

# Transit Oriented Development (TOD) Around Metro Stations



**National Capital Region Transportation Planning Board-  
Regional Public Transportation Subcommittee**

Washington Metropolitan Area Transit Authority  
April 28, 2026

# Transit helps the region grow

- **Metro stations** have twice as many businesses, three times more jobs, and three times more property value than areas without Metro
- Over half of the region's 240,000 businesses – and more than 70% of its 2.5 million jobs **are within a half mile of a Metro** rail station or bus stop



# Metro enables transit-oriented development through ground leases and land sales

Metro's joint development program has resulted in the delivery of 59 buildings at 32 stations:



10,800 residential units



7 million SF of office/retail

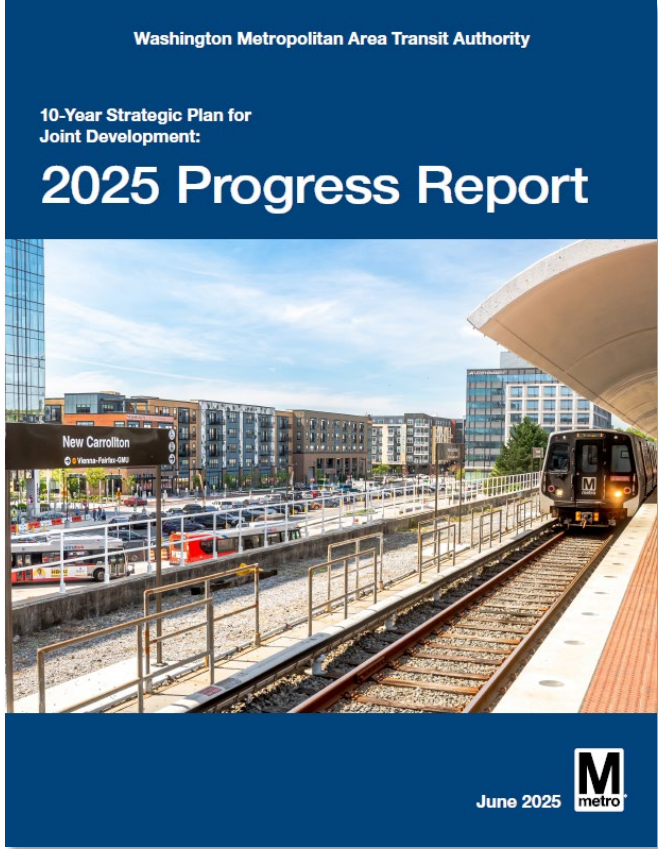


\$220 million in annual tax revenue



# Metro's joint development strategic plan communicates benefits and priorities

- 10-Year Strategic Plan for Joint Development released in 2022 to communicate to public leaders and development stakeholders the benefits of TOD and impact of Metro's development program
- Outlined future development opportunities and impact, as well as challenges and obstacles
- **Set a goal of 20 new development agreements by 2032** and strategies to meet that goal
- Strategic Plan an opportunity to rally region to work to accelerate development and attract private sector investment



Since 2022, over 2,700 new housing units and 1.5 million SF of office either delivered or under construction

# Over 1,800 housing units delivered since strategic plan released

- **5 developments** currently under construction- totaling **1,400 residential units** and 422,000 SF of office

College Park: Atworth (2024)



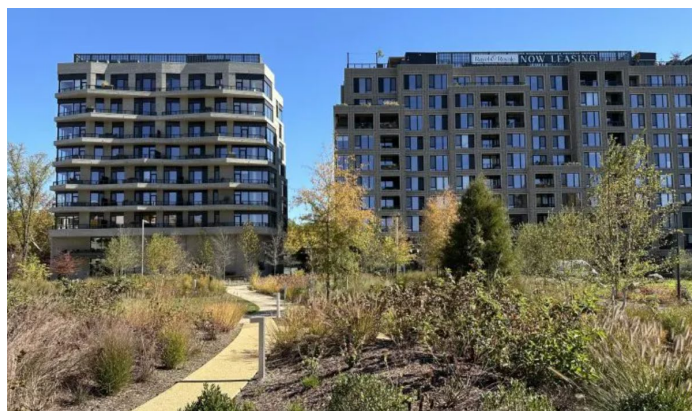
Huntington: Avention (2024)



North Bethesda: Envoi (2026)



Grosvenor: Ravel & Royale (2024)



New Carrollton: Margaux (2024)



# Key strategies help Metro meet development goals



## Right-Sizing Transit Facilities

- Bus bays and parking facilities (park & ride, pick-up/drop-off)
- Controlling costs of replacement assets



## Partnering with Local Jurisdictions

- Addressing financial gaps with state, local & federal investment across stations
- Tax abatements assist with local affordable housing goals
- Accommodating innovative uses



## Increasing Development Readiness

- Enhanced Planning Development Program and Joint Development Planning Studies
- Updated solicitation template and simplified requirements
- Proactive site rezoning



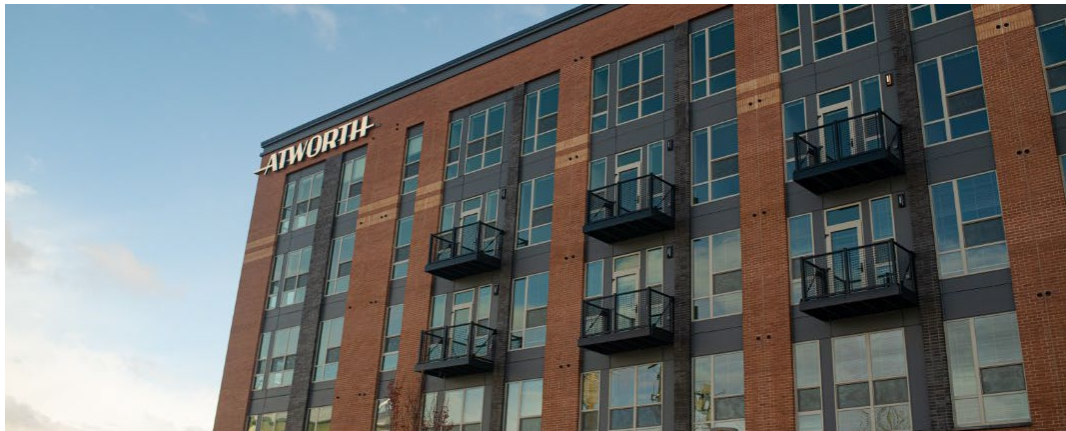
## Minimizing Implementation Risks

- Revised transaction templates
- Outside counsel and real estate consultants
- Expedited negotiations (Goal: 6-9 months)

# Recent developments have required gap financing

**Historically, land value has covered the cost of transit infrastructure (new garages, bus bay reconfigurations, etc.); Capital funds have been used at some sites where costs exceed land value, but Metro has limited capacity for these investments. Jurisdictional affordability requirements further impact land values.**

**College Park** (Prince George's County)



- Prince George's County helped fund parking garage that allowed for future joint development (built in 2005)
- \$56.3 million low-rate loan from Amazon's Housing Equity Fund for workforce affordable housing

**Grosvenor-Strathmore** (Montgomery County)



- Utilized Montgomery County's new 15-year tax abatement for high-rise residential development on Metro property
- Also received support from Amazon's Housing Equity Fund

# Prioritizing Metro's Joint Development Sites

Metro's 2022 Strategic Plan for Joint Development organized stations into four priority groupings based on:

- Initial evaluation of development potential
- Infrastructure needs and market readiness

These groupings help Metro staff manage internal resources, and local jurisdictions understand and proactively address challenges to development, and were updated as part of the 2025 Progress Report.



# Project Spotlight: New Carrollton

Jurisdiction: *Prince George's County, MD* Metro Rail Line: *Orange/Silver*

- Vision from Metro, County, and State of Maryland to transform New Carrollton into a multi-modal hub and develop around it
- Joint Development Agreement with Urban Atlantic executed in 2016 with goal to transform 36 acres of surfacing parking into 2.7 million square feet of mixed-use development and generate more than \$20 million annually in new tax revenue
- 573 residential units, 527,000 SF of office and 3,500 SF retail delivered have been completed, with current construction on combined 364-unit affordable phased development
- Federal, state, and local partners are investing \$90 million in infrastructure and a new multi-modal train hall in addition to a new cross-city light rail line (MTA Purple Line) and upgrades to the Amtrak station

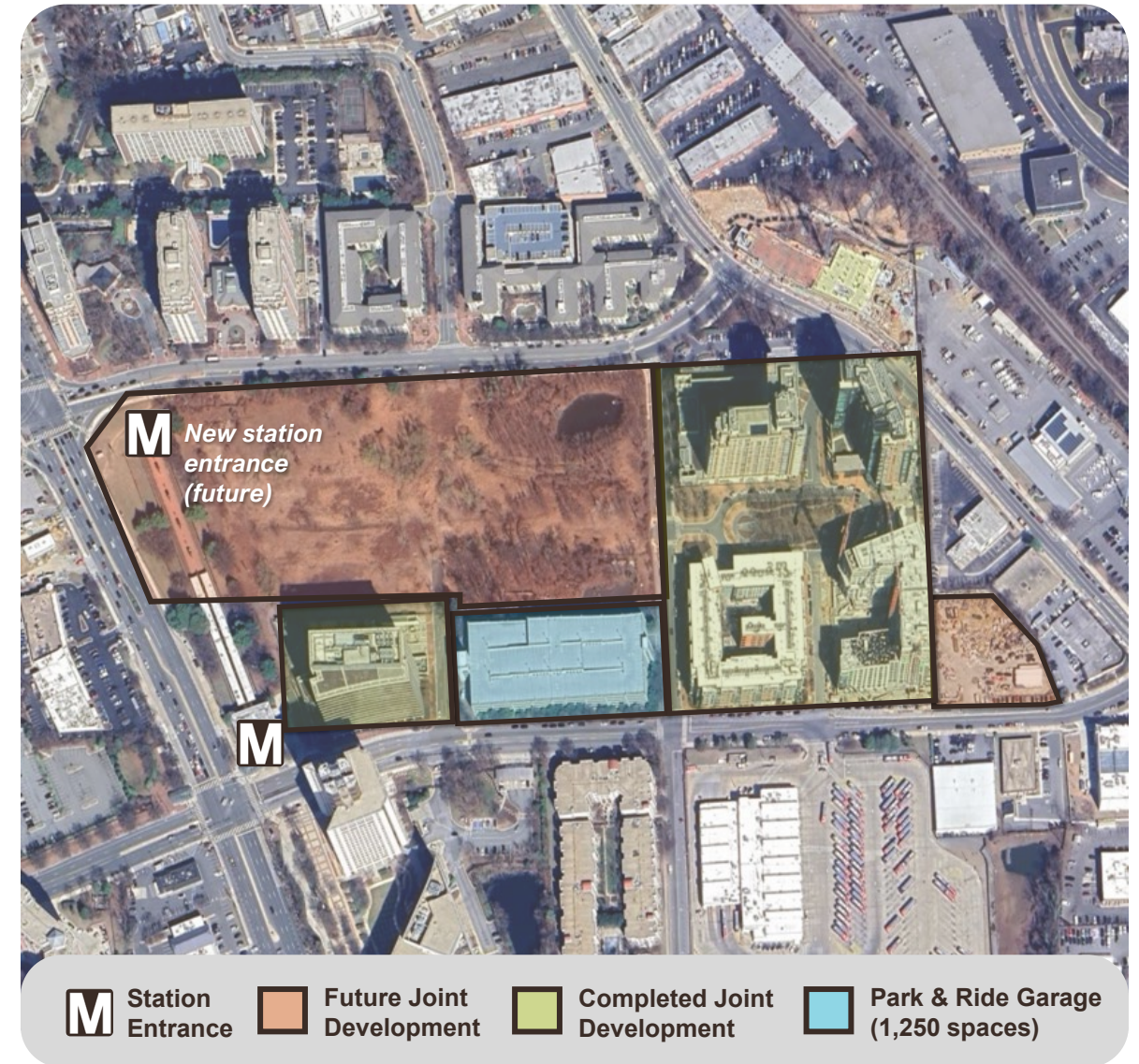


# Project Spotlight: North Bethesda

Jurisdiction: *Montgomery County, MD*

Metro Rail Line: *Red*

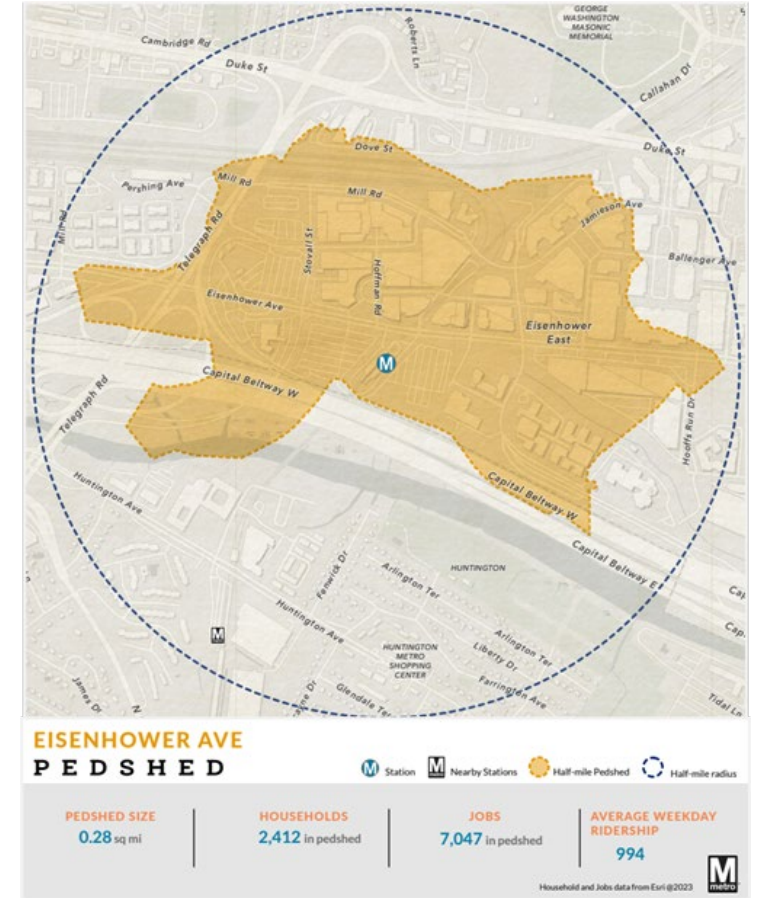
- 2001 joint development agreement resulted in 1,300 housing units and 312,000 SF of office, as well as a new parking garage for Metro commuters
  - Developer's rights to the remaining 13.9-acre site expired in 2017
- County approved sector plan to transform auto-oriented suburban community, to more walkable, dense, mixed-use community
- Metro and Montgomery County sign MOU to pursue mixed-use transit-oriented development, anchored by life science and innovation uses
- County coordinating funding (local, state, federal) for new North Entrance, initial public site infrastructure, and champion for establishing University of Maryland Institute for Health Computing
- Metro selected Hines as development partner



# How Metro Supports and Encourages TOD

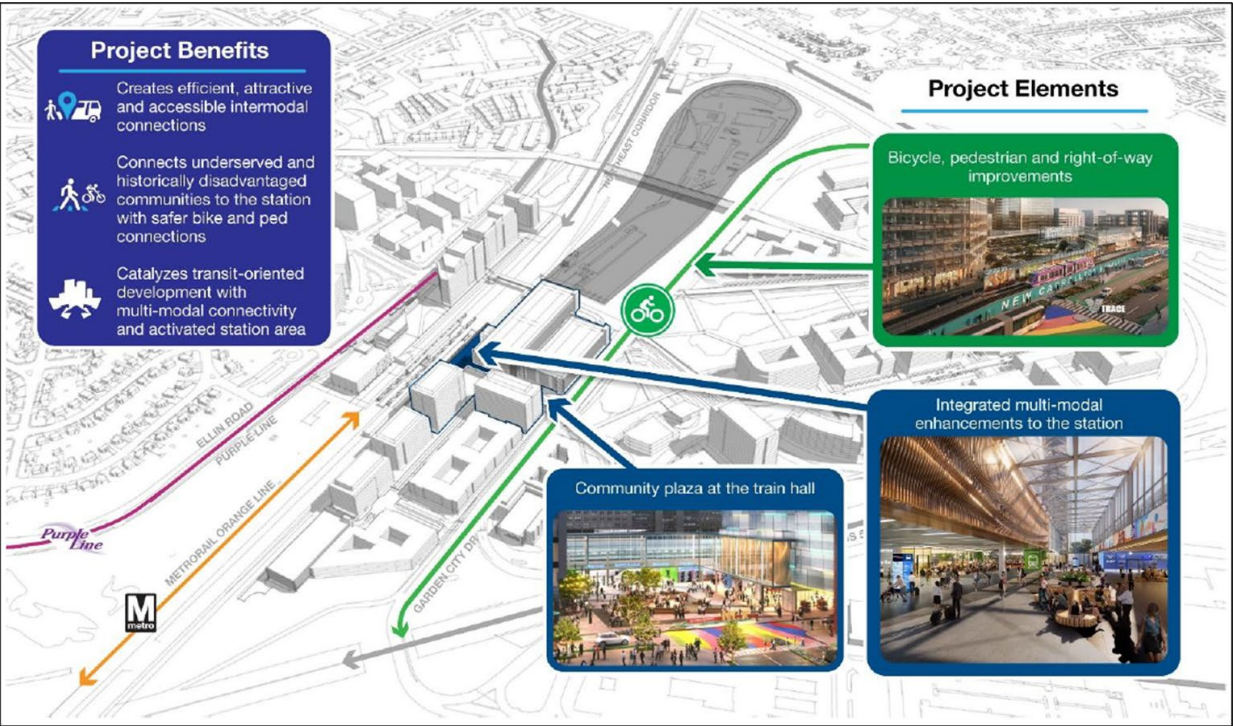
**Metro has long advocated the many social and economic benefits of TOD, and supported partners with powerful data, models, and actionable ideas**

- Released Benefits of Transit report that analyzed and communicates social and economic value of transit and TOD to the region
- Developed updated models and tools for estimating impacts of TOD and improving pedestrian and bicycle access
- Analyze regional land use scenarios for increasing transit ridership, rebalancing supply of housing and jobs, meeting regional goals
- Data, tools, and planning support for partner priorities:
  - TOD planning grant applications
  - Analysis of Maryland maximum station development potential
  - Station area profiles
  - Site analysis for Amazon HQ2 competition and FBI HQ
  - RFK Redevelopment, Poplar Point, Union Station, Blue Line Corridor



# Improving access to transit is a key part of TOD vision

## New Carrollton



## Columbia Pike

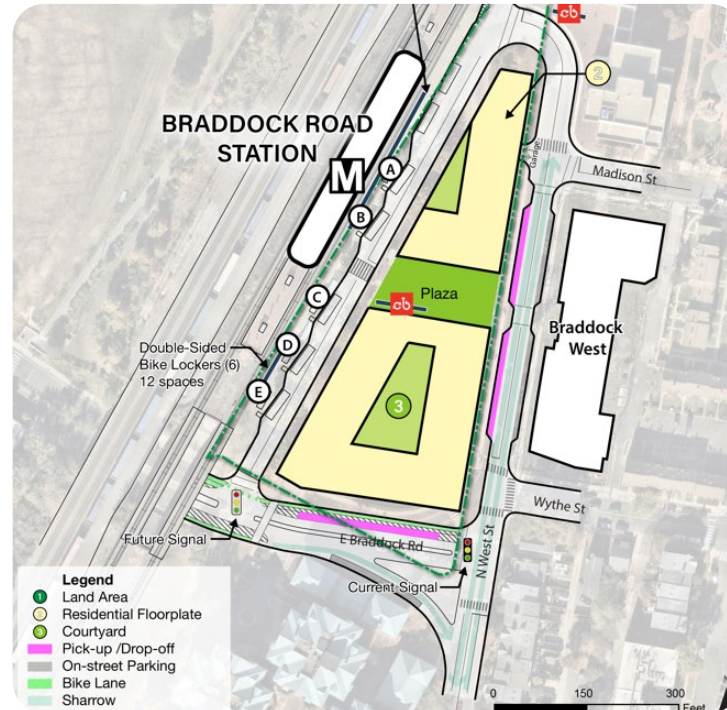


# Metro coordinates with jurisdictions on street improvements to shift to curbside pick-up and drop-off

**Existing:** Kiss & Ride lot has 21 spaces surrounded by bus loop



**Planned:** Curbside PUDO spaces surrounding future development



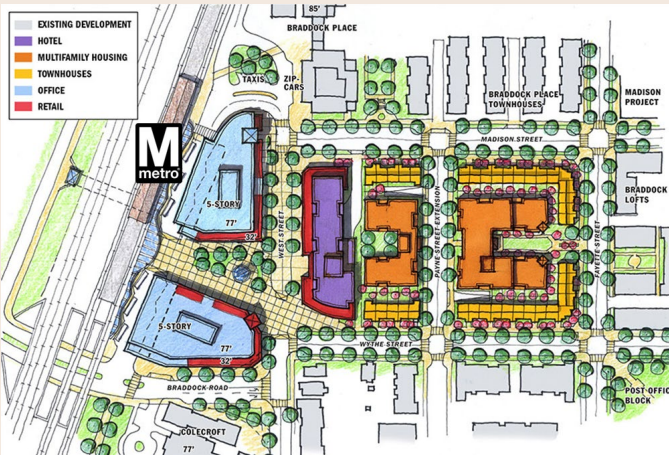
- Metro stations built outside of downtown have dedicated Kiss & Ride lots for pick-up/drop-off (PUDO) and waiting
- Planning team conducts vehicle count to determine peak PUDO demand
- Coordinate with the local jurisdiction to create space for dedicated short-term curbside spaces within public right-of-way and signage for PUDO
- Explore opportunities for shared curbside PUDO with neighboring buildings.
- **Lesson:** PUDO will typically occur at area with most direct access to station entrance

# Opportunity: Partners in Planning the DMV's Future

Metro and the DMV are national leaders in Joint Development. But there remains great potential and opportunity for intentional, ongoing partnerships in broader TOD planning and implementation.

## Prioritize Growth Near Transit

- Regional, systemwide TOD Plan
- Updated density targets
- Future land use & zoning
- Affordable housing production & preservation tools



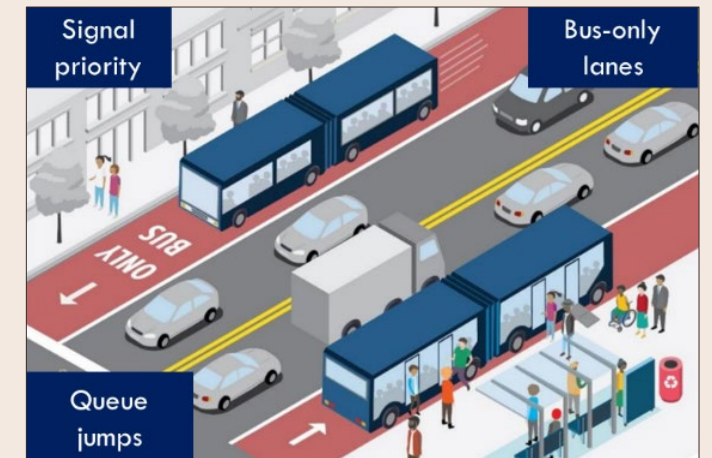
## Improve Access to Transit

- Identify gaps and barriers in pedestrian and bike networks
- Expand paths and sidewalks
- Build bike paths/parking



## Leverage What We Already Have

- Grow ridership and all-day service
- Bus-Oriented Development plan and toolkit
- Transit priority on all high-frequency bus corridors



# Thank You!

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