accessible centers for community throughout the city.

## PROLOGUE: *WHY READ THIS DESIGN GUIDE?*



### WHAT IS THE TRANS~FORMATION DESIGN GUIDEBOOK ABOUT?

Trans-Formation is about maximizing neighborhood potential by refocusing growth around transit assets. This guidebook will provide neighborhood leaders, residents, and other community stakeholders with tools and resources to evaluate, engage, and proactively plan for new development in their communities. The guidebook introduces the concept of “Transit-Oriented Development” or TOD. Generally speaking, transit-oriented development is development that is concentrated around and oriented toward transit stations – either MetroRail stations or major bus stops – and is designed to promote transit-riding.

In this design guide you will learn what transit-oriented development is and how it can benefit existing and emerging District of Columbia neighborhoods. It outlines the important role neighborhood leaders and residents have in evaluating and planning for development projects in their community and provides useful tools to community leaders. This is primarily a policy and design guide that explores in detail the different elements that collectively create strong and lively neighborhood centers anchored and linked together by transit.

### WHO SHOULD USE THE TRANS~FORMATION DESIGN GUIDEBOOK?

This guide is intended to be used by Advisory Neighborhood Commissioners (ANCs), Civic and Citizen Associations, Tenant Association leaders, and other interested and active neighborhood residents. All stakeholders are encouraged to share this document with residents to further the education and dialogue about transit-oriented development at the neighborhood level.

While the guide is primarily aimed at neighborhood residents; developers, development financiers, architects, urban designers, and government officials may also find it useful in engaging community residents in the design of local TOD projects.

# TABLE of CONTENTS

<b>I. INTRODUCTION</b>	<b>1</b>
<b>II. HISTORIC BACKGROUND</b>	<b>7</b>
<b>III. PRINCIPAL STAKEHOLDERS</b>	<b>9</b>
<b>IV. ISSUES AND OPPORTUNITIES</b>	<b>11</b>
<b>V. DESIGNING A TRANSIT-ORIENTED NEIGHBORHOOD</b>	<b>15</b>
PRINCIPLE 1: ORIENTATION AND CONNECTIVITY	19
PRINCIPLE 2: QUALITY PUBLIC REALM AND AMENITIES	25
PRINCIPLE 3: PEDESTRIAN-FRIENDLY, SAFE ENVIRONMENT	29
PRINCIPLE 4: ATTRACTIVE ARCHITECTURE AND DESIGN	33
PRINCIPLE 5: MIX OF USES	37
PRINCIPLE 6: CREATIVE PARKING MANAGEMENT	41
<b>VI. IMPLEMENTING TOD IN DC</b>	<b>45</b>
<b>VII. DESIGN PRINCIPLE SUMMARY</b>	<b>51</b>
<b>VIII. APPENDIX ONE: TOD CHECKLIST</b>	<b>54</b>
<b>IX. APPENDIX TWO: BIBLIOGRAPHY</b>	<b>55</b>

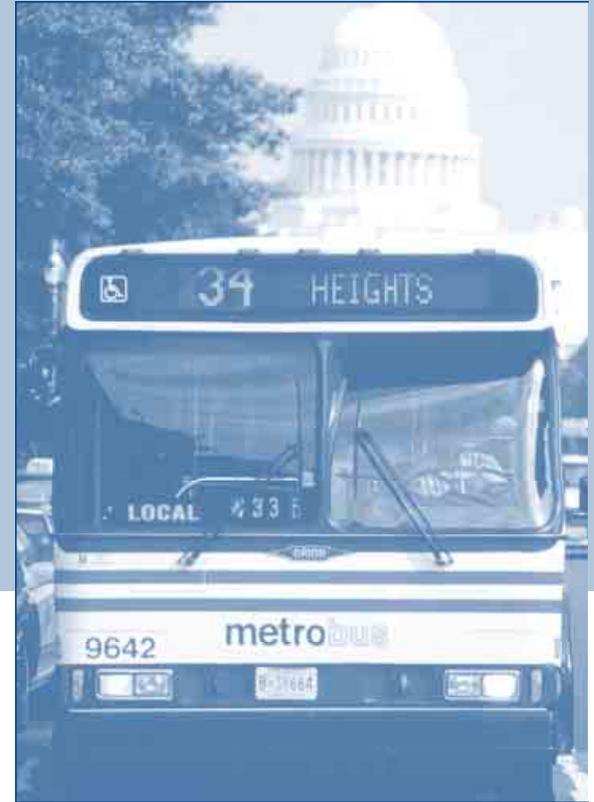




Successful neighborhood centers are convenient by many different modes of transportation including bike, foot, bus, subway, and car.



Transit-oriented development promotes a safe, inviting environment where communities can thrive.



Buses are tremendous assets for neighborhood centers. Approximately 40% of District residents commute by transit—of these over 60% use bus transit compared to 40% who use MetroRail.  
Source: WMATA



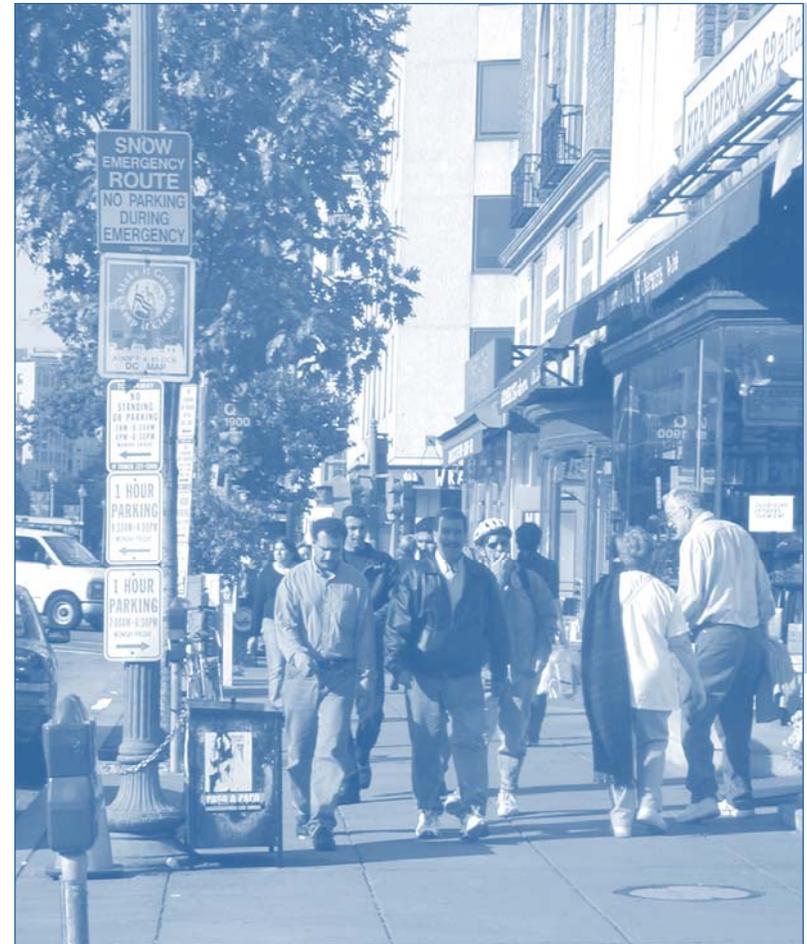
## INTRODUCTION:

### *WHAT IS A TRANSIT-ORIENTED NEIGHBORHOOD CENTER?*

In October 2001, Mayor Anthony A. Williams convened a Mayor's Task Force on Transit-Oriented Development. The purpose of the Task Force was to: 1) evaluate the potential of transit-oriented development as a balanced growth strategy for the District of Columbia, 2) explore challenges and opportunities for TOD in the city, and 3) propose viable recommendations for implementation.

The Task Force represented a cross-section of stakeholders: residents, ANC Commissioners, activists, local and regional agencies, developers, market analysts, academics, and national government partners. In addition, focus groups met to test recommendations and provide input from specific groups including local neighborhood leaders, neighborhood business entrepreneurs, and local for-profit and not-for-profit developers.

Both the Task Force and focus groups agreed on a common idea: that areas around major transit resources offer a unique opportunity to create (or recreate) unique neighborhood centers that serve the needs of the District's neighborhood residents.



A vibrant pedestrian environment promotes neighborhood activity and a positive community identity.

Source: Washington Regional Network for Livable Communities

“Transit-Oriented Development in the District of Columbia is a land use strategy to accommodate new growth, strengthen neighborhoods, expand choices and opportunities by capitalizing on bus and rail assets to stimulate and support vibrant, compact, diverse and accessible neighborhood centers within an easy walk of transit.”

— Mayor’s Task Force on  
Transit Oriented Development (2002)

### WHAT IS A “TRANSIT-ORIENTED NEIGHBORHOOD CENTER”?

As with other types of centers, transit-oriented centers are the nucleus of a neighborhood. Increased intensity of activity makes the center a dynamic place that draws community and visitors to socialize, shop, live and interact. The vitality of the center depends on the mix of activities and number of people using the area.

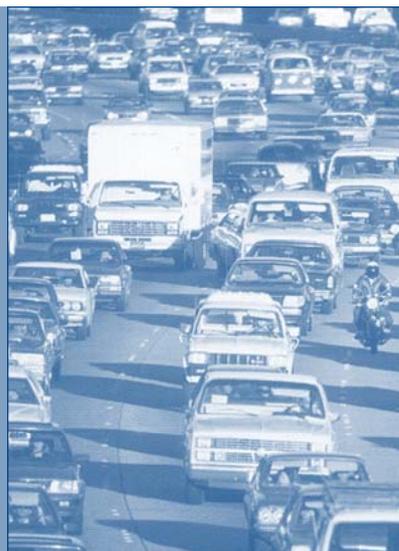
Neighborhood centers represent the distinctive character of the community and create a sense of place and source of pride to residents.

Whether entering the center by bus, train, bike, foot or car, the identity of the neighborhood is immediately recognizable and the traveler knows at once that they have arrived at a unique and dynamic place.

Unlike other centers, a transit-oriented center is organized around a transit resource that provides life and linkages to the center. Buildings, landscaping, and public space are all arranged to reinforce and orient activity toward the center and transit. The overall environment is safe and enjoyable and conducive to walking. While automobiles move through the center, the emphasis



Heavy commuter traffic can disturb the quality of life on neighborhood streets. Transit-oriented development is an important strategy to guide growth throughout the region.



Heavy commuter traffic can disturb the quality of life on neighborhood streets. Transit-oriented development is an important strategy to guide growth throughout the region.

### BELTWAY BLUES: HOW REGIONAL TRAFFIC IMPACTS NEIGHBORHOOD LIFE

Lying at the center of the metropolitan region, District neighborhoods are acutely affected by regional transportation investment decisions. While discussions about adding freeway lanes in Fairfax County or building transit links across Prince George’s County seem to have nothing to do with life in District neighborhoods, in reality **THEY DO!**

Transportation decisions in adjacent jurisdictions affect everything from the economic success of neighborhood commercial areas to local environmental health, from access to major employment centers to safety on neighborhood streets. For these reasons, District residents must participate in and help shape regional transportation investments.

is on pedestrians, bicycles, and transit as preferred modes of travel.

Washington, DC is different from many other places that have adopted TOD as a growth strategy in that both our neighborhoods and our transit system have been in place, in most cases, for over a generation. This condition means that, unlike newer cities or emerging suburban communities, reestablishing transit-oriented neighborhood centers must be accomplished through in-fill projects that adapt to and fit in with the existing community. TOD in Washington, DC, generally speaking, will not be implemented through wholesale change or redesign of a neighborhood. Instead the center will be created incrementally over time as individual development projects are introduced into the community around the transit area.

## WHY TOD? WHY NOW?

Transit-oriented development (TOD) is not a new concept. In fact, many District neighborhoods were originally established around trolley lines. Neighborhoods like Tenleytown, Brookland, and Anacostia where DC's original TODs. Transit-oriented development has once again become an important planning strategy. The region is experiencing extremely rapid growth. While this growth has been positive for the regional economy, it has also brought a number of problems: escalating traffic congestion, dangerous regional air quality, polluted waterways, and growing demand for housing and services.

Linked to these regional trends, District neighborhoods have experienced tremendous pressures including neighborhood commercial areas struggling against suburban malls, heavy commuter traffic intruding onto neighborhood streets, environmental pollutants, childhood and senior health issues, and rising housing costs.

Today, market trends, regional conditions, and neighborhood concerns create an opportunity for a new strategy for regional growth. The district is pursuing a TOD policy for the District to achieve regional, municipal and neighborhood benefits including:



The ability to move around the city – to school, stores, and services – is important for all residents, particularly the very young or old who are unable to drive a private vehicle and rely on public transit.



## ECONOMIC DEVELOPMENT

- Increased market demand for retail and other neighborhood amenities;
- Increased property values, tax base and economic strength;
- Protection of existing neighborhood character by focusing new development near transit;
- Improved access to jobs and shopping throughout the region.

## AIR QUALITY AND TRANSPORTATION IMPACTS

- Reduced necessity for auto trips to access goods, services, and opportunities; therefore, reduced auto emissions;
- Reduced automobile commuter traffic on neighborhood streets;
- Opportunities for increased pedestrian, bicycle, transit activity, and car sharing.

Successful neighborhood centers provide benefits to all members of a community – young singles, families, professionals, and seniors of all income levels.

## AFFORDABILITY

- Maximizing land resources for increased housing, employment, and retail opportunities;
- Increased housing opportunities for people at all income levels;
- Increased disposable income by decreasing transportation costs.

## FISCAL RESPONSIBILITY

- Decreased infrastructure costs for road maintenance and construction;
- Increased transit ridership;
- Efficient use of municipal investments;
- Increased return on transit investment.





Planned infill development for the old Wax Museum site at 5th & K Streets, NW includes over 100 units of affordable housing units in the heart of downtown.



Housing above shops (right) or with garden apartments (above) provides affordable rental options as well as income to property owners and an additional customer base for neighborhood businesses.

## TRANSIT, AFFORDABILITY, AND OPPORTUNITY

Affordable housing is a critical concern in many District neighborhoods. Increased demand in the local housing market has led to rapidly rising housing and rent prices. Transit areas provide a unique opportunity to improve housing affordability.

The more intense focus at the core of a transit-area means that more housing units of various types and sizes can be provided allowing some to be offered at lower prices that maintains the diversity highly valued in many neighborhoods.

Residential development close to transit can lower both housing and development costs. Transit-accessible areas give households the option not to maintain a private automobile. According to the 2000 Census 37% of District households are without access to an automobile. Whether by choice or due to financial constraints, housing options close to transit means these households can still meet their employment and household needs without the significant expense of purchasing, maintaining, and fueling a private automobile.

Because access to transit gives residents the choice to save money by not owning a private car, this frees up the income that would have gone to car expenses to use in other ways—for example for better housing, education, or other expenses. Developments that encourage the use of transit and reduce the demand for private autos means developers have the opportunity to reduce parking that would otherwise drive up development costs (costs which are eventually transferred to the buyer).

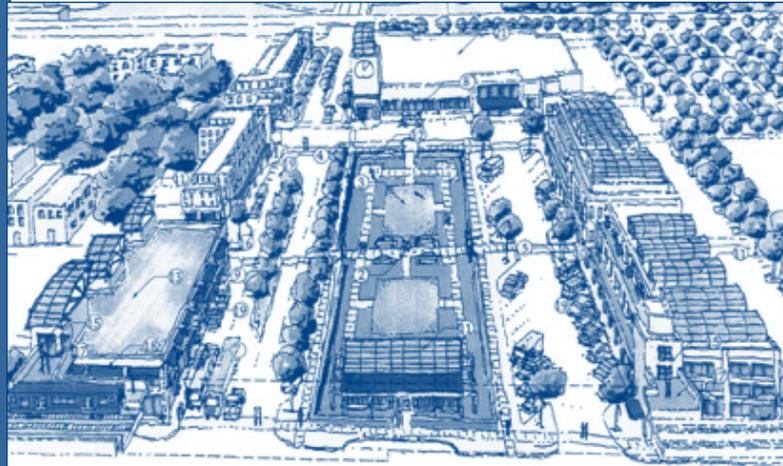
Finally, TOD allows for a variety of housing types such as apartments above stores, English basements, stacked row houses, condominiums, apartment houses, and traditional single family homes. Having more housing means more housing choice and the ability for residents to stay in the same neighborhood from youth through old age.

## BETHEL NEW LIFE & WEST GARFIELD PARK

A struggling neighborhood in Chicago's west side was threatened with the removal of the deteriorating transit line that served their community. They organized and crafted a bold and ambitious plan to not only keep the line, but modernize it and use the transit area as a catalyst for the rebirth of their neighborhood.

Bethel New Life, a faith-based community development corporation operating in the West Garfield Park neighborhood of Chicago, led the charge. They proposed two major developments – construction of 50 new affordable market-rate homes and development of a mixed-use transit center that included shops, restaurants, a day care center and an employment office.

Organized and armed with a vision, the community approached the city. A partnership emerged between the community, the City of Chicago, the Transit Authority, and a private design firm. Thanks to local leadership, the neighborhood that grew up and developed around the transit line will soon thrive again because of it.



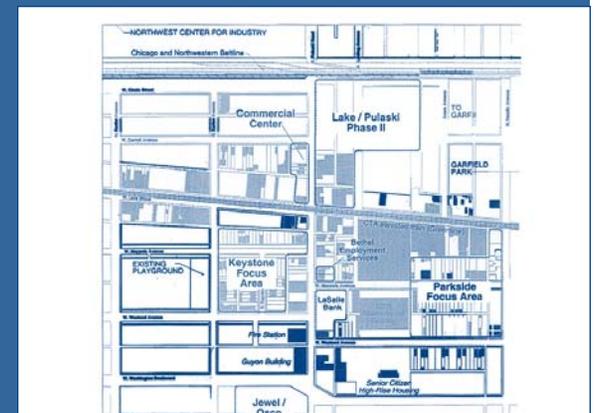
The planned transit center includes health services and extended-hour childcare right at the transit station. The design also includes a green roof. Source: Farr Associates Architecture and Urban Design

### Project Highlights:

- Infill development in an existing neighborhood
- Starter housing for young families and senior housing
- 14,000 transit riders per week
- Affordable at \$25,000 median household income

### Partners:

- Bethel New Life CDC
- West Garfield Park neighborhood
- Center for Neighborhood Technology
- Chicago Transit Authority
- City of Chicago
- Farr Associates



## HISTORIC BACKGROUND:

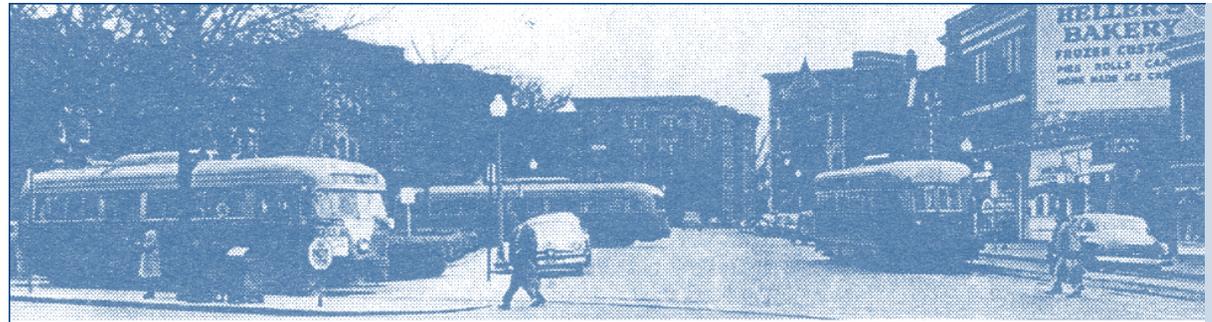
### *TRANSIT AND HISTORIC NEIGHBORHOOD GROWTH*



**T**he District of Columbia, like most cities, grew and transformed through the influence of transportation. The Nation's Capital was located at the juncture of the Potomac and Anacostia (then Eastern Branch) Rivers because the waterways were the primary mode of transportation in early American history.

With the introduction of streetcars, the city was able to expand beyond the original plan developed by Pierre L'Enfant in 1791. Between 1890 and 1940, the District experienced its most dramatic growth and most of our current neighborhoods were established during this period.

This was the era of the streetcar. Streetcar lines covered the city and provided residents of the District of Columbia their first opportunity to move away from the central city into emerging neighborhoods. At the center of each neighborhood was a central node serviced by the streetcar. These nodes included shops, apartments, houses, parks, plazas, schools and other neighborhood amenities. They evolved into a "mini-downtown" for the many different neighborhoods.

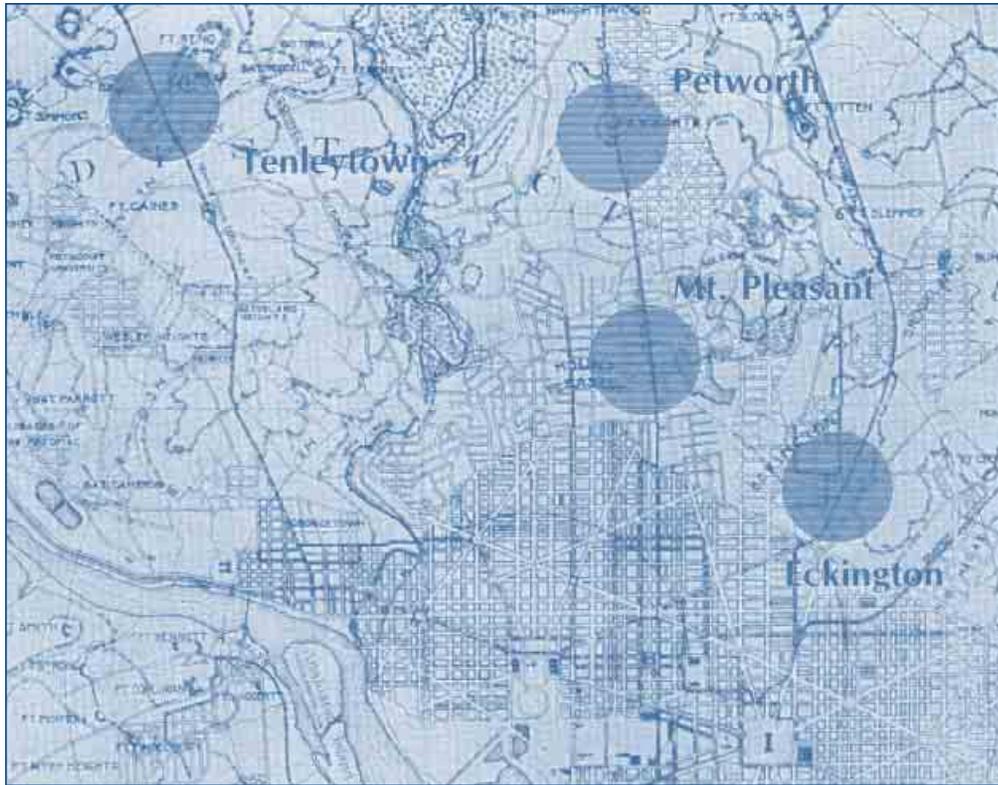


Transit was an integral part of vibrant District neighborhoods. (Mt. Pleasant and Lamont Street, NW—1950)  
Source: Washington DC Archives

In the 1950s and 1960s the streetcars were slowly decommissioned and replaced by rubber-tired buses. This signified the dominant role of the automobile in Washington DC that emerged beginning in the 1920's. From the 1970's through today, the private automobile has been assumed the transportation mode of choice. Personal cars meant people were no longer needed to live within walking distance of the streetcar line. They could live anywhere in the region and drive to jobs, shopping, and school. The region spread out and the neighborhood centers faded as workers, shoppers and resi-

dents abandoned them for opportunities in the newly constructed suburbs.

Opened in 1976, the Metro rail system replaced the trolley as the centralizing link to Washington DC services and neighborhoods. The past decade has seen preferences shift back toward compact neighborhoods with characteristic centers. There is rising demand once again for the opportunity to walk instead of having to use a private automobile. Urban living is becoming more popular. People list the "small town feel" of many District neighborhoods as their greatest asset. Today, the challenge is to remember what has been forgotten – that maximizing transit is essential to the appeal and identity of our neighborhoods.



A map of Washington D.C. circa 1892 indicates the emergence of the city's historic neighborhoods along major streetcar lines.  
Source: Washington DC Archives

## TOD IN HISTORIC DISTRICTS

15 of the 29 MetroRail stations are within or adjacent to a designated historic district. This isn't surprising considering that many of the current transit lines follow the historic routes of old streetcar lines and service the same neighborhoods that grew up around the streetcar stops.

Though historic districts carry with them special provisions for new developments and renovations, that does not mean that historic districts cannot also achieve the goals of transit-oriented development – in fact, in many ways historic neighborhoods are even better suited for TOD which aims to recreate or strengthen traditional neighborhood form and centers.

ANC commissioners, neighborhood residents and historic preservationists should adopt and pursue the design principles presented here when reviewing projects within their historic districts.



Friendship Heights and Wisconsin Avenue trolleys  
Source: National Capital Trolley Museum



# PRINCIPAL STAKEHOLDERS:

## *COOPERATING TO CREATE VIBRANT NEIGHBORHOOD CENTERS*

**C**ommunity, government, and private investors must all work together to create transit-oriented developments and neighborhood centers that meet each group's individual needs. Seemingly disparate issues must be addressed and balanced. Collaboration, cooperation, and compromise are necessary to get to projects that are financially feasible, community-supportive, and advance District-wide goals. Each group has a stake in the outcome and therefore must be a partner in the planning and development of their common goal: strong, stable, active and vibrant neighborhood centers served by transit.



Community input and planning is necessary to adapt general design principles into specific strategies for unique neighborhood areas.

### COMMUNITY

Because community members live in the neighborhood day in and day out, they have a special stake in development. But who is "the community"? Often a community has many voices and many perspectives. Some community members seek better retail, housing and employment options. Other residents are concerned that new development will change their community character, be out of scale with the rest of the neighborhood, and bring more traffic. A suc-

cessful planning process provides enough room and opportunity for all voices to be heard and considered. However, it is the responsibility of the community to participate constructively and collaboratively with the other stakeholders in the process, to understand the constraints and goals of other partners, and to work to a mutually beneficial and workable plan.

## PUBLIC SECTOR

Municipal officials have a stake in the financial health of the District, a role in the growth of the region, and a responsibility to pursue equitable development (both positive and negative) that serves the city as a whole. Public agencies set the framework and objectives for growth and development in the District and often serve as collaborators and mediators to balance community, public and private interests for the long term health and vitality of the city as a whole.

## PRIVATE SECTOR INVESTORS AND DEVELOPERS

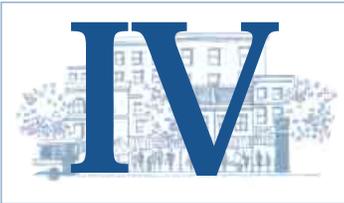
Developers have a clear financial stake in the feasibility and success of neighborhood projects. The private sector brings not only investment capital, but also innovation, creativity, and connections to the partnership. Investors, like residents, seek projects that have broad public appeal and support. Traditional financing, however, often constrains development to “industry standards” that have proven marketable. Open cooperation and collaboration among public agencies, developers, and community members can address these obstacles and identify viable compromises that work for everyone.



Public, private, non-profit, and community partners all work together to create spaces for healthy neighborhood activities, like this Farmer's Market at an Adams Morgan bus transfer point.

The private sector is an important partner in creating attractive buildings and retail opportunities that define and give life to the neighborhood street.





# ISSUES AND OPPORTUNITIES: *THE WASHINGTON DC EXPERIENCE*

**F**or TOD to be appropriate in the District of Columbia, it must respond to the unique conditions of the neighborhoods of this city. On June 8th, 2002 a community training workshop was held to review the general principles of transit-oriented development and discuss their application in District neighborhoods. The purpose of the workshop was to encourage broader understanding of TOD, the challenges and opportunities it presents, and the positive impact it can have on our neighborhoods.

One hundred people attended this workshop representing every ward of the city. Many of the participants were Advisory Neighborhood Commissioners (ANCs) responsible for gathering and conveying neighborhood reactions to development proposals that come before the Board of Zoning Adjustment (BZA) or Zoning Commission. The goal of the workshop was to help ANC Commissioners understand, craft, and share TOD principles with the residents of their neighborhoods.

Also in attendance were neighborhood association leaders, community activists, small business entrepreneurs, DC Main Street organizations, community development corporations, and interested individuals. Many people came to the workshop knowing very little about transit-oriented development or urban design. They came because they were interested in the topic and wanted to learn more about how to use transit assets to meet the goals of their neighborhoods for growth or stability.



Washington is unlike any other city. Each neighborhood must adapt TOD principles to the unique conditions of their community and the unique needs and objectives of their residents.



On June 8, 2002, residents from across the city participated in a community training workshop to explore how transit can help define the active center of District neighborhoods.



## WHAT IS THE ISSUE?

For the past three decades, the Washington region has experienced tremendous population growth. Over the same period; however, the District of Columbia has lost nearly a third of the city's population, from a high of 802,000 in the 1950s to 572,000 currently. Today there is an upward trend in population as the District is once again beginning to capture a portion of the region's growth. While all neighborhoods can expect change, development pressures are uneven. Neighborhood residents have reacted to these pressures, often with concern. However, the issue is not if District neighborhoods will change, but how growth and change will occur and what strategies are in place to guide it in a way that is feasible for developers and desirable for neighborhoods.

## CAPTURING OPPORTUNITIES

The positive effects of regional and city-wide growth include a growing and diversified employment base, economic development and increased tax revenues to fund public services. The negative impacts include increased traffic and associated declines in air quality, unequal access to jobs and opportunities, and increasing housing costs. Creating appropriate designs for TOD means neighborhoods can capitalize on the positive opportunities and mitigate negative impacts.

Existing Metro infrastructure, including bus routes and subway stops, presents a great opportunity for neighborhoods to capture the positive aspects of regional growth while mitigating negative impacts. The opportunities are many:

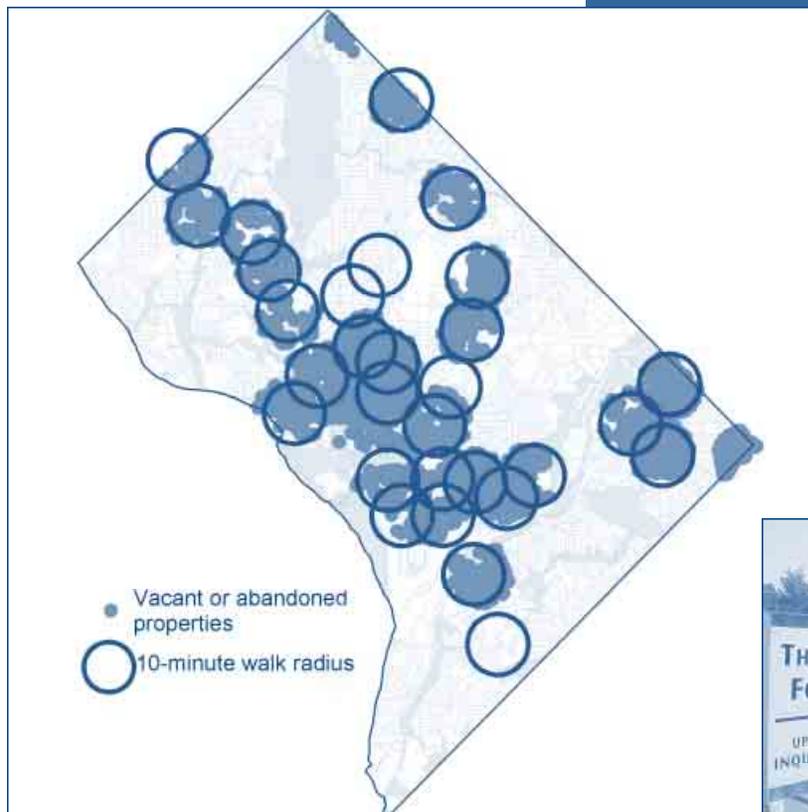
- Land is available for development without displacement or neighborhood disturbance. The District has over 2,000 acres of vacant or abandoned land within a 10-minute walk of high quality bus or rail service. WMATA controls over 1.7 million square feet of developable land.
- The region's roadways are filling up. Legendary traffic congestion in the suburbs is making District neighborhoods with high quality transit service more appealing for employers and new residents;
- Transit ridership is increasing. WMATA has reported a region-wide increase of over 100,000 daily trips since 1998;

- Air quality concerns are more acute. The region risks losing substantial federal funding for transportation infrastructure if air quality standards are not met. Better utilization and promotion of transit is essential.
- Neighborhoods want solutions to traffic congestion, housing and economic development. Over a third of neighborhood clusters identified traffic, affordable housing, and/or economic development as priority issues in their Strategic Neighborhood Action Plans (SNAPs).

### DEVELOPER'S ADVICE FOR TOD

At the June 2002 workshop, ULI: The Urban Land Institute – a national development trade and research organization - shared with participants draft recommendations from a ULI study group convened to identify guiding principles for implementing TOD from the private sector perspective. These recommendations included:

1. Identify a Vision
2. Create Partnerships
3. Use Innovative Tools
4. Creatively Address Parking
5. Create hubs of mobility
6. Think 360 degrees
7. Transit area must work for pedestrians
8. Be Realistic about Retail
9. Think of the corridor and not just the station
10. Make Buses a Better Idea
11. Every Price Point Likes to Live Around Transit (diversity)
12. Development Around Transit Responds to a Changing and Growing Market
13. Factor Economic Feasibility into Planning
14. Invest for the Future
15. Commuting, Work and Corporate Culture is Changing



Vacant land around metro stations provides an immediate opportunity to redefine and recreate our neighborhood centers.

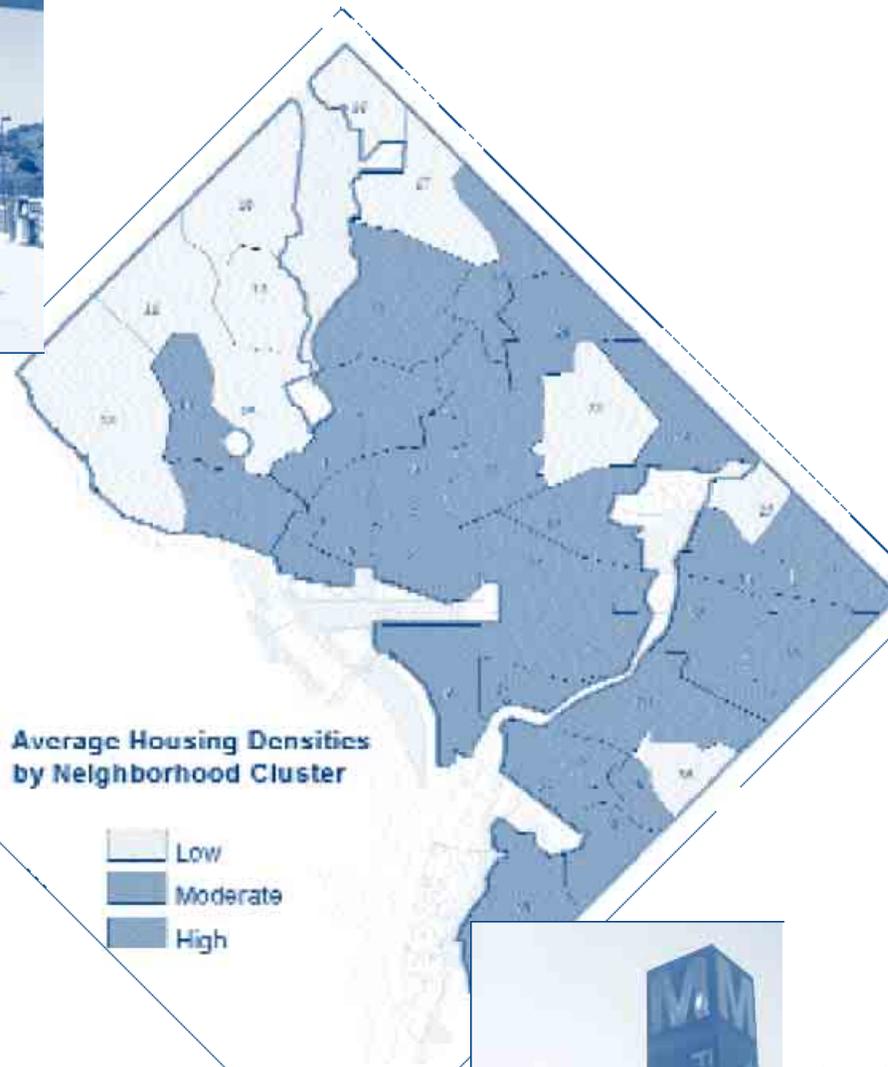


ULI's report on TOD Principles will be available in October 2002 and can be obtained through the web at <http://www.uli.org>

## TAILORING PRINCIPLES FOR DISTRICT NEIGHBORHOODS

The TOD principles presented in this guidebook are typical for many cities and communities trying to plan for development that maximizes the use of transit. However, the District is unique in a number of ways: it is a wholly urban jurisdiction with well established neighborhoods; the transit system has been in place for over a generation; and there are limited opportunities for planning and redevelopment for whole new neighborhoods around transit areas as exist in the suburbs. Each neighborhood has its own unique strengths and challenges. What might be appropriate in Foggy Bottom may not be feasible or desirable in Deanwood. A transit-corridor may have consistently higher densities all along its length but not penetrate very deeply into the neighborhood; whereas a transit-area may be concentrated around a single node.

Therefore, these Principles are general guidelines that should be adopted and modified as appropriate to respond to unique neighborhood conditions. Generally speaking, however, areas around high-quality transit service are characterized by a relatively higher level activity of a greater variety than areas farther removed and less convenient to transit and the neighborhood center.



Washington neighborhoods vary in their land uses, densities, and development potential. Transit-oriented neighborhood centers should provide increased activity relative to the character of the surrounding neighborhood.



## THE NEIGHBORHOOD

are quite different from current land uses, densities, and market conditions. These areas are extremely attractive to many other neighborhoods and may attract any development at all. The District's neighborhoods are characterized predominantly by single family homes and rowhouses; others are a mix of traditional rowhouses and smaller apartment buildings; while others still are dominated by larger apartment buildings. These land uses define the identity of the neighborhood and its residents.

TOD design principles should take into account the unique characteristics of each neighborhood while providing growth opportunities for growth and strengthening the existing neighborhood. Continued citizen education, understanding and participation will help developers, investors, and public officials to appropriately implement TOD for each unique District neighborhood.

# PRINCIPLE ONE: ORIENTATION & CONNECTIVITY

## THE IMPORTANCE OF CREATING CONNECTIONS

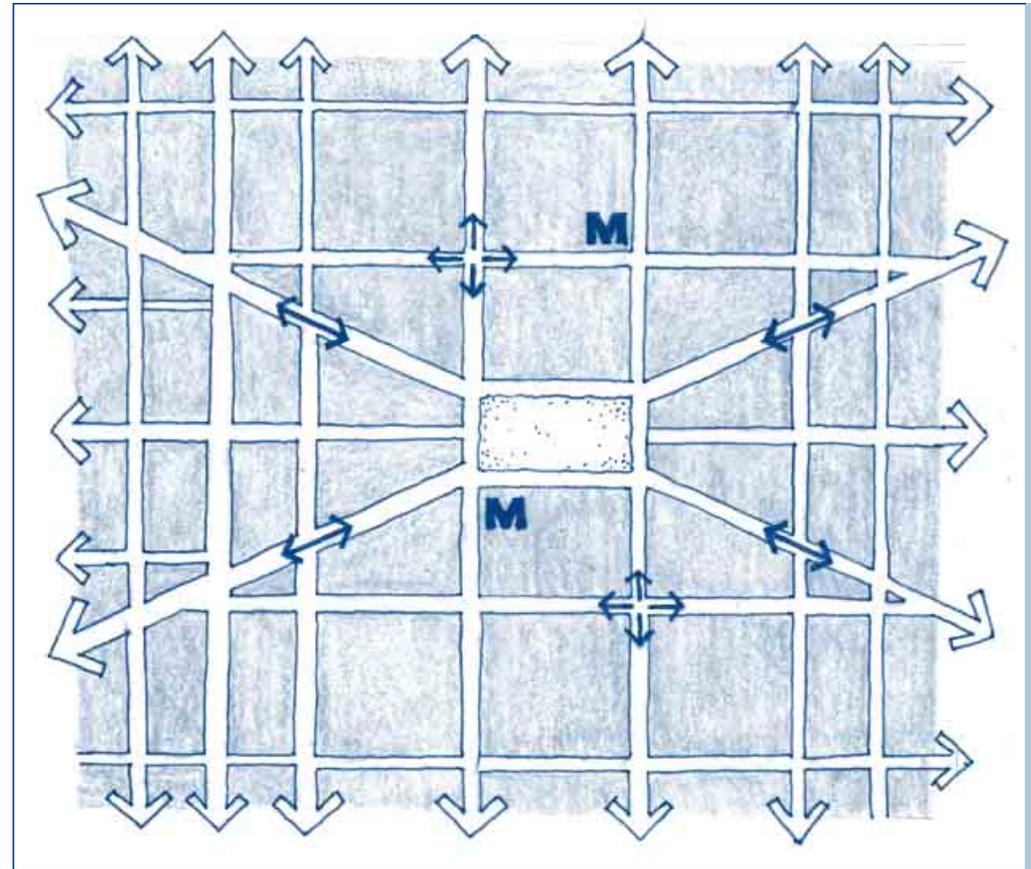


**T**o really be a vibrant node of activity, a neighborhood center must be connected to other destinations in the neighborhood and other opportunities throughout the District and the region. It must be easy to access, accessible through multiple routes and pathways, and serviced by a variety of transportation modes.

### CONCEPTS

*Orientation toward the neighborhood center and connections to and from it...*

- Provides multiple routes to transit and other destinations.
- Creates easy and convenient connections with other modes of travel.
- Enhances sightlines to transit and other destinations to make connections easily visual and logical.
- Minimizes physical barriers to walking and transit use.
- Links neighborhood centers together to maximize access to goods, services and opportunities throughout the region



Washington's traditional street grid is a model of connectivity. All streets converge on a common center and provide easy and logical access across the neighborhood.

## GUIDELINES

Not all neighborhood destinations or amenities can or should be concentrated in the neighborhood center. Schools, large parks, large-scale retail, or low-density residential developments may be more appropriately located outside of the neighborhood center. Access to and linkages between local and regional destinations is important to the vitality of the core transit center.

### A. Provide multiple routes to transit and destinations in the defined center.

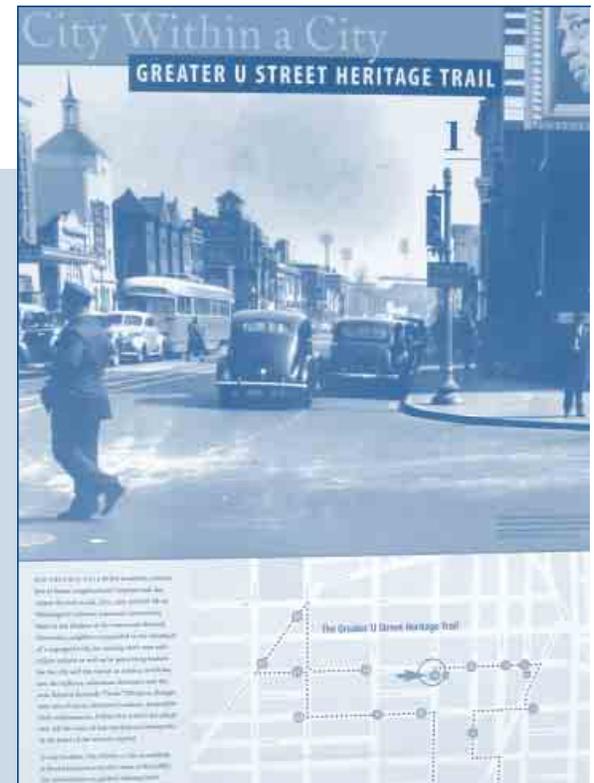
**Neighborhood centers are most successful when they can be accessed easily and logically from many different points in the surrounding neighborhood.**

- Strengthen or reintroduce an interconnected network of streets and pathways.
- Break up “super blocks” with streets or pathways. Blocks of extensive length limit pedestrian movement and convenient access to transit.
- Strengthen or reintroduce a simple street and block pattern radiating from the neighborhood center; avoid cul de sacs, curving roads, or dead ends. Street patterns should be simple and memorable.
- Use the intersection of major streets or pathways as opportunities interesting architecture, uses, or destinations.
- Provide clear, concise, and reliable maps of the neighborhood at transit stops and in other locations in the neighborhood.
- Improve signage to neighborhood destinations such as schools, parks, recreation centers, and historic resources.
- Increase lighting and other safety measures to ensure that a number of different routes provide safe pedestrian pathways to transit and neighborhood destinations.

L'Enfant's historic plan for Washington DC (left) laid out the city in a grid of streets with diagonal connections to other important destinations in the District.



Neighborhoods can take advantage of transit by highlighting easy routes to important local destinations such as historic sites to attract visitors to the community.



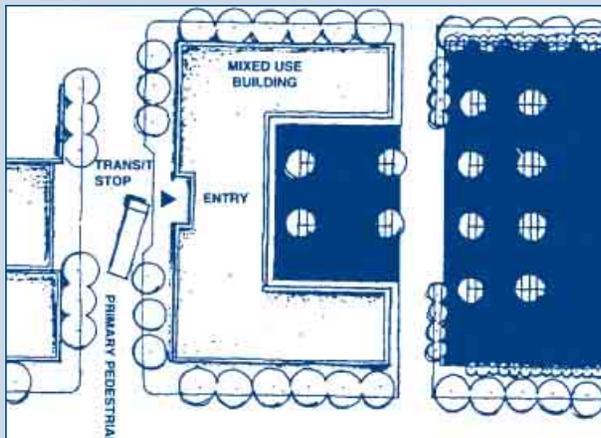
**B. Provide clear connections from transit to other modes of travel including walking, biking, and transit transfers.**

- Design transit-area plazas and public spaces to integrate bus access and transfer points.
- Incorporate bus shelters into public spaces and the architecture of buildings along transit routes.
- Provide safe bicycle facilities close to transit areas, such as lockers and paths.
- Adjust the connection between bus and rail services so that buses do not idle for extended periods or obstruct pedestrian pathways.



Transit centers provide direct access to bus service, major pedestrian routes and neighborhood destinations making transit convenient and easy to use.

Buildings can be designed to incorporate bus stops or other transit amenities into the façade of the building itself to enhance connections to transit.



Neighborhood centers should be designed to facilitate connections between different modes of travel including transit, bike, and auto.

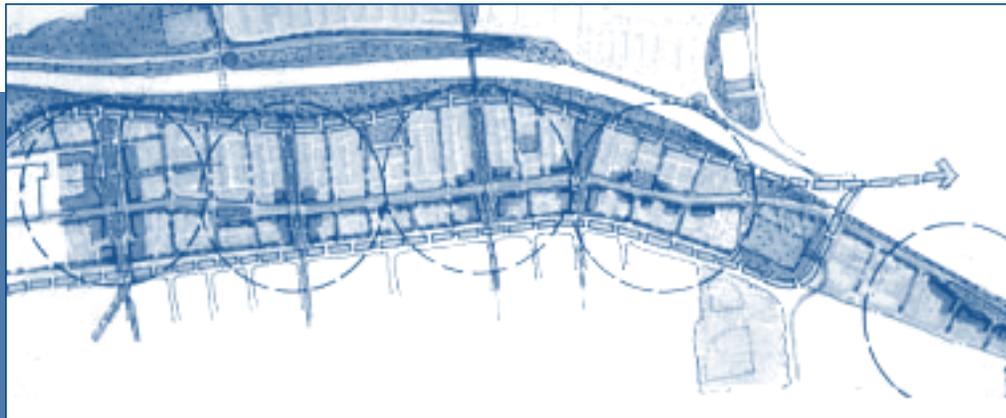


**C. Enhance visual connections across the neighborhood center. Visual connections provide a sense of orientation, entice people to visit the destination, and promote a sense of comfort and safety.**

- Orient public spaces and building entrances to transit facilities to increase access to transit and destinations such as shopping and employment.
- Include public art or other landmarks in transit-area developments to help visitors and residents orient themselves in the neighborhood.
- Maintain straight streets and consistent building setbacks to extend the line of sight for several blocks in many directions.
- Provide direct pedestrian pathways that follow site-lines to destinations.



The transit system provides all residents access to opportunities throughout the metropolitan region.



The proposed Potomac Yards plan in Virginia is an example of a transit corridor with multiple, connected nodes. Source: Cunningham + Quill Architects

**REGIONAL CONNECTIONS**

Vibrant neighborhood centers that are pedestrian-friendly and connected to transit provide local access to housing, employment and service options. Several unique centers within the District and metropolitan region reduce reliance on automobile travel while creating a system of regional destinations or “nodes of activity.”

The regional benefits of TOD are best recognized through this system of activity nodes. Connected by transit, they provide regional access to services and employment to all citizens, regardless of automobile ownership. In addition, reduced reliance on automobile travel results in improved air quality and less unplanned, dispersed development that relies on auto travel. In this way, TOD holds the potential for local and regional change that can benefit all District neighborhoods and the region.

#### D. Minimize physical barriers to transit use.

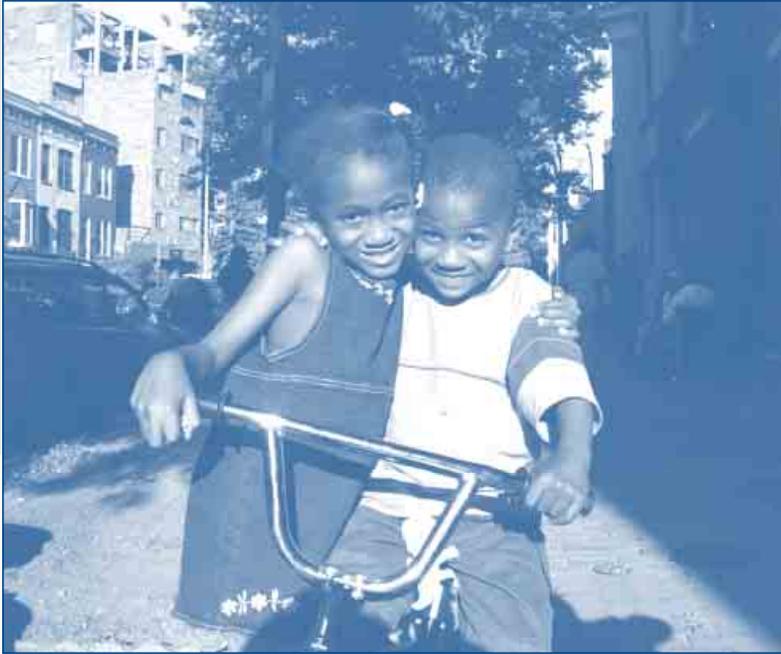
- Provide safe, convenient and inviting pedestrian and bicycle bridges and tunnels over/under barriers such as major roadways, railroad tracks, and steep gullies or streets.
- Link development projects to area transportation and circulation plans to ensure consistency.

#### E. Provide convenient, reliable and flexible connections between transit-oriented neighborhood centers.

- Expand transit service to maximize accessibility to neighborhood centers.
- Route transit service to link neighborhood centers with minimal transfers or delay.
- Promote service to the neighborhood center by multiple travel modes including subway lines, direct bus service, and bicycle pathways.



At Rhode Island Avenue, pedestrians cut across railroad tracks adjacent to the Metro Station to take the most direct route home. Improving access is important to encouraging transit use and providing safe routes.



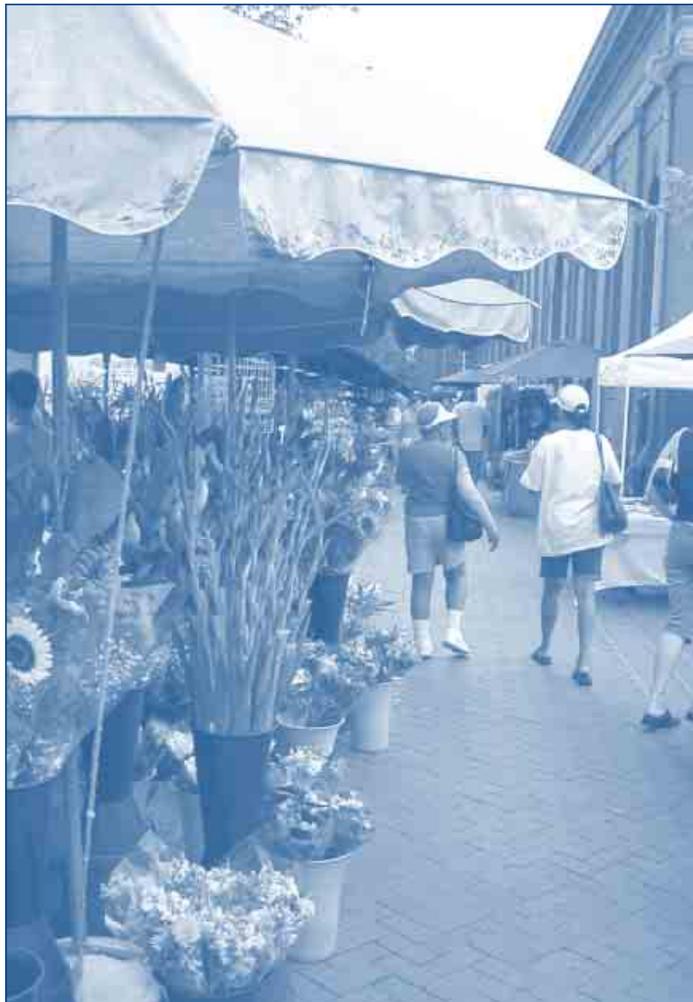
Neighborhood centers should be safe and accessible for all members of the community.  
Source: Washington Regional Network



Public spaces help create an identity for the neighborhood as well as providing comfortable places to sit, visit, and relax.

# PRINCIPLE TWO: QUALITY PUBLIC REALM & AMENITIES

## THE IMPORTANCE OF QUALITY PUBLIC SPACES



**T**he best cities and neighborhoods in the world are defined by their great public spaces. A quality public realm creates a “sense of place” and serves as the living room of a community. Public community life provides vibrancy to the neighborhood center. Public spaces designed to encourage activities ranging from public gatherings to casual people watching reinforce this vitality, as well as transit use and pedestrian movement.

Great public spaces, such as Eastern Market, attract local and regional activities and are fun and pleasant places to be.

### CONCEPTS

*A quality public realm...*

- Provides a public focus and gathering space for the neighborhood.
- Includes pedestrian pathways, village greens, neighborhood parks, urban squares, and transit plazas.
- Is directly connected to public streets, residential areas and retail uses.
- Radiates from transit stops to promote pedestrian activity.
- Emphasizes elements that are pedestrian-oriented, not auto-dominated.

## GUIDELINES

### A. Provide or enhance public spaces at neighborhood centers to accommodate a variety of community activities.

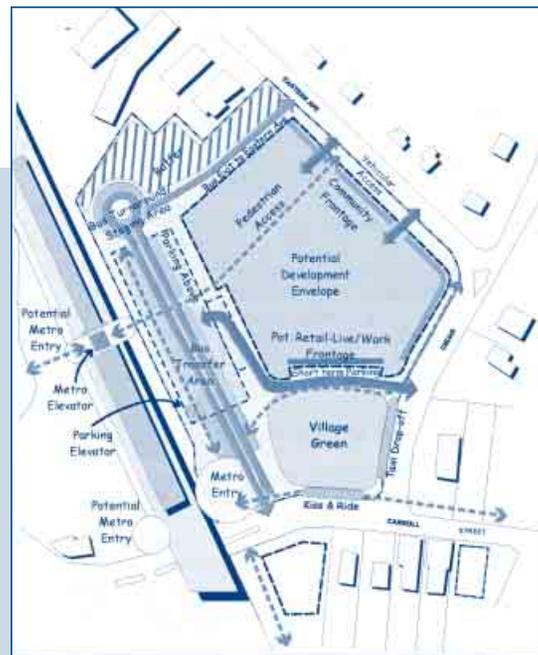
- Provide public plazas, wide sidewalks, or small parks that serve as a focus for community activities and transit use.
- Urban squares or parks at transit should be appropriately-scaled to fit surrounding densities, land uses, and daily activities.
- Use public spaces and plazas at major transit stops as the connector between rail and bus systems and the pedestrian pathway system.



Public spaces provide venues for neighborhood festivals and express neighborhood character.

Source: Latino Economic Development Corporation

- Encourage an active environment at neighborhood parks as safe places for children to play and neighbors to visit.
- Stimulate a vibrant pedestrian street life with sidewalks that organize several everyday functions such as shopping, child care, dry cleaning or simply catching the bus within an inviting and attractive environment.
- Encourage active use of public space by providing or encouraging: street furniture; outdoor cafes and dining; venues for festivals and community events; porches; community events.



Appropriately sized neighborhood parks bordered by diverse uses provide an active and interesting place for community such as the planned Village Green at the Takoma Station.

### B. Establish a system of public space elements that promote a sense of place, pedestrian traffic, economic investment and a positive neighborhood image.

- Create access to destinations via sidewalks that support casual public activity, walking and transit use.
- Define quality public spaces with trees. Trees and landscaping create a buffer from traffic, while providing shade and comfortable gathering places.
- Promote a safe evening environment with pedestrian-scale lighting that contributes to an attractive neighborhood character and image.
- Encourage developments that build to the property line to create a consistent edge or “street wall” that defines the public space.



Neighborhood landmarks like the “Big Chair” in Anacostia, are a common meeting place and promote neighborhood identity and history.



A quality public realm supports retail, pedestrian and bicycle traffic, and casual visiting that are an essential component of a safe and attractive neighborhood.  
Source: Washington Regional Network



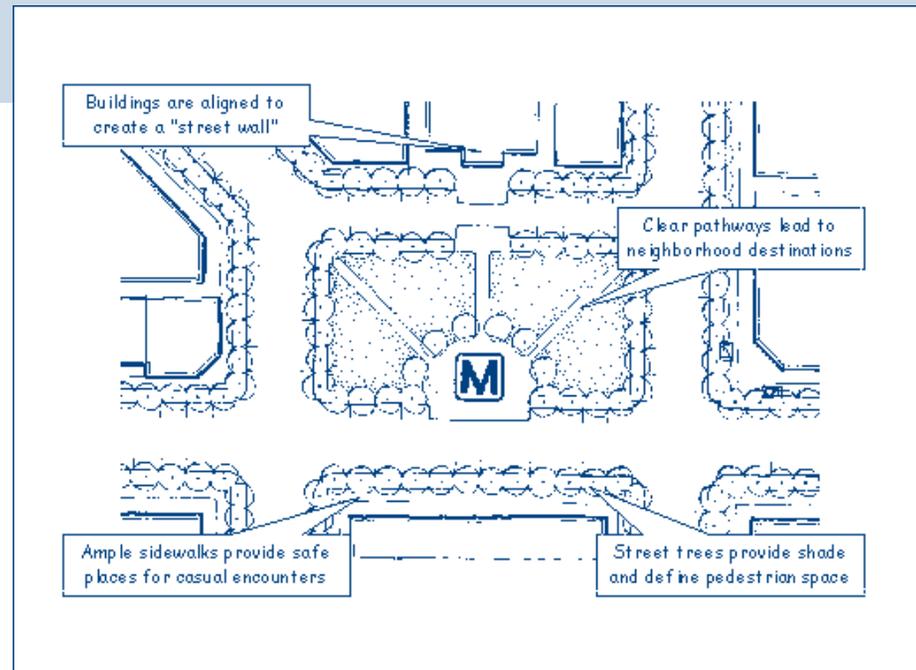
Paley Park in New York City is a small urban park that provides flexible space for community gathering, chess games, eating, and visiting.



Sidewalks are flexible public spaces that can simultaneously be used for pedestrian travel, commercial activity, and community gathering places.

### C. Improve transit facility amenities that enhance use and neighborhood character.

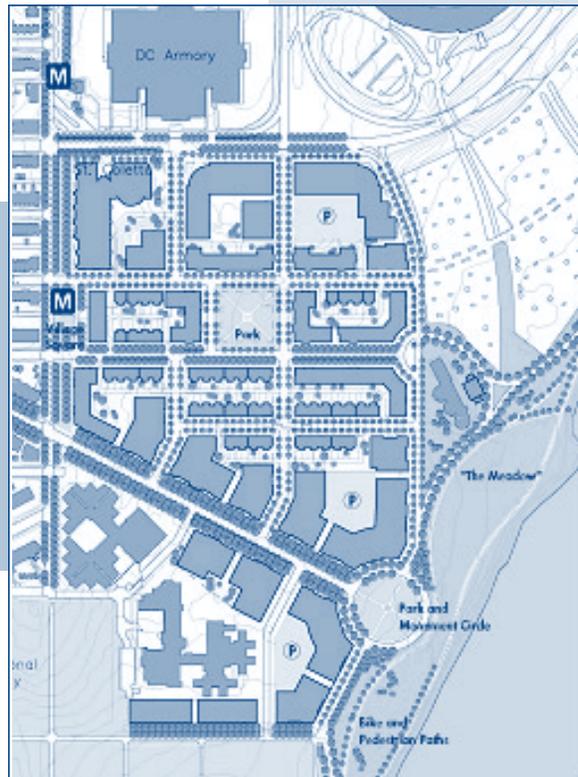
- Bus stop improvements may include:
  - Expanded signage
  - Benches
  - Information kiosks
  - Shelters
  - Public Art
  
- Rail Station improvements may include :
  - Plaza and landscaping improvements
  - Information kiosks
  - Public Art



#### D. Integrate elements of the public realm into plans for transit-oriented development.

- Develop a plan for future public spaces and amenities, such as trees, lighting and storefront design, appropriate to each neighborhood.
- Incorporate improvements to the public realm into private transit-oriented projects.
- Direct public investment to fund public space improvements and attract private sector investment.

Private development, such as the proposed "Ellington" at U Street, contribute to an active public realm by including ground-floor retail, outdoor seating, and quality architecture. Source: Dontelli & Klein



#### PRIVATE INVESTMENT IN THE PUBLIC REALM

Negotiating project requirements with developers is one way to provide public space amenities. Transit oriented development can be facilitated through special zoning regulations or through the Planned Unit Development (PUD) process. The PUD process gives the developer greater flexibility in meeting zoning requirements. In return, the developer is expected to provide a public amenity proportional to the flexibility granted. Communities may negotiate for parks, plazas, or other improvements such as landscaping. For example, a developer may negotiate an increase in floor area or building height in exchange for providing sidewalk improvements or a public plaza.

The plan for the Hill East Waterfront reintroduces a traditional grid; wide, tree-lined streets; and a town square at the metro station to encourage the use of transit. Source: EEK Architects

# PRINCIPLE THREE: PEDESTRIAN FRIENDLY, SAFE ENVIRONMENT

## THE IMPORTANCE OF A PEDESTRIAN COMMUNITY



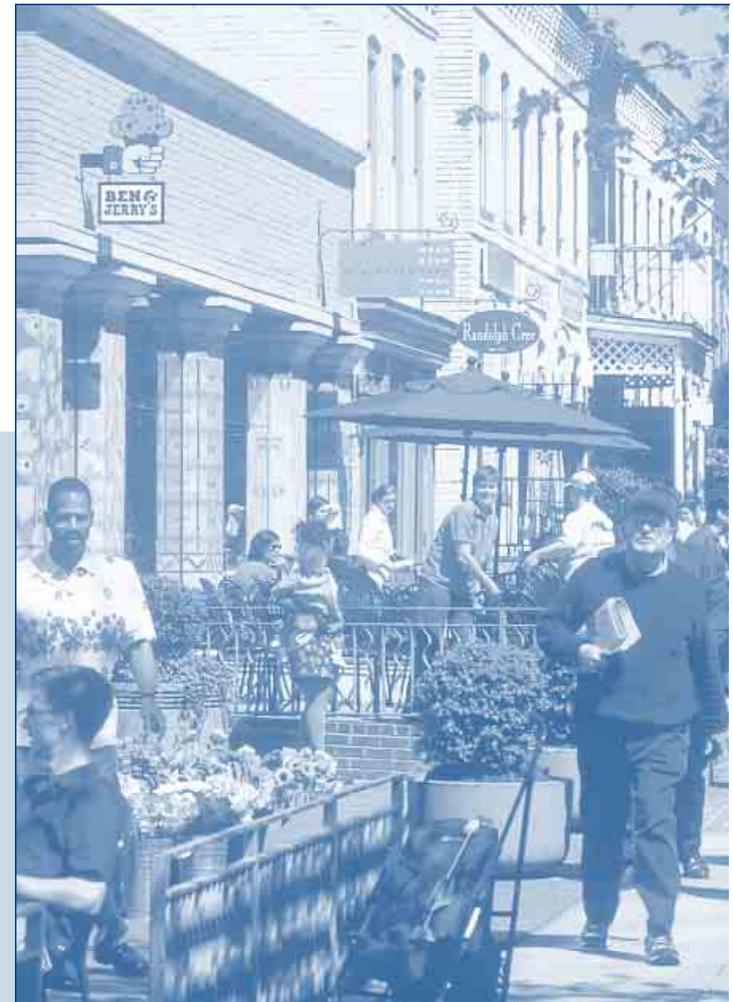
**A** pedestrian friendly environment promotes walking over automobile use. Sidewalks, streets, stores, and housing are organized to create a vibrant atmosphere that stimulates transit use, economic investment and a sense of place. Safety is enhanced by multiple activities with “eyes on the street.”

### CONCEPTS

#### *A Pedestrian Friendly Environment...*

- Reinforces walking, cycling and transit use as enjoyable and preferable modes of travel.
- Makes it convenient to walk to neighborhood parks, shops and employment areas.
- Locates walking paths along or within view of all streets.
- Creates an attractive and interesting sidewalk streetscape with storefronts, street trees, art, etc...
- Maintains a continuous and active street wall of development.
- Produces desirable street activity to create a safe atmosphere that discourages crime.

Compact, mixed-use neighborhood centers provide convenient access to services and interesting places to walk or people-watch. 24-hour activity increases safety.  
Source: DC Marketing Center



## GUIDELINES

### A. Ensure an active, lively and continuous street front and street activity.

- Maintain a “street wall” of development along sidewalks that allows views into building storefronts and defines a compact pedestrian realm.
- Orient retail, commercial and residential entrances onto the street to increase activity and create an interesting walking environment.
- Encourage street level retail to generate and attract walking trips.

### B. Enhance quality streetscape and sidewalk spaces to emphasize walking as an asset to neighborhood life.

- Provide sidewalks and public space amenities including trees, lighting, and furniture.
- Ensure sidewalks are wide enough to accommodate intense pedestrian traffic and other active uses.

### C. Create safe, continuous pedestrian paths with direct access to transit facilities.

- Connect sidewalks and pedestrian paths to create clear routes to transit and the core commercial district.
- Create pedestrian shortcuts through large blocks to facilitate walking.
- Provide well designed crosswalks at many points along major routes to shorten crossing distances and create a safe interaction with automobiles.
- Utilize on-street parking as a buffer between pedestrians and auto traffic.

### D. Discourage auto-oriented land uses in the neighborhood center.

- Discourage land uses that attract auto traffic such as gas stations, drive-thrus, and large parking lots. These uses decrease the density needed for a pedestrian environment, interrupt the “street wall” and increase conflicts between cars and pedestrians.
- Minimize curb-cuts and driveways where pedestrians must cross automobile driveways.

Storefronts oriented toward the street, wide sidewalks, well-marked cross-walks, signage, and lighting all contribute to a safe and walkable place.

Source: Puget Sound Regional Council



Merchants, by having shops in the neighborhood (above), are invested in the community. Maintaining clean sidewalks, interesting displays, and watching the street can improve overall safety for a better business and pedestrian environment.

Source: Washington Regional Network



**E. Ensure an environment where cars, pedestrians and bikes can all circulate safely and efficiently.**

- Employ traffic calming techniques (see sidebar on following page).
- Modify traffic flow to channel traffic onto arterial streets.
- Create designated bike lanes.



Clearly marked cross-walks allow pedestrians, bicycles, cars, and buses to safely circulate within the neighborhood center.



- Large, transparent storefront windows and doors that face the street engage pedestrians and invite activity.

- Outside displays or seating provide critical “eyes on the street”

- Ample sidewalks easily accommodate pedestrian traffic and provide critical public space.

- Benches, lights, and trees are amenities that also buffer pedestrians from the street.

- Roadway curb lanes provide on-street parking and opportunities for bike lanes allowing for many choices of transportation modes in the neighborhood center.

## F. Encourage development patterns that enhance community safety.

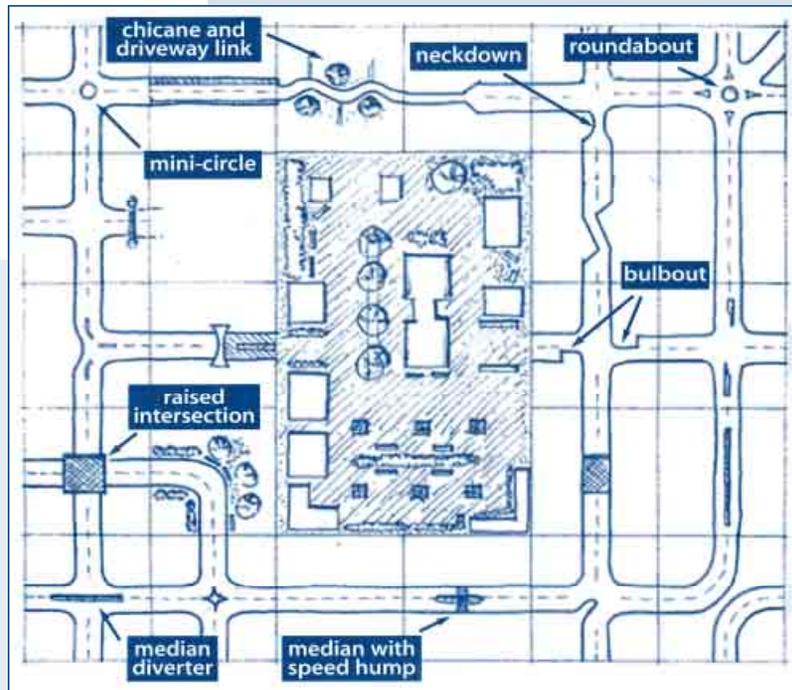
- Locate entries and windows at the street to create activity and supervision in the neighborhood.
- Increase the number of housing units and businesses to generate economic stability and opportunities for positive activity day and evening.
- Avoid blank walls and vacant lots. These “dead zones” create opportunities for crime and discourage walking.
- Encourage porches, balconies, and patios to encourage outdoor use and additional “eyes on the street.”



Blank walls create a cramped and unfriendly pedestrian environment.

## TRAFFIC CALMING

Ideally, pedestrians, bicycles and automobiles are all able to move about and coexist harmoniously. Typically, however, speeding cars rule the streets and pose a barrier to safe and easy pedestrian movement. Excessively fast auto traffic is not only a safety hazard, but also means traffic is moving through the neighborhood without slowing to take advantage of retail and other activities the neighborhood has to offer.



Traffic calming methods can not only create a safer environment for non-auto movement, but can also help drivers by ensuring a continuous flow of auto traffic at a constant, but safe, pace rather than “speed-up and stop” patterns.

Traffic calming measures range from expensive redesigns of streets and curbs, to less expensive modifications to pavement, to simple community campaigns and neighborhood activities. Traffic calming improvements change the physical appearance of the street thus changing the driver’s perception and driving behavior. Traffic calming typically does not dramatically change the street capacity or function.

Common traffic calming tools include:

- Curb bulbouts
- Intersection roundabouts
- Mini-traffic circles
- Median strips
- Landscaping
- Street trees/ street furniture
- Raised intersections or cross-walks
- Signage
- Street and sidewalk activity
- On-street parking
- Enforcement

# PRINCIPLE FOUR: ATTRACTIVE ARCHITECTURE & DESIGN

## THE IMPORTANCE OF A WELL DESIGNED ENVIRONMENT



**A**tttractive buildings and spaces contribute to a positive neighborhood identity and engaging pedestrian environment. Quality and appropriate architecture integrates all components of a compact neighborhood and carefully accommodates the intensity of activity necessary to a successful transit area without changing the positive character of the community.

### CONCEPTS

*Attractive, appropriate architecture and design...*

- Accommodates increased densities with sensitive and appropriate design.
- Provides transitions in density and scale to connect new development with the existing neighborhood.
- Provides buildings and spaces that interact with street life and create a safe and attractive environment.
- Promotes site design that creates pedestrian places and manages the presence of automobile traffic.



New buildings should reflect and define the neighborhood. Large streets, such as Pennsylvania Avenue, need larger buildings to define the edge of the public space.

## GUIDELINES

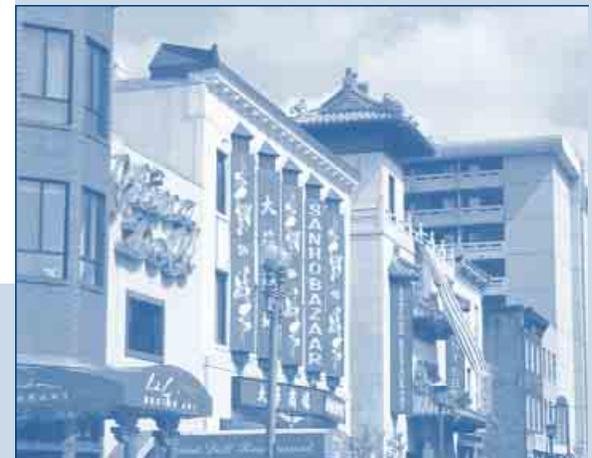
### A. Utilize distinctive architecture to help define neighborhood identity and character.

- Design buildings of appropriate scale and massing with distinctive architecture to highlight important or significant places within the neighborhood.
- Promote contemporary architecture that introduces interest and diversity. While buildings must be sensitive to the character of neighborhoods outside of historic districts, it is not necessary for all buildings to adopt historic styles.
- Provide site design that is responsive to community priorities concerning public space and parking.

### B. Emphasize quality architecture and design to create a pedestrian environment with distinctive character.

- Design the ground floor facades of all buildings to maximize transparency, architectural details, multiple entrances, and interesting signage and lighting.
- Avoid blank walls along major streets or pedestrian pathways.
- Provide frequent and attractive entrances into buildings along the street wall. (Refer to Principle Four: a pedestrian-friendly environment, for more strategies for relating buildings to a pedestrian environment.)

Architectural details help reinforce the character of a community whether it is historic Capitol Hill (above) or the Asian influences in Chinatown (below).



DC's new storefront design guidelines encourage attractive signage, front doors and window displays to create a more interesting and attractive neighborhood streetscape.

Source: Nelson Architects



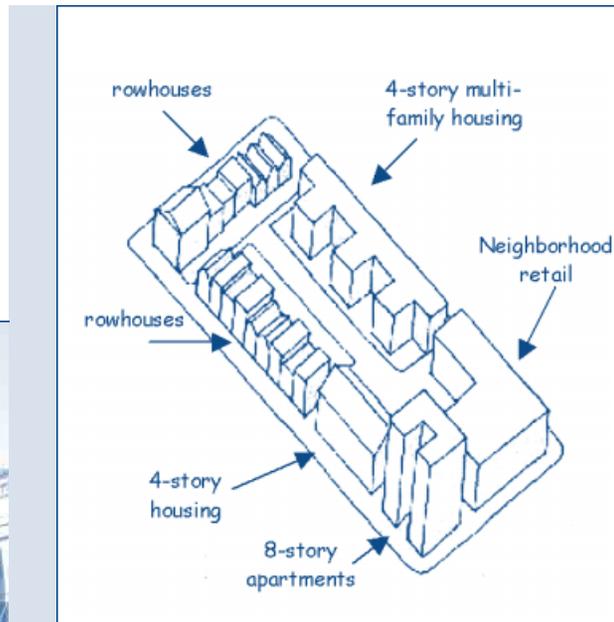
### C. Integrate higher density commercial, residential and mixed uses into the existing neighborhood to support activity and safety.

- Utilize innovative and sensitive design elements to combine all new and existing land uses into one complimentary attractive environment.
- Encourage architectural details and varied façade materials to visually break up taller buildings or those of great mass.
- Step upper floors of buildings back to relate to the smaller scale of the existing neighborhood.



Contemporary design can add interest, new residents, and critical activity to a neighborhood street.

- Visually tie together buildings of different scales and uses to create one identity using similar details, materials and transitions on scale.
- Orient building entrances toward transit to encourage transit use and create a vibrant public realm around buildings and transit areas.



A traditional block near one of the District's transit stops includes a variety of opportunities for housing and retail with varying heights and styles of buildings that work together to create an interesting streetscape.

Source: Tara Penders

### ANATOMY OF A BLOCK

On blocks near transit areas in the District of Columbia you will find a number of different uses, building types and building heights. This is normal for many urban neighborhoods.

Imagine walking around a typical block. On the corner you may find an elegant old eight story apartment building. Next door is a row of smaller, four story multi-family homes along side 2 to 3 story row houses. At the far corner is a neighborhood corner store with a residence above it and single-family homes extending down the block.

At the next corner, you encounter some attractive condominium buildings about 6 stories in height. At the fourth corner is a large retail building with shops, offices and residential units. Parking is accommodated behind the building at the interior of the block.

You can find this block, or a variation on it, throughout the District. Some blocks may have more single-family houses, some may be without retail, but many will have a diversity of housing types and densities occurring on the block. This variation of use and building heights adds interest to the block, as well as activity and safety to the neighborhood.



High density residential or mixed land uses are desirable in the immediate vicinity of transit stations.



Moderate density residential units are appropriate in the mixed-use zone around transit stations.



Low-density residential dwellings like the one above in Congress Heights are appropriate farther from the defined center.

#### D. Transition density and residential types to fit into the surrounding neighborhood.

- Decrease density of development with distance from transit and the neighborhood center to provide a variety of housing and service options. For example, provide high-density housing in close proximity to transit stops, moderate density housing as you move away from the center and low density housing only in the surrounding neighborhood.
- Encourage a mix of residential units close to transit within the neighborhood center. A change in density can accommodate different housing types and households within an easy walk of transit, jobs and services.
- Encourage increased residential densities in a variety of types in transit centers to provide affordable housing options, access to jobs and services, while supporting diversity.
- Encourage moderate density housing that provides a transition in scale and character at the perimeter of the center while accommodating a variety of household types.
- Accommodate low-density housing outside the defined transit center. While not appropriate at the core, single family homes in the neighborhood support diversity and provide a larger consumer base for nearby commercial services.

## PRINCIPLE FIVE: MIX OF USES

### PROVIDING A DIVERSITY OF USES FOR A VIBRANT CENTER



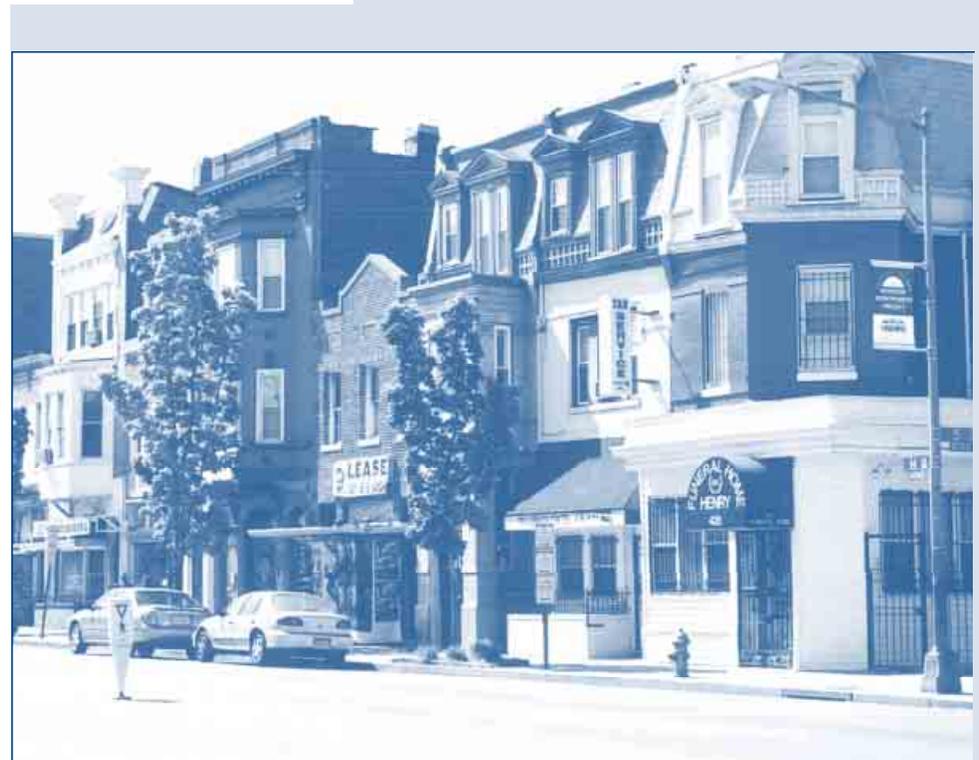
**A**n intense mix of land uses: retail, employment, residential, entertainment, and public services concentrated within a neighborhood center stimulates pedestrian activity and provides economic opportunities. A diverse neighborhood is a “melting pot” and destination for a variety of people for many different purposes.

H Street, NE includes retail, offices, services, and opportunities for housing.

#### CONCEPTS

##### *A mix of uses ....*

- Includes places to live, work, shop, play and learn.
- Makes a variety of destinations convenient to transit riders and pedestrians.
- Provides many housing types and retail options for a variety of preferences and incomes.
- Increases opportunities for and access to employment.
- Keeps sidewalks busy and safe at most hours of the day and night.
- Can be organized horizontally and vertically.
- Reflects the character of the neighborhood and the type of transit services available.



## GUIDELINES

### A. Promote a variety of uses in the compact neighborhood center that provides many different opportunities for housing, economic growth and pedestrian activity.

- Establish a commercial retail center near transit facilities. A variety of services creates interesting pedestrian and transit destinations.
- Support employment opportunities near transit facilities. Job opportunities easily accessed without an automobile support the local economy and reduce auto traffic.
- Provide housing development opportunities within the defined center.

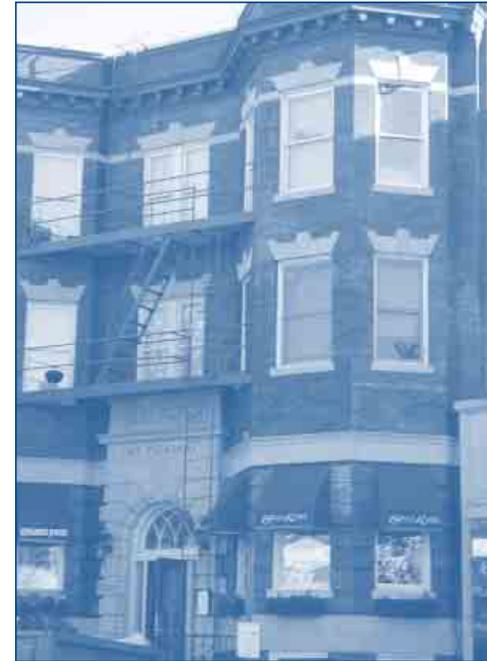


Adams Morgan is easily accessible by bus or bike, making it a convenient place to live, work, eat, and shop  
Source: Washington Regional Network

- Orient retail and commercial uses to the sidewalk to make these services convenient to pedestrians and transit users while contributing to a vibrant community environment.
- Determine the mix based on neighborhood strengths. Some neighborhoods can accommodate major employers, others may be large retail centers, while others will be predominantly housing. There is no magic mix of uses.

### B. Establish a mix of residential opportunities near transit facilities and community services.

- A mixture of uses such as apartments above shops provides opportunities for additional housing options, while townhouses can also be incorporated at the center.
- A mix of residential types, costs and ownership help create a diverse community and generate transit use. Refer to Principle Four: Attractive and appropriate architecture.



Buildings can have a mixture of uses within them and contribute to a mixture of uses at street level.



### C. Promote development of underutilized land.

- Encourage infill development on abandoned or underutilized properties.
- Introduce a mix of uses through gradual infill investment.
- Utilize and expand existing buildings for new uses in demand by the community.



Development on vacant or underutilized properties can provide a desired mix of uses and additional residents to meet community needs.

Source: Puget Sound Regional Council

### D. Discourage a separation of land uses in the neighborhood transit center.

- Minimize pedestrian “voids” between buildings and uses such as surface parking lots, under-utilized vacant land or wide roadways.
- Eliminate auto-oriented land uses in the defined center such as gas stations and drive-thrus.



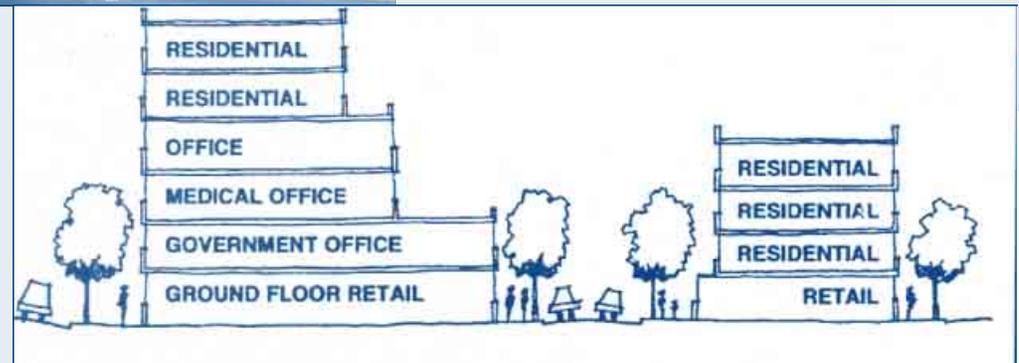
### E. Encourage a mix of uses within buildings and on adjacent sites.

- Mix uses vertically within buildings. For example, locate business and housing above first floor retail and commercial uses to support a lively sidewalk environment.
- Mix land uses horizontally between adjacent sites within a neighborhood. Include a variety of uses with a concentrated area such as shopping, offices, schools, restaurants, and community centers.

Low density land uses, such as drive-thru fast food establishments can be obstacles to creating compact, vibrant pedestrian-oriented development

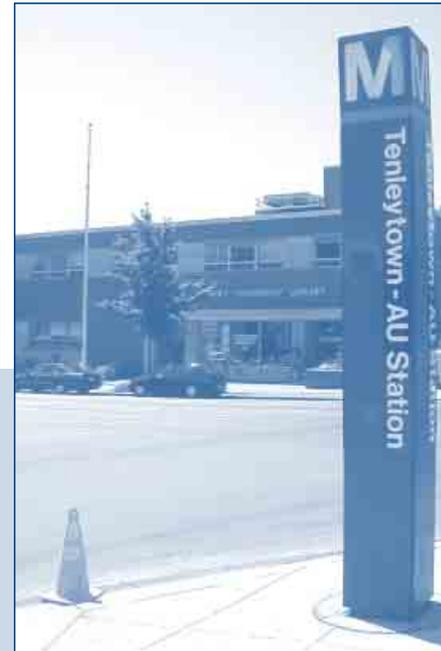
Uses can be mixed within the same building (below) or by mixing single-use buildings (such as apartment buildings or offices) within the same compact area.

Source: New Jersey Transit



**F. Integrate public facilities such as schools, libraries and government offices into the transit area.**

- Balance public uses with private developments (commercial and residential) to ensure 24 hour activity.
- Make public facilities a focus for activities including community meeting space, festivals and markets, and after-school and weekend activities.



Public facilities such as the school at Minnesota Avenue station or the Library at Tenleytown can be important anchors for transit areas and improve broad access to public services.



The Adams Morgan neighborhood includes residential, office, retail, restaurant, and professional services within a compact, easily walkable area.



Day-care at the Columbia Heights metro station is located above a pharmacy which allows families to take care of many errands on their way to or from the transit station.

## PRINCIPLE SIX: CREATIVE PARKING MANAGEMENT

### THE ROLE OF INTEGRATED PARKING IN TRANSIT-ORIENTED DEVELOPMENT



The provision of parking is not only necessary to the economic success of a transit-oriented neighborhood, but is also a design tool to help create a better pedestrian environment. Parking must, however, be appropriately located and innovatively managed to ensure it does not dominate the landscape, consume limited land resources, or over-inflate development costs. Conventional notions about parking are being challenged and redefined in urban communities where walking, biking and transit provide equally convenient travel options as the private automobile.



#### CONCEPTS

*Parking should be ...*

- Limited and conveniently located in transit-oriented development areas.
- Provided on the street to serve as a pedestrian buffer to car traffic.
- Off-street parking should be appropriately located away from pedestrian zones, set behind buildings, and integrated with compact land uses.
- Minimized and utilized through management and incentive programs.
- Used to stimulate the economy and support the vitality of the area.

Parking must be provided in neighborhood centers, but is best located away from areas with high pedestrian activity.

## GUIDELINES

Because driving is faster than walking or taking transit, parking demand is great. If parking is abundant and easy to find, most people will choose to drive. Wisely providing sufficient parking to support residential and commercial uses while not providing so much that transit is no longer competitive is the primary challenge.

### A. Utilize parking to strengthen the neighborhood center and retail uses. Constrained parking can strengthen the use of transit, encourage “park-once” behaviors, and create more foot traffic in neighborhood retail corridors.



On-street parking provides a buffer between pedestrians on the sidewalk and moving cars in the street.

- Emphasize short-term parking over long-term commuter parking.
- Locate parking to conveniently serve a number of different destinations in the neighborhood center.
- Utilize on-street parking as a resource to local businesses and a safety buffer between pedestrians on the sidewalks and cars in travel lanes.
- Implement parking-demand management to determine the actual need for parking in the total area instead of for individual uses. For instance, the same parking space may be used by a bank between 10 am to 4 pm and a restaurant after 5 pm; therefore, an individual parking spot for each is not necessary.

### B. Minimize parking in high-pedestrian or transit areas.

- Reduce or eliminate surface parking so that parking lots do not dominate the street frontage.
- When feasible, locate parking in structured parking facilities, on top of or beneath developments in lieu of surface parking.
- Encourage developers to incorporate transit-subsidies as a part of commercial or residential rent.
- Eliminate free and subsidized parking for office or residential tenants by imposing fees for additional parking.



Entrances to parking can be creatively designed so they do not interrupt the appearance or flow of the sidewalk.

- Encourage employees to utilize transit to reserve available parking for customer use.
- Allow and encourage less than one residential parking space per unit for units within a ten-minute walk of transit.
- Integrate senior housing into developments near transit, as seniors typically rely on transit as the primary mode of travel and own fewer vehicles than younger households.

### C. Employ innovative parking management strategies.

- Encourage shared parking for multiple retail establishments such as banks, professional services and evening uses.
- Encourage employers to offer ride sharing and pay per use options such as Flexcar and Zipcar programs that help reduce the dependency on individual vehicle trips.
- Establish the management and operation of a parking program prior to completion of a transit oriented development.
- Work with the transit authority, WMATA to reduce commuter parking requirements in joint development transit areas.

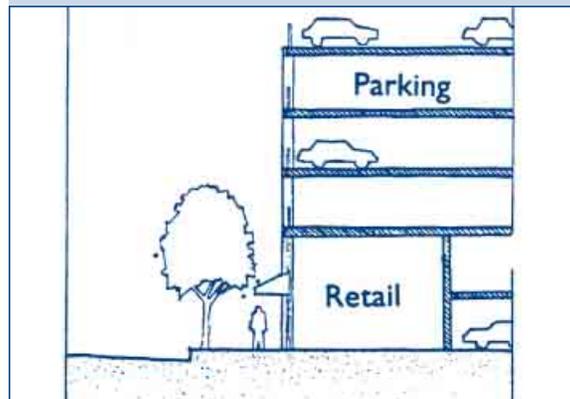
### D. Improve the design of parking lots, garages, and facilities to contribute to an attractive neighborhood atmosphere.

- Locate parking entrances set away from adjacent sidewalks and pedestrian paths.
- Locate parking behind buildings.
- Use innovative lighting and signage for parking entrances, lots and garages.
- Wrap parking structures in ground-floor retail to integrate the parking structure with the neighborhood and provide opportunities for viable neighborhood businesses and offices.



Structured parking can be stacked above, below or between neighborhood services such as grocery or video stores.

Parking can be wrapped in retail to maintain an active edge to the sidewalk and integrate parking into the rest of the neighborhood center.  
Resource: New Jersey Transit



Provide parking behind buildings and storefronts to reserve the sidewalk and street edge for pedestrian and transit activities.  
Source: Puget Sound Regional Council



- Screen parking lots using shrubs, low walls and ornamental fencing so the continuity of the commercial/business street frontage is not interrupted.
- Incorporate “Low-Impact Design” (LID) practices in parking facilities, such as rain gardens, tree shaded lots, and rooftop gardens.

#### F. Link parking to transit options and other travel modes.

- Link parking facilities with river walks, greenways, hiker/biker trails, as well as the local street grid.
- Integrate parking structures or facilities with waiting areas and drop-off/pick-up points for buses, tour-mobiles, and shuttle vans.



Public parking provides shared spaces for multiple different retailers which cuts down on both development costs and land devoted to parking.

## TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is a term that applies to a number of strategies intended to reduce or shift the demand and use of different types of transportation modes. TDM measures can reduce the use of, and number of trips made by, private automobiles (and therefore the need for parking) and encourage and facilitate the use of other modes of transportation such as bike, transit, or walking.

Common transportation demand management measures include:

- Eliminating free employee parking;
- Providing incentives for car-pooling or van-pooling;
- Employee or tenant transit subsidies;
- Flexible curbside parking pricing based on location and time of day;
- Providing bicycle facilities (i.e protected bike racks, showers, etc.)
- Telecommuting
- Guaranteed ride home
- Traffic calming
- Pedestrian improvements



**Flexcar™**

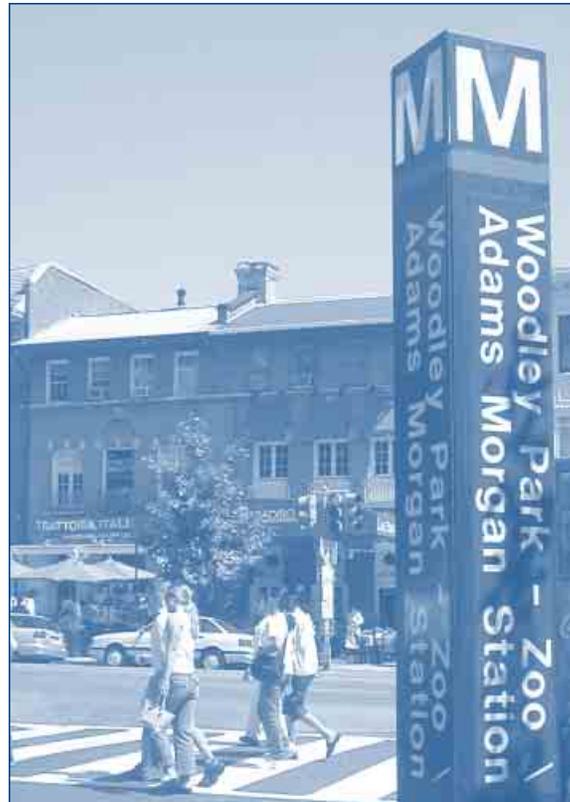
Services such as Zipcar® or Flexcar® provide residents with access to a private automobile without having to own, maintain, or park the car themselves.



# IMPLEMENTING TOD IN DC:

## TOOLS FOR REALIZING TRANSIT ORIENTED DEVELOPMENT

**T**he public sector, private sector, and community leadership all have a role to play in implementing transit-oriented development to create strong, cohesive, and successful neighborhood centers. Strong leadership from the public sector removes barriers to implementing TOD, catalyzes TOD efforts, and sets the stage for development. The community shapes public policies and works with private developers and businesses to create a transit-oriented center. The private sector provides innovative, flexible, and creative projects that accomplish both corporate needs and neighborhood goals.



MetroBus and MetroRail service is very much a part of The District of Columbia and Washington's reputation as a livable city.

### CONCEPTS

*Tools for implementing TOD include ...*

- Consistent and predictable plans developed through community visioning;
- Facilitation project review and permitting;
- Innovative regulations to enable transit-oriented development;
- Public and private investment in development and infrastructure;
- Community planning, leadership, and advocacy;

## GUIDELINES

The public sector typically sets the framework for development. The private sector then can develop within these plans for transit-oriented neighborhood centers and contribute to the community fabric through improvements to the physical environment of the area, bringing new residents, stores, or services to the area; and providing community amenities. The community, of course, must participate with both public and private partners to help create projects that benefit the community.

### PLANNING AND INFORMATION: A ROADMAP FOR SUCCESS

A critical first step in implementing transit-oriented neighborhood centers is to gather, share, and analyze information and conduct planning in advance of development projects. Tools include:

- Transit-area planning
- Market and feasibility studies
- Transportation and parking demand management studies
- Design guidelines
- Community education and outreach

There is no “one-size-fits-all” approach to designing transit-oriented neighborhood centers. Transit is an asset that neighborhood leaders can use to attract investments that achieve neighborhood priorities.

The best way neighborhoods can take advantage of transit is through vision and proactive planning. Proactive planning identifies neighborhood assets; the things that are good about the neighborhood, and builds off of these to develop strategies for improving the elements that are still lacking in the neighborhood. This may mean stronger local businesses, a safer environment, quality open spaces, or more housing opportunities.

Once a neighborhood has articulated the objectives it wishes to accomplish, then a plan can be adopted to translate these ideas into a viable physical development strategy. This advance plan is a powerful tool for neighborhood residents, the public sector, and potential developers. It sets a common framework that conveys the neighborhood’s vision and gives developers a predictable “road map” for building in the area. The plan defines the relationship between individual projects so that, when implemented, they add up to a cohesive and logical neighborhood center that reflects the unique character of the community.

### COMMUNITY INVOLVEMENT: EARLY AND OFTEN

Often, neighborhood residents fight development proposals. Too often this is simply because not enough information was shared with residents early on in the process. Developers can encourage and invite community participation by sharing conceptual development

plans with neighborhood leaders and inviting early input into the process. This saves the developer both time and money in moving a project forward, creates a positive working environment with the community, and generally results in a much better product.

The public sector too must share information regarding new investments, changes in zoning or policy, and public programs available to their community. Planning is an important tool for organized community involvement.

Ultimately “implementation” of community involvement lies with community members themselves to participate in developments in their communities and encourage others to join as well.



Public involvement early on in the planning and development process is critical to project success.

## INVESTMENT: BUILDING COMMUNITY

Investment attracts private investment. Public investments in a transit-area, particularly in underserved areas, send a signal to the private sector that the area has development potential and improves the physical and economic attractiveness of the area for private investment. Public investments take many forms:

- Physical infrastructure improvements
- Land purchase and assembly
- Development incentives or tax abatements
- Development of public facilities (recreation, libraries, office space, etc.)
- Joint development
- Public financing

The private sector investment is critical in creating projects that encourage the use of transit, define and enhance the neighborhood center, and provide a benefit to the community that lives there. Aside from the development project itself, public sector developers and financiers can invest in the community by providing:

- Public amenities; Though a potential additional capital cost in development, amenities can pay for themselves by expanding neighborhood support for the project. Amenities can be simply improving the pedestrian environment at the street level, providing well-lit and safe public spaces such as plazas, or building bus shelters into building façades to facilitate transit use and increase clear sidewalk space.

Consistent public policies, such as design standards, increase predictability for private investors and neighborhood residents alike.

- Innovative loan and financing products: New mortgage products—dubbed “Location Efficient Mortgages” (LEMs) or “smart commute” loans- make housing near transit more affordable by offsetting the price of housing near transit with the decreased household expense of multiple automobile ownership.
- Flexible financing for mixed-use development: Many banks are set up to fund only one kind of development project—all residential or all commercial. Mixed use development loans are necessary to support the type of development best suited near transit in the neighborhood center.

## FACILITATION: MAKING THINGS HAPPEN

Perhaps the most frustrating experience for developers and community residents is to hammer out a development project that all parties are excited and eager about only for government processes to delay development for months or years.

Permit review can be an unpredictable process. A process that makes transit area development

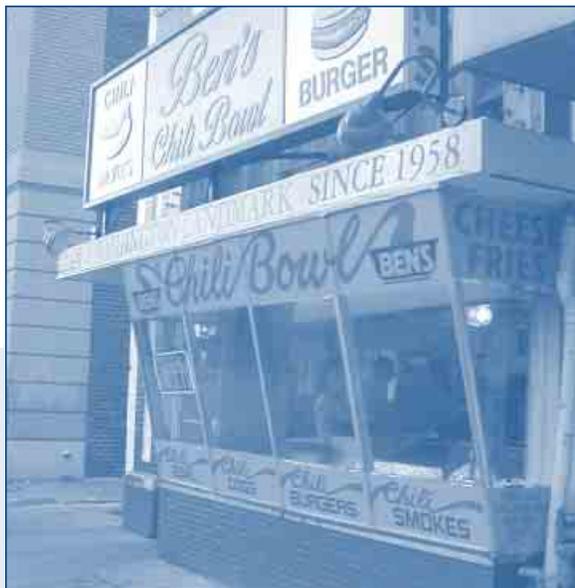


easier, while taking some of the risk and uncertainty out of TOD makes a transit area more attractive to private investors and developers than other areas of the neighborhood and prevent encroachment of development into areas where it is not wanted or cannot be supported. The following are tools that can simplify the permit process.

1. Coordinate efforts of public sector agencies. Eliminate conflicts between agency requirements and procedures that can delay permit approval. Establishing multi-agency review of TOD projects and providing one designated contact person for transit oriented projects can simplify the process and facilitate coordination of associated requirements.
2. Ensure consistent application of regulations. A straightforward process that is predictable and easy to navigate can encourage TOD

efforts. Prepare a packet containing all regulations for transit areas and/or transit overlay zones. Also, provide a checklist to developers of all applicable requirements.

3. Allow for flexibility in the permitting process. Establishing an interactive review process can be effective in negotiating requirements. Similar to the PUD process, interaction with developers can shorten permitting time and result in benefits for the public, as well as the developer.
4. Conduct some of the permit steps in advance of development proposals. Examining specific impact issues early in planning process, such as transportation and utility capacity, can reduce uncertainty and permit review time.



## REGULATIONS: TOOLS THAT WORK

Finally, regulations can both help and hinder the goal of maximizing transit assets. Zoning in the District of Columbia is not significantly different in transit areas than in other parts of the city. Thus, transit areas have no special advantage in attracting development or investment. In some neighborhoods, zoning is a disincentive or even bars the mix of uses and densities essential to TOD.

There are many options for tailoring zoning to TOD areas including rezoning properties, creating new zoning districts, or creating transit overlay zones. To rezone a property means to change its classification in a way that facilitates transit area development. A new zoning district creates a new set of land uses and standards tailored specifically to the needs of a transit area. Similar to special zoning for an historic district, a Transit Overlay Zone supplements the existing zoning for properties with provisions that apply only to a defined transit area.

Transit Overlay Zones have been recommended as one zoning strategy by the Mayoral Transit-Oriented Development Task Force; however, a

A consistent transit-oriented development policy can help to retain and strengthen existing businesses and residents by guiding new development to where it can contribute to neighborhood priorities.

combination of strategies may be necessary to achieve TOD objectives in defined geographic boundaries, while protecting the character of the surrounding neighborhood. Tailored zoning increases predictability for the community, developers and land owners. Zoning modifications can impact involved properties in three general ways:

1. Control distribution of land uses. Require a high mix of desirable land uses in a defined geographic area. As a result, a sterile separation of land uses and land uses inconsistent with increased transit use can be avoided in TOD areas.
2. Control density of development. Through floor area ratio (FAR) requirements, the intensity of development in a defined transit center can be increased to create a compact walking environment.
3. Implement design standards. Design standards make sure the five design principles for developing defined neighborhood centers are incorporated and properties are maximized. A variety of design typologies can be developed to respond to the character of District neighborhoods and included in zoning changes. Communities can determine which one(s) most closely reflects their neighborhood objectives. These standards can serve as the code by which to evaluate development within TOD zones.

## PROMOTE PRIVATE DEVELOPMENT THROUGH PUBLIC ACTIONS

Adopted from the Puget Sound Regional Council

Public agencies can initiate investment in a transit area through public actions. Public investments in transit areas can leverage potential private investment. The following are some of the proactive measures local government can take to create defined neighborhood centers.

1. **Develop Small Area Plans.** Working with a community to develop small area plans for defined transit station areas can redirect District and private sector resources to these priority areas. Development can be attracted resulting in physical improvements and economic revitalization.
2. **Market potential development opportunities.** A marketing strategy can be used to “sell” transit-oriented development opportunities to the development community. The strategy should address developer concerns and obstacles, as well as initiating a process that shapes market conditions, not merely responds to current market demand.
3. **Establish incentives.** Often, incentives are necessary to attract developers to the relatively riskier practice of TOD. Incentives may include density bonuses for providing public amenities, as well as favorable permit review procedures.
4. **Provide public facilities and infrastructure.** Infrastructure investment can demonstrate a public commitment to neighborhood transit centers and can provide needed improvements to the safety and appearance of an area. Investments may include a police substation, sidewalk amenities and utility improvements. In addition, public facilities such as libraries and parks can be strong magnets for developments and transit use.
5. **Package and assemble land for development.** Public action in securing and assembling land can result in properties of sufficient size to be economically viable and spur change in station area land use patterns. Small and challenging parcels can be combined with other properties and



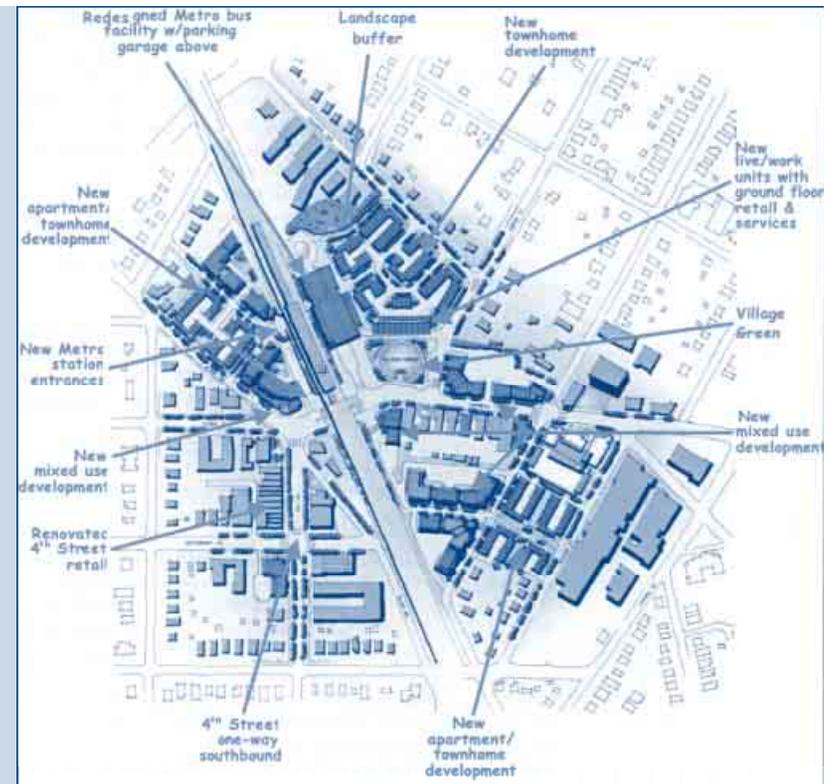
Federal investment in the Washington Navy Yard attracted significant private investment to the surrounding neighborhood.

planned as part of a neighborhood development. Also, land adjacent to transit stations that is owned by WMATA is regularly made available for development opportunities.

6. Help in securing project financing. Aggressive financial participation and risk sharing can help stimulate TOD. One method of risk sharing is underwriting land costs in return for project participation. For example, set below market rents in exchange for a portion of project revenues for certain length of time. Also, public/private partnerships can also aid in securing project financing.

7. Pursue Public/Private Partnerships. Joint development efforts are based on the idea of combining transit investment and commercial development to allow the public to share in value enhancements generated by public investment.

It may be beneficial to purchase a portion of a project for a public purpose; library, offices, etc... The developer gains a paying tenant while the city gains an integrated mixed-use project and well-located facility. The federal Department of Transportation has made funding available for TOD joint developments. The benefits include securing a revenue stream for the transit system and shaping land use to increase economic development and transit use



Development of land adjacent to transit can catalyze redevelopment of other properties within the transit area.



# DESIGNING A TRANSIT-ORIENTED NEIGHBORHOOD: *THE IMPORTANCE OF A DEFINED CENTER*

**A** defined neighborhood center serves as the focus of community life. Six key design principles refocus new investment to recreate traditional centers to take advantage of existing transit facilities to create pedestrian friendly retail, entertainment, employment educational, and housing options for all community members.

## CONCEPTS

*A successful transit-oriented neighborhood center...*

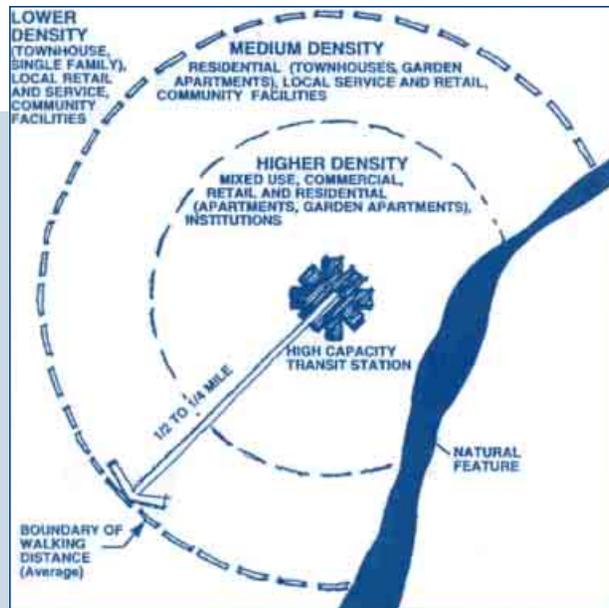
- Is a core of compact development focused around bus and rail stations.
  - Is the center of community life by providing opportunities to shop, work, live, learn and play.
  - Has a defined boundary and character distinct from the surrounding neighborhood.
- Emphasizes six key design principles:
    1. Orientation & Connectivity
    2. Quality Public Realm & Amenities
    3. Pedestrian Friendly, Safe Environment
    4. Attractive Architecture & Design
    5. Mix of Uses
    6. Creative Parking Management



A defined neighborhood center integrates basic design principles into one lively pedestrian environment accessible by transit.

## GUIDELINES

This chapter focuses on six design principles that can create vibrant centers focused on transit, while enhancing unique neighborhood characteristics. Most of these principles are evident in different combinations throughout Washington, DC; however, they can be combined to have a greater impact in reinforcing patterns of development friendly to transit and walking to increase neighborhood vitality.



A transit-oriented neighborhood has a defined center focused around high quality transit. Activity and density decreases with distance from the center.

Source: New Jersey Transit

### A. Integrate the six design principles to create compact development around rail and bus facilities:

#### 1. CONNECTIVITY

A transit-oriented neighborhood center must be connected to neighborhood destinations, different travel modes, and activity centers throughout the District and region.

#### 2. QUALITY PUBLIC REALM

A network of public spaces must be provided to create a sense of place and promote pedestrian activity.

#### 3. PEDESTRIAN-FRIENDLY ENVIRONMENT

Physical design, infrastructure, and land uses promote walking, biking and transit use to increase activity and deter crime.

#### 4. ATTRACTIVE ARCHITECTURE & DESIGN

Quality design should integrate all components of a transit-oriented neighborhood to reflect one unified, attractive environment.

#### 5. MIX OF USES

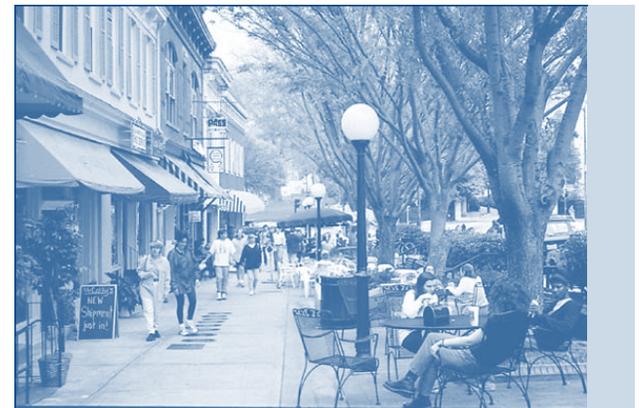
A variety and intensity of land use and activities should be provided within walking distance of transit facilities.

#### 6. CREATIVE PARKING MANAGEMENT

Parking should be managed so that automobile access is balanced with transit, pedestrian and bicycle travel.

### B. Create an environment that supports transit use and neighborhood investment.

- Promote compact development around transit facilities to shift neighborhood focus from automobile travel by making many daily activities accessible by transit and walking.
- Create a street wall of buildings to provide retail, employment and housing opportunities that open onto the sidewalk, defining a vibrant walking environment with access to transit.
- Stimulate reinvestment in neighborhoods by creating a variety of development opportunities. Access to many destinations and transit results in a compact vibrant environment.



Undesirable

### CONNECTIVITY



Providing compact development at transit facilities shifts focus from automobile travel requiring extensive parking (above), to emphasize walking and transit as the dominant modes of travel to and from the neighborhood center (below).

Desirable



### MIX OF USES



Automobile uses such as wide road or large, barren parking lots create a hostile and unsafe pedestrian and neighborhood environment (above). Continuous development along the street with an active mix of uses creates a welcoming place for pedestrians to shop and dine (below).



### ATTRACTIVE ARCHITECTURE



Deteriorating properties can be a burden on neighborhoods, but also an opportunity for reinvestment (above). Infill development can strengthen a community and create new opportunities for housing, retail, and employment (below).



**C. The neighborhood center should be focused at the transit stop, intensifying uses within a comfortable walk of transit and tapering away in intensity away from transit access.**

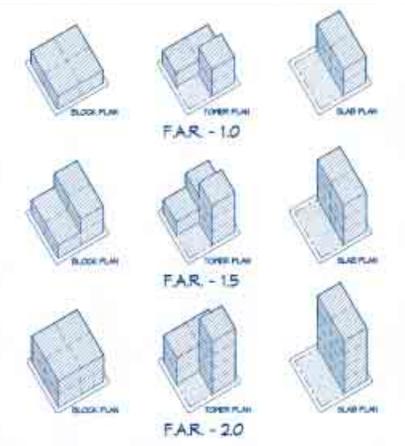
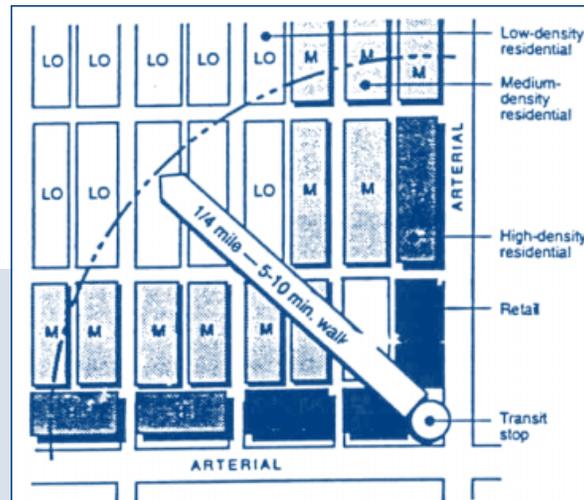
- A general guideline for a comfortable walking distance is a 5-minute walk (roughly 1/4 mile or 1,250 feet) to transit stations or stops.
- The boundary of the transit-oriented area is within a 10-minute walk of high quality transit—typically 1/2 mile or 2,500 foot from the stop.
- Increase intensity of uses and activities in the neighborhood center to create a variety of opportunities within walking distance of transit stations and support local neighborhood retail.
- Decrease development intensity at perimeter of the defined center to relate to the surrounding neighborhood.
- The boundaries will vary and adapt to the neighborhood. Generally speaking, people will walk further to employment and housing than they will to retail services.

Intensity of uses decline with distance from the defined neighborhood center and comfortable, convenient use of transit .  
Source: Chicago Transit Authority

**WHAT IS FAR?**

FAR refers to Floor Area Ratio, the ratio of the total building floor area to parcel area. FAR is used to measure the density of commercial mixed used development and certain intense housing types (apartments and town houses). FAR requirements ensure the appropriate intensity of development occurs within the neighborhood center and may vary depending on neighborhood characteristics and transit facilities.

FAR usually sets a maximum level of development. To assure the goals of compact, transit-oriented development, minimum FAR requirements may be more appropriate.



Different building shapes may produce the same FAR  
Source: Cunningham + Quill Architects



# ADDENDUM ONE

## *TOD CHECKLIST*

### LAND USE

Is there higher density development at the defined center?

Is there a mix of uses in the defined transit center including residential, commercial, retail, and employment?

Is there a mix of uses within buildings?

Are retail and convenience services located on the ground floor and directly connected to sidewalks?

Is there pedestrian activity throughout the day?

Are people using nearby transit throughout the day?

Are automobile oriented uses such as parking lots, gas stations, or drive-thrus, discouraged or appropriately treated?

### SITE PLANNING & DESIGN

Are buildings and public spaces oriented towards sidewalks and streets?

Are the sidewalks along streets? Do they connect to other streets and destinations in the area?

Is it easy to walk between transit, mixed land uses and surrounding areas?

Are there trees along sidewalks and streets?

Is there lighting along sidewalks and streets?

Do buildings fit in with each other?

Are there features that create an interesting pedestrian environment?

### STREET PATTERNS & PARKING

Are streets frequent and connect to the larger neighborhood?

Is there a lack of surface parking that breaks up the building edge at the street?

Do street patterns connect and simplify access to destinations?

Are pedestrian routes buffered from traffic and large expanses of parking?

Are there convenient crosswalks to local destinations?

## **ADDENDUM TWO**

### *REFERENCED SOURCES*

- Burden, Dan; Streets and Sidewalks, People and Cars, The Citizen's Guide to Traffic Calming; The Center for Livable Communities; April 2000.
- California Department of Transportation; Transit-Oriented Development Guidebook; Date?
- Calthorpe & Associates; Transit Oriented Development Design Guidelines for Sacramento County, California; September 1990.
- Chesapeake Bay Foundation; Building Healthier Communities with Metrorail: Rethinking Parking Policies; 2001.
- Chicago Transit Authority, Chicago, Illinois; Guidelines for Transit-Supportive Development; 1996.
- Metropolitan Council, Minneapolis, Minnesota; Planning More Livable Communities with Transit-Oriented Development; July 2000.
- Puget Sound Regional Council, Seattle, Washington; Creating Transit Station Communities in the Puget Sound Region; June 1999.
- The Center for Livable Communities; Building Livable Communities: A Policymaker's Guide to Transit-Oriented Development; August 1996.

## **TRANS-FORMATION: Resources for Further Information**

### **Transit-Oriented Development Planning**

DC Office of Planning  
801 N. Capitol Street, NE Suite 4000  
Washington, DC 20002  
202.442.7600  
[www.planning.dc.gov](http://www.planning.dc.gov)

### **Mass Transit Planning**

District Department of Transportation  
Office of Mass Transit  
2000 14th Street, NW 6th Floor  
Washington, DC 20009  
202.673.6813  
[www.ddot.dc.gov](http://www.ddot.dc.gov)

### **ReStore DC: Neighborhood Commercial Revitalization**

Office of the Deputy Mayor for  
Planning and Economic Development  
1350 Pennsylvania Avenue, NW,  
Suite 317  
Washington, DC 20004  
202.727.6365  
[www.dcbiz.dc.gov](http://www.dcbiz.dc.gov)

### **Joint Development**

Washington Metropolitan Transit  
Authority  
600 5th Street, NW  
Washington, DC 20001  
202.962.1240  
[www.wmata.com/bus2bus/jd/jointdev.cfm](http://www.wmata.com/bus2bus/jd/jointdev.cfm)

### **Regional Transportation Planning**

Metropolitan Council of Governments  
777 N. Capitol Street, NE, Suite 300  
Washington, DC 20002  
202.962.3200  
[www.mwco.org](http://www.mwco.org)

### **Washington Region Smart Growth**

Coalition for Smarter Growth  
1777 Church Street, NW  
Washington, DC 20036  
202.588.5570  
[www.smartergrowth.net](http://www.smartergrowth.net)

Washington Regional Network for  
Livable Communities  
1777 Church Street, NW  
Washington, DC 20036  
202.667.5445

### **National Smart Growth**

Smart Growth Network  
[www.smartgrowth.org](http://www.smartgrowth.org)

Prepared by  
Government of the District of Columbia



Office of Planning  
801 N. Capitol Street, NE  
Suite 4000  
Washington, DC 20002  
P/ 202.442.7600  
F/ 202.442.7637  
[www.planning.dc.gov](http://www.planning.dc.gov)