Get Leverage from FTA’s New Starts Land Use Criteria:

Developing the Land Use-Transit Connection in Baltimore City

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Baltimore: Building on Strengths
## New Starts and Land Use

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost-effectiveness rating</th>
<th>Land use rating</th>
<th>Project justification rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte S. Corridor LRT</td>
<td>Low-Medium</td>
<td>Medium-high</td>
<td>Medium</td>
</tr>
<tr>
<td>Cleveland Euclid Corridor</td>
<td>Low-Medium</td>
<td>Medium-high</td>
<td>Medium</td>
</tr>
<tr>
<td>NY East Side Access</td>
<td>Medium</td>
<td>High</td>
<td>Medium-high</td>
</tr>
<tr>
<td>Phoenix Central Corridor LRT</td>
<td>Low-Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Pittsburgh N. Shore LRT</td>
<td>Low-Medium</td>
<td>Medium-high</td>
<td>Medium</td>
</tr>
<tr>
<td>Raleigh Regional Rail</td>
<td>Low-Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Las Vegas Resort Guideway</td>
<td>Medium-high</td>
<td>Medium</td>
<td>Medium-high</td>
</tr>
</tbody>
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**-- Process -- Projects -- Partnerships**
Process: Transit Planning

Existing Transit in Baltimore:
- Metro (Heavy Rail)
- Light Rail
- MARC
  - Camden
  - Penn

Priority Projects:
- Red Line
- Green Line
Red Line: Alternative Analysis

- **Key Service Areas**
  - Social Security
  - I–70 Commuters
  - West Baltimore MARC
  - Inter-modal Connection
  - Downtown/Harbor

- **Opportunities**
  - Security Square Mall
  - Edmondson Village
  - West Baltimore MARC
  - Poppleton
  - Canton/Eastern
Process:
Station and Roadway Configuration

- Uplands (Current)
- Edmondson Village Shopping Center
Process: Outreach

Opportunities / Potential Goals:

1. Develop an intermodal center with the Ice House as a focal point.
2. Redevelop the parking lots with mixed-uses as the core of the neighborhoods that take advantage of the view to the City.
3. Consider various redevelopment sites in neighborhood as “catalyst” sites for organizing neighborhood improvements.
4. Consider opportunities to correct the “Road to Nowhere.”
5. Improve trail connections along the rail alignment and provide better pedestrian connectivity with underpasses.
6. Develop “green streets” to enhance pedestrian connections to the station.
7. Coordinate neighborhood revitalization strategies with citywide efforts.
Projects - Metro

Station Area “Retrofit”

- Owings Mills
- Reisterstown Plaza
- Rogers Avenue
- West Cold Spring (Park Heights)
- State Center
- Shot Tower
- Johns Hopkins Hospital (East Baltimore Development Initiative).

East Baltimore (EBDI)

Park Heights Master Plan
Projects: State Center

- Charrette January, 2005
- TOD Strategy
  - Reconnect neighborhoods
  - Mixed Use, Mixed Income
  - Maximize cultural assets
- RFQ – Mid September
Projects: Light Rail

• **Efficiency Improvements**
  – Double Tracking
  – Signal Prioritization
  – Station Access

  ▪ **Clipper Mill Development**
  ▪ **Westport Master Plan**
    ▪ Light Rail, Harbor Access
    ▪ TOD Urban Design Guidelines
Partnerships: Private Developers

Checklist- TOD Principles

- Consensus Concepts:
  - Mixed Use
  - Pedestrian Orientation
  - A mix of land uses

- Educational Tool

- Clarification of Expectations
  - Saves Time
  - Builds Trust
Partnerships: Interagency

Joint Statement of TOD Objectives

- Economic Efficiency and Growth
  - Maximize transit assets for public benefit and leverage these investments towards the realization of broader economic development goals.

- Transportation Choice
  - Expand transportation choice by enhancing the quality of bicycle, pedestrian & transit access, and managing the use of the automobile.

- Efficient Land Use
  - Guide future development into compact-mixed-use activity centers near transit that promote convenient access to jobs and daily services.

- Neighborhood Benefits
  - Enhance character, safety and sense of place in neighborhoods near transit stations, and promote a broad range of housing choices.
Partnerships: Non-Profits and Community Associations

• Baltimore Neighborhood Collaborative: Transit-Centered Community Development
  - Workforce & housing opportunities around 3 stations:
    - East Baltimore / Johns Hopkins Hospital
    - Penn Station
    - W. Baltimore MARC
  - Outreach, Education, and Coordination.
Partnerships: Community

**West Baltimore**

- MTA, MDOT, MDP, BNC, Collaboration for Corridor Study
  - MARC Station
  - Priority Places: Poppleton Biotech
TOD Policies

- Comprehensive Master Plan
- Comprehensive Economic Development Strategy – TOD Incentives / Programs
- Transit-Oriented Development Overlay Zoning Research.
Land-Use and Transit Connection in Baltimore City (Leveraging the New Starts Land Use Criteria).

Marty Baker for Otis Rolley III
Director, Baltimore City Planning Department

Railvolution, September 9, 2005
Metro Center at Owings Mills

- Collaborative Planning with Transit Authority
- Town Square, Ground-floor retail, office, apartments
- Over 5000 Total estimated Jobs.
Partnerships: City-State

Reisterstown Plaza & Rogers Ave. Park and Ride: Develop and Improve Ped Access
Baltimore’s Current Transit

- Light Rail
- Metro (Heavy Rail)
- Regional Rail (MARC)
- Extensive Bus System (Local, Commuter, etc.)