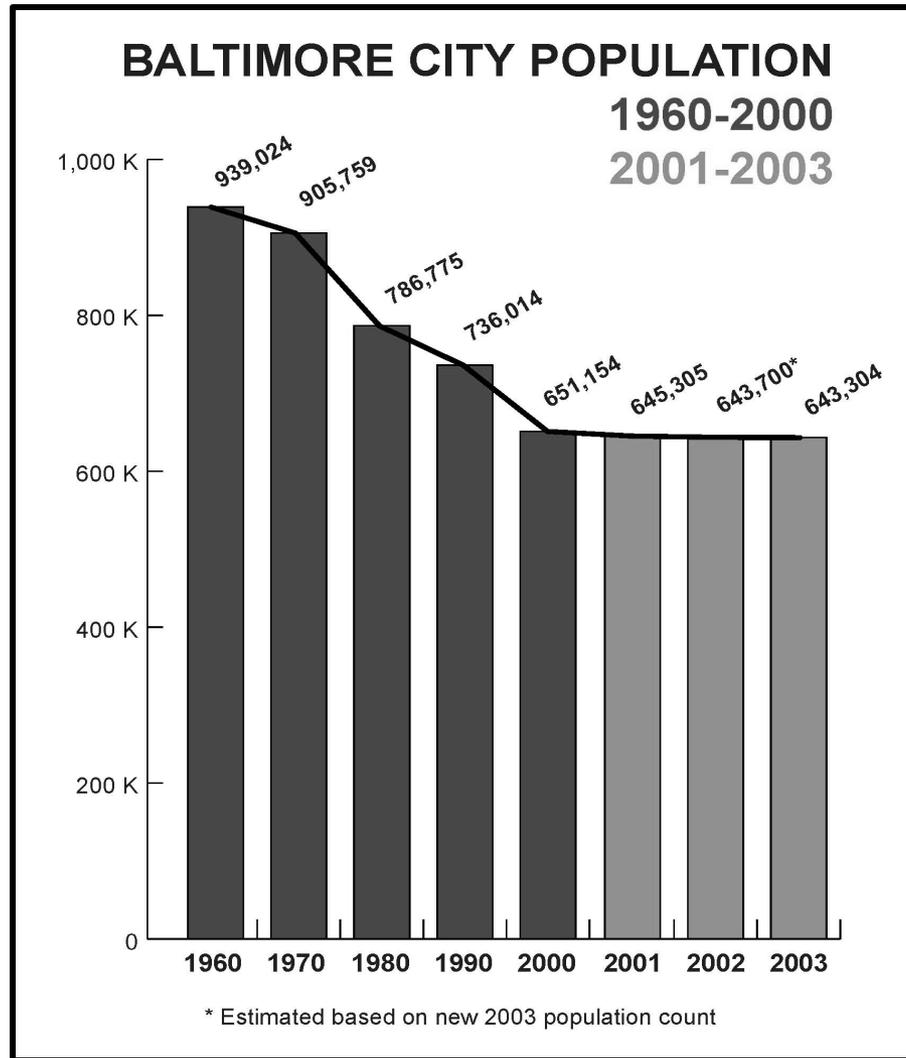


# Transit-Oriented Development in Baltimore

June 30, 2005

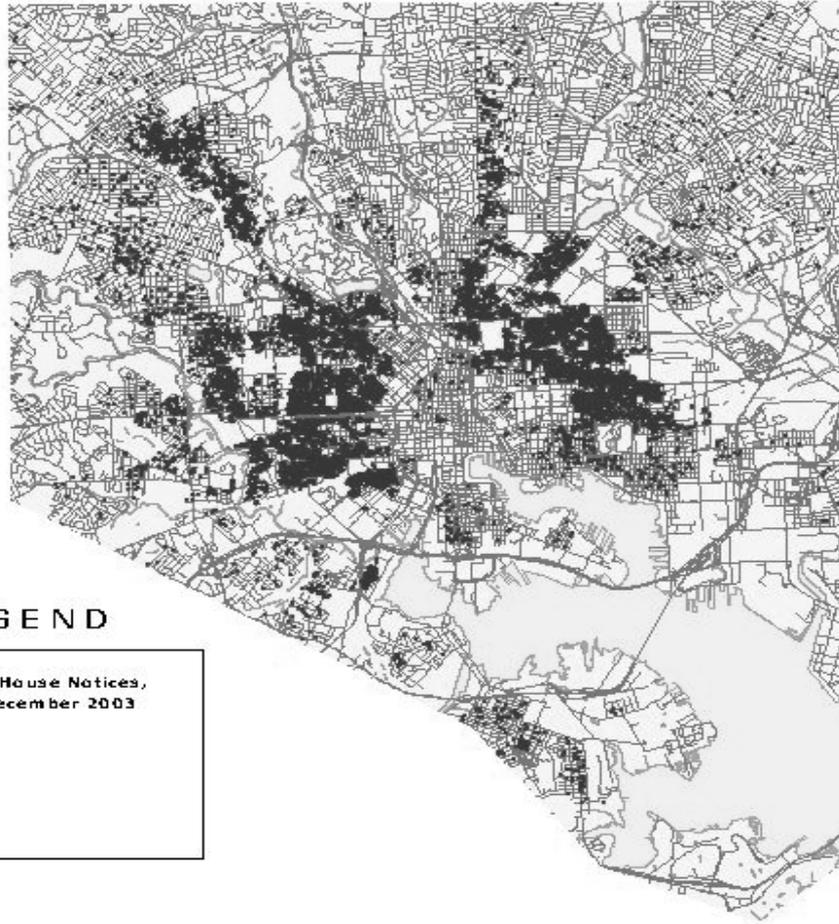


# Development Opportunities



# Development Opportunities

## Vacant Land Available for Redevelopment



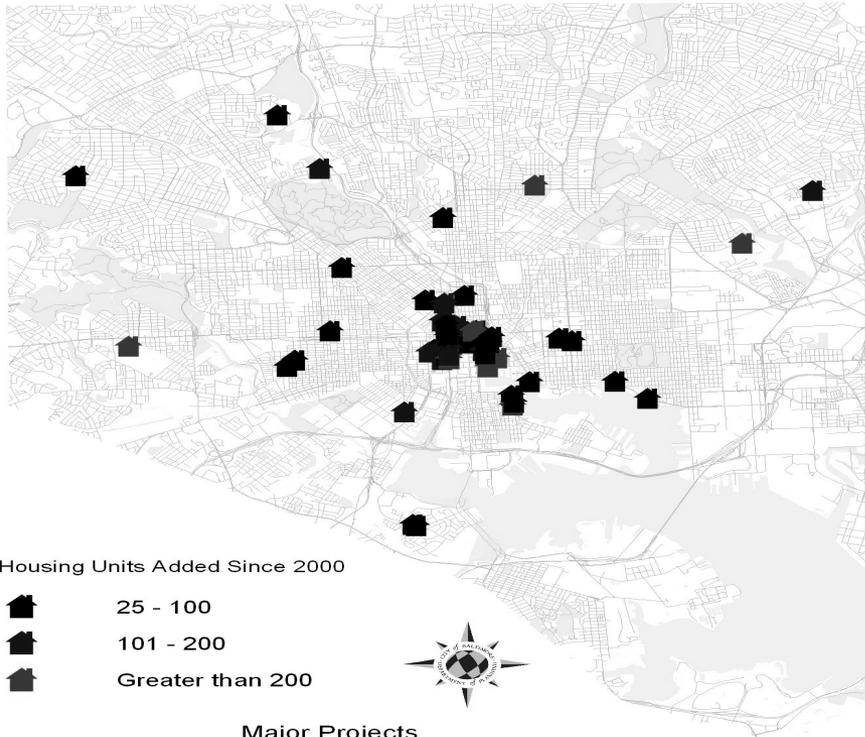
### LEGEND

- Vacant House Notices,  
As of December 2003

# Development Opportunities

## City Supported Housing Development Activity

This map is a snapshot of some current large-scale housing activity. It is not meant to be an all-inclusive list.



Housing Units Added Since 2000

-  25 - 100
-  101 - 200
-  Greater than 200

### Major Projects

Project Name	Number of Units
Clipper Mill	110
Stadium Place	200
Frankford Estates	170
Reservoir Hill	84
Poppleton	134
Uplands	1100
Camden Crossing	150
East Baltimore	1200
Spinnaker Bay Apts	316
The Atrium	173
The Munsey	147
Centerpoint	395
Silo/Locust Point	450



**Martin O'Malley**  
Mayor

Otis Rolley, III  
Director of Planning



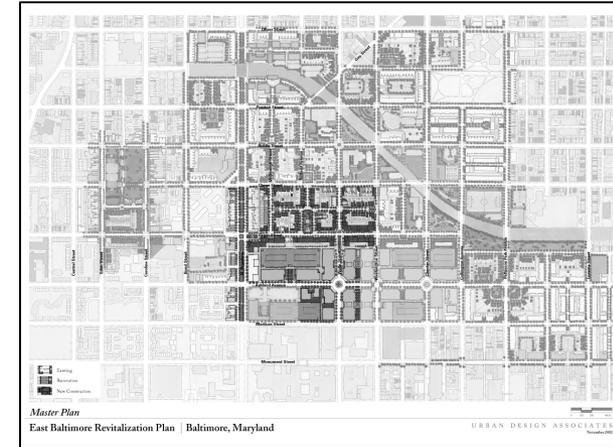
## Heritage Crossing



# Development Opportunities

## Many More Opportunities....

- WASHINGTON BALTIMORE METROPOLITAN AREA
- INCREASING REAL ESTATE VALUES
- EXPANDING TRANSIT SYSTEM
- MAJOR REDEVELOPMENT EFFORTS
- MAJOR HIGHER EDUCATION INSTITUTIONS

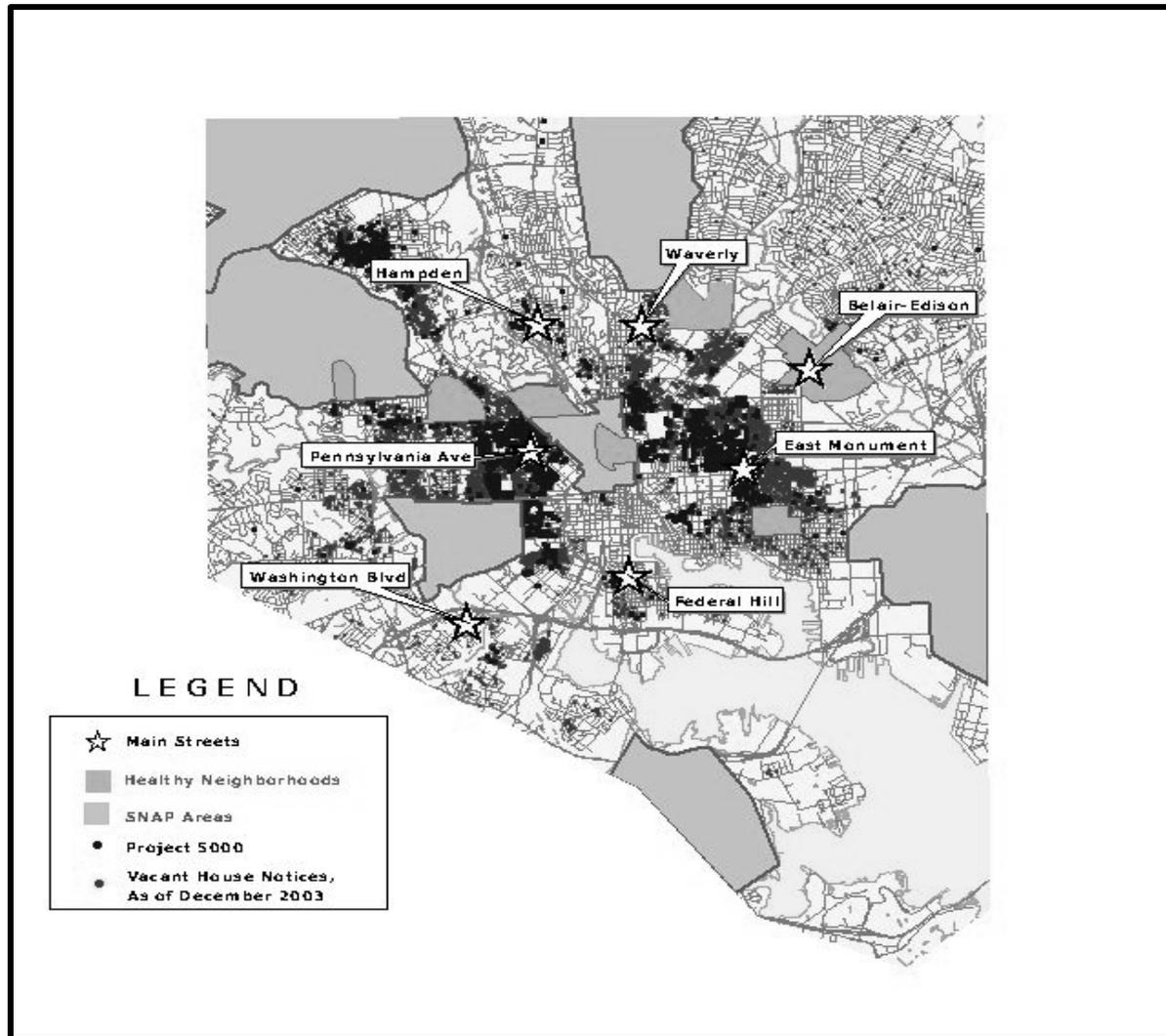


East Baltimore (EBDI)

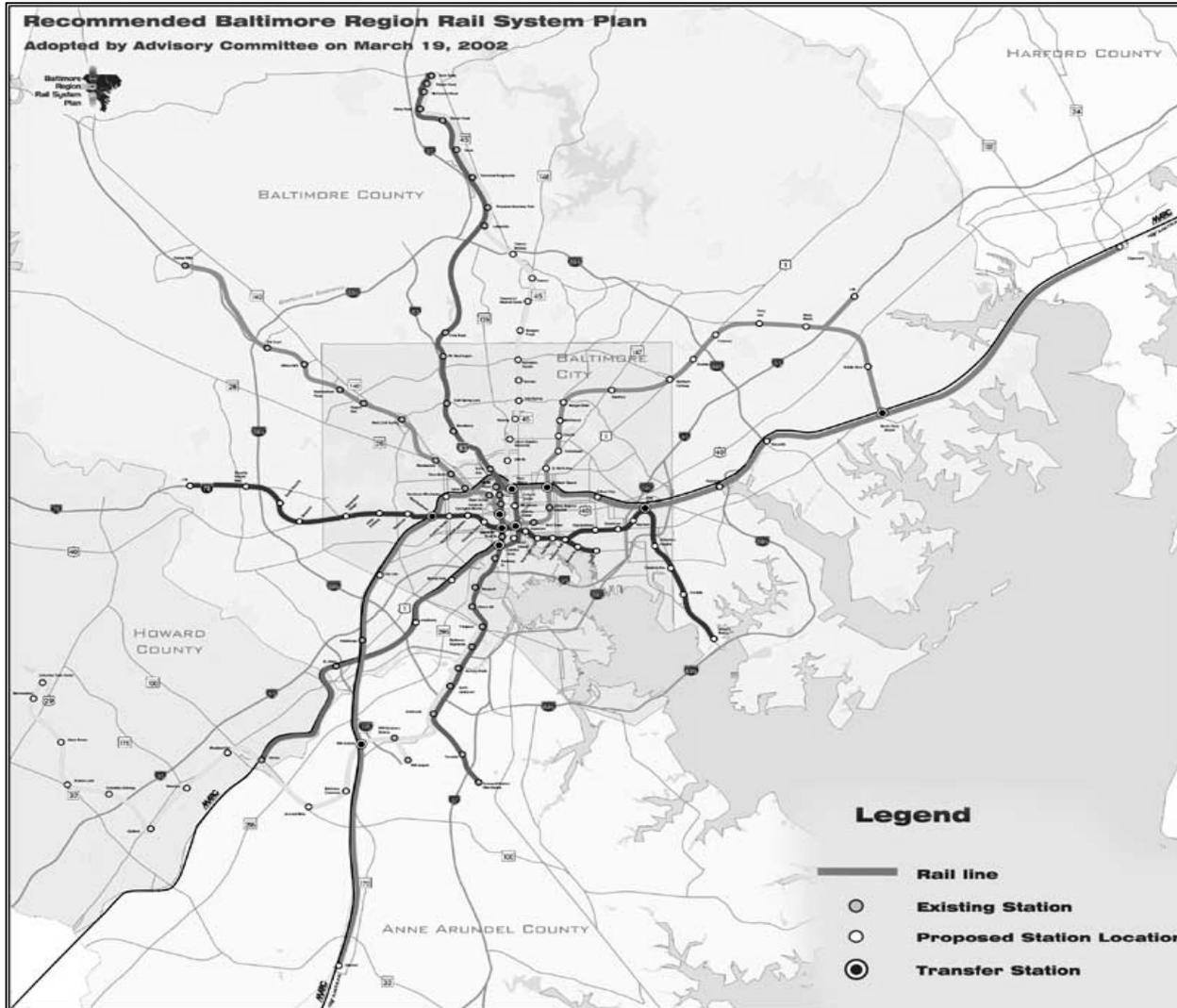


Park Heights Master Plan

# TOD Strategy: Leveraging



# TOD Strategy: Expand Transit



# TOD Strategy: Transit Funding

- FTA New Starts funding an incentive for promoting TOD
- Land use rating important to obtaining federal funding

<b>Project</b>	<b>Cost-effectiveness rating</b>	<b>Land use rating</b>	<b>Project justification rating</b>
Charlotte S. Corridor LRT	Low-Medium	Medium-high	Medium
Cleveland Euclid Corridor	Low-Medium	Medium-high	Medium
NY East Side Access	Medium	High	Medium-high
Phoenix Central Corridor LRT	Low-Medium	Medium	Medium
Pittsburgh N. Shore LRT	Low-Medium	Medium-high	Medium
Raleigh Regional Rail	Low-Medium	Medium	Medium
Las Vegas Resort Guideway	Medium-high	Medium	Medium-high

# TOD Strategy: TOD Objectives

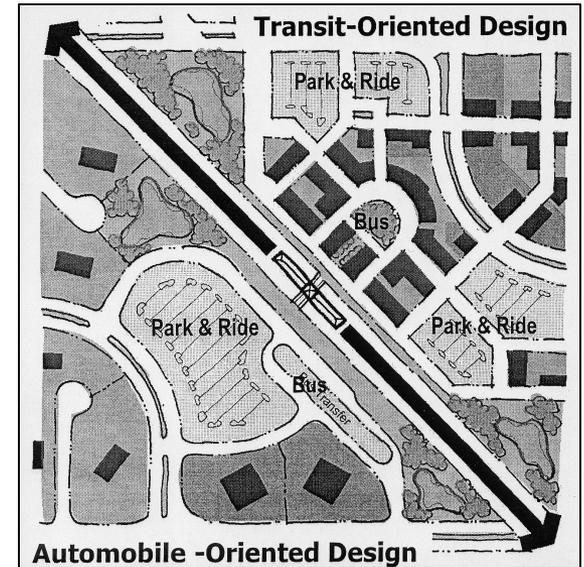
## **Proposed TOD Objectives for Baltimore**

- Maximize transit assets for public benefit and leverage these investments towards the realization of broader economic development goals.
- Expand transportation choice by enhancing the quality of bicycle, pedestrian & transit access, and managing the use of the automobile.
- Guide future development into compact-mixed-use activity centers near transit that promote convenient access to jobs and daily services.
- Enhance character, safety and sense of place in neighborhoods near transit stations, and promote a broad range of housing choices.

# TOD Strategy: TOD Checklist

## Guiding Principles

- A mix of land uses
- Pedestrian friendly design & streetscapes
- Quality amenities & open space
- Building orientation to street & transit
- Connected street patterns
- Managed automobile parking



# TOD Strategy: Current Efforts

## Red Line Transit Study

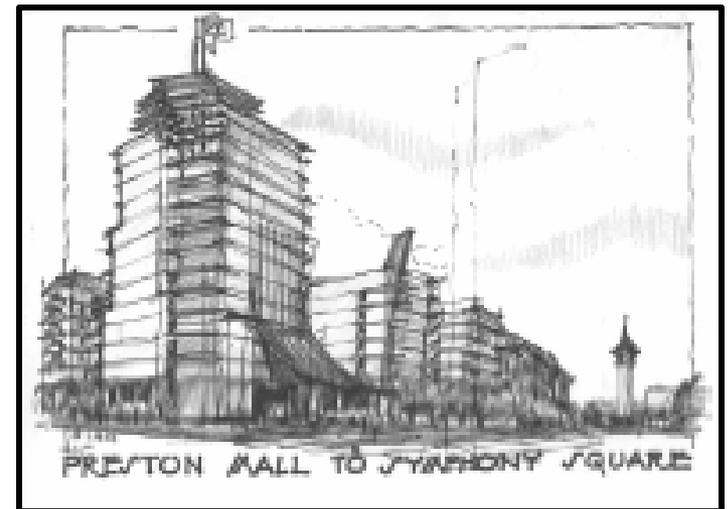
- Light Rail and Bus Rapid Transit being considered
- FTA application evaluated by land use policies that promote transit
- Locate stations to maximize benefit



Community Working Groups

## State Center TOD Strategy

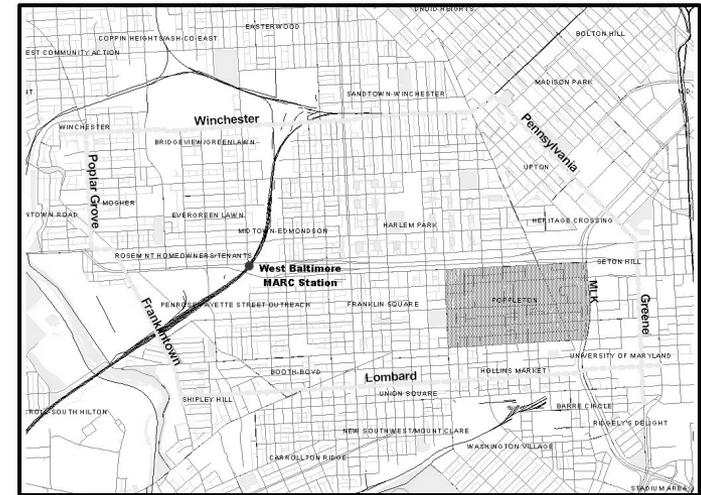
- Reconnect neighborhoods
- A cultural & regional destination
- An improved transportation system



# TOD Strategy: Current Efforts

## West Baltimore MARC

- Charrette Planning Process, Fall 2005
- Address MARC station development w/ improved linkages and Red Line opportunities



## Baltimore Neighborhood Collaborative

- Planning and outreach to expand workforce & housing opportunities around 3 transit hubs
- City Planning developing supportive policies and playing role in outreach



Station North Arts & Entertainment District



# TOD Strategy: Opportunities

## Reisterstown Plaza & Rogers Avenue

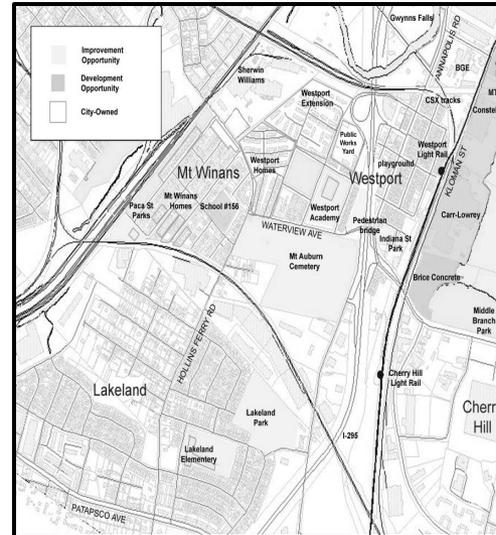
- Joint development opportunities
- Promote TOD principles



Reisterstown Plaza

## Westport Mount Winans Lakeland Master Plan

- Existing Light Rail Station
- Urban Design Guidelines illustrate TOD principles



# TOD Strategy: Implementation

- **Adopt TOD Objectives**
- **TOD Checklist as an education tool**
- **Develop a TOD Strategy**
- **TOD Overlay Zone Options**
  - Alter land use regulations to promote TOD
  - Interim overlay zone to limit auto uses that compromise TOD capacity
  - Two approaches to long-term Overlay Zoning
    1. Mapped Transit Districts linked to Development Plans
    2. Guidelines and incentives applicable to all or specified station areas

# Transit Oriented Development in Baltimore

June 30, 2005