CENTRAL MARYLAND REGION

A Strategy For More Transit-oriented Development

Reconnecting America Webinar
July 16, 2013

By: Brian O’Malley, AICP
STAFF

Michele L. Whelley
President & CEO
Michele L. Whelley brings 20 years of experience in economic development to her position as President and CEO of the Transportation Alliance. Her previous positions at the Economic Development Corporation of New Haven, Colliers Pinkard, Downtown Partnership of Baltimore and the Baltimore Development Corporation have given her a deep understanding of how transportation impacts the economic growth and vitality of a region.

Brian O’Malley
Director of Policy & Programs
Brian O’Malley joined the Transportation Alliance in 2008. He began his urban planning career in 1999 in Chicago with NORBIC, an industrial economic development organization. In 2003 he joined the Planning Department of Carroll County, Maryland, ultimately overseeing the adequate public facilities program as Concurrency Manager. Brian is a member of the American Institute of Certified Planners.

Tre Jerdon-Cabrera
Research & Communications Specialist
Tre Jerdon-Cabrera is a professional urban and regional planner, specializing in economic development and community planning. In 2007 she joined the American Planning Association (APA) at its D.C. headquarters as a research associate with the Planning Advisory Service (PAS). Tre is a Master of Social Work (MSW, community practice) candidate at University of Maryland School of Social Work, concentrating in management and social administration.
2007

- Founded in Nov. 2007

2008

- Governor announces Locally Preferred Alternative for the Red Line

2009

- Central Maryland TOD Strategy Report released
- Zip Car launches in Baltimore
- Governor designates 14 TOD Sites
- State Historic Tax Credit renewed and expanded to include TOD projects

2010

- Charm City Circulator launches
- MARC Commuter Rail recommendations released
- Blue Ribbon Commission on Transportation Funding issues final report

2011

- First round of bus route improvements from Rate Your Ride take effect
- HUD awards $3.5 M Sustainable Communities Regional Planning Grant to Baltimore region
- The Last Mile demonstration project kicks off

2012

- MTA relaunches Rate Your Ride
- Sustainable and Equitable Economic Development initiative report issued
- The Blue Ribbon Commission on Transportation Funding issues final report
- Urban Land Institute Baltimore and Washington chapters form joint TOD working group
- Public Private Partnerships reform bill passes

2013

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Central Maryland TOD Strategy:
A Regional Action Plan For Transit-Centered Communities

FINAL REPORT / June 8, 2009

Prepared for: CENTRAL MARYLAND Transportation ALLIANCE

Prepared by: CTOD CENTER FOR TRANSIT-ORIENTED DEVELOPMENT
3rd Annual Central Maryland
Transit-oriented Development Summit

Thursday, March 11 7:00 p.m. to 9:00 p.m.

John Rangos Building
855 N Wolfe Street
Baltimore

Light refreshments!
Views of EBDI and Baltimore skyline!

By transit:
Served by the 35 bus, 13 bus and ¼ mile walk from the Green Line Metro’s Johns Hopkins Hospital stop

Parking:
Free surface parking lot
Enter at 900 Rutland Avenue

Planning.
Construction.
Policy Reform.
Capacity Building.
New Funding Opportunities.

Transforming the region to move greener and grow smarter

Featuring:
Tom Wilcox, Baltimore Community Foundation
Secretary Richard Hall, Maryland Department of Planning
Scott Levitan, Forest City – New East Baltimore Partnership
Shelley Poticha, US Department of Housing and Urban Development

RSVP to
web@cmtalliance.org
“... The area exhibited signs of stability according to the 2006 Drilldown Analysis by Social Compact. Areas experiencing the most rapid change were identified as the highest priorities on this measure.”

The Central Maryland Transit-Oriented Development Strategy report (TOD Strategy) released in 2009 assesses the opportunities and challenges for advancing TOD at numerous transit stations in the region including a Highlandtown/Greektown station on the plan for the Red Line. The attached Executive Summary describes the report in more detail. You can also download the full report here. This memo pulls out some of the things the report says about Highlandtown/Greektown Station as information that might support and inform your effort to plan for compact, mixed use development in the vicinity.

Highlandtown/Greektown Station is identified as one of the Critical TOD Priority Stations

The TOD Strategy assessed approximately 70 stations in the region and identified priorities based on two factors: the opportunity to catalyze private investment in TOD, and the urgency to shape and direct neighborhood change in a stable, inclusive way. 22 stations emerged as the highest priorities. The Highlandtown/Greektown Station is among them (see p. 50 of the full report) for reasons described in the following sections.

The Opportunity to Catalyze Private Investment in TOD

The TOD Strategy lists the following factors as the basis for including Highlandtown/Greektown Station in the second tier (of four) for market opportunity (see Appendix A-2):

- The area is listed as Emerging/Stable in the 2006 Housing Market Typology. Areas listed as Downtown, Transitional or Emerging were identified as higher priorities on this measure.
- The land opportunity for development/redevelopment is low relative to other station areas.
- It is not a regional activity center itself but is adjacent to downtown Baltimore. Regional activity centers were given the highest priority on this measure.
- Based on a review of location for the planned station the access to the light rail is at grade with "ok" pedestrian access to the surrounding area due to some impediments. Areas with at-grade access and a lack of impediments to pedestrian approaches were identified as higher priorities.

The Urgency to Shape and Direct Neighborhood Change

The TOD Strategy lists the following factors as the basis for including Highlandtown/Greektown Station in the first tier (of four) for the urgency suggested by recent trends in neighborhood change:

- The area exhibited signs of stability according to the 2006 Drilldown Analysis by Social Compact. Areas experiencing the most rapid change were identified as the highest priorities on this measure (see Appendix A-7).
### Direct Trajectory of Neighborhood Change

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.A.</td>
<td>U of B/Mount Royal • Cultural Center • Centre Street • Lexington Market • University Center • Pratt Street/Convention Center/Howard Street • State Center • Shot Tower/Market Place/Gov’t Center • Harlem Park/Poppleton • Fells Point • Canton</td>
<td>Pepper Road • McCormick Road • Charles Center Metro • Canton Crossing</td>
<td>N.A.</td>
</tr>
<tr>
<td>Woodbury • Camden Yards • Westport • Mondawmin Metro • Penn North Metro • Allendale • West Baltimore MARC • Edmondson Village • University Center • Inner Harbor East • Highlandtown</td>
<td>North Avenue • Owings Mills • Reisterstown Plaza • Rogers Avenue • Johns Hopkins Medical Center • Penn Station • Rosemont</td>
<td>Hunt Valley • Warren Road • Ferndale • Cromwell/Glen Burnie • Upton Metro • Odenton • CMS • Security Square Mall • Social Security Administration • Bayview Campus</td>
<td>N.A.</td>
</tr>
<tr>
<td>Hamburg Street • Patapsco • I-70 East</td>
<td>Cold Spring Road • Baltimore Highlands • BWI Business District • Old Court • Milford Mill • W. Cold Spring • Edgewood</td>
<td>Gilroy Road • Timonium • Timonium Business Park • Lutherville • Nursery Road • North Linthicum • BWI Amtrak • Martin State Airport • Halethorpe • Dorsey</td>
<td>St. Denis • Bayview MARC</td>
</tr>
<tr>
<td>Cherry Hill</td>
<td>N.A.</td>
<td>N.A.</td>
<td>Falls Road • Mount Washington • BWI Airport</td>
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</table>

#### 70 Stations

#### 22 Priorities
Opportunity Collaborative

What is opportunity?

Opportunity is the chance to improve our region by better connecting citizens to regional assets.

WORKFORCE PLAN

What's the RPSD

The Regional Plan for Sustainable Development (RPSD)

The RPSD is a collective effort of governments, organizations, and community partners to connect...

HOUSING PLAN

FEATURED GRANT

Request for Letters of Interest: Opportunity Collaborative Education and Engagement Sub-grants

The Baltimore Metropolitan Council ("BMC"), on behalf of the Opportunity Collaborative is seeking Letters of Interest from organizations in the Baltimore region interested in engaging the public on behalf of the Collaborative. Approved organizations will be eligible to...
Sustainable Communities Planning Grant Program Advance Notice and Request for Comment

U.S. Department of Housing & Urban Development

February 4, 2010

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
[Docket No. FR–5396–N–01]
Sustainable Communities Planning Grant Program Advance Notice and Request for Comment

AGENCY: Office of Sustainable Housing and Communities, Office of the Deputy Secretary, HUD.
ACTION: Advance notice and request for comments.
The Transportation Alliance’s 2013 Initiatives

**Central Maryland TOD Strategy:**
A Regional Action Plan for Transit-Centered Communities

**LET’S GET TO WORK**

**CHALLENGES AND OPPORTUNITIES FOR ECONOMIC PROSPERITY IN THE 21ST CENTURY**
Sustainable and Equitable Economic Development in Maryland

**Baltimore Integration Partnership**
www.baltimorepartnership.org
Thank You

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www.cmtalliance.org
Twitter: @cmtalliance

To download the Central Maryland TOD Strategy report: