

# After the Vision Plans

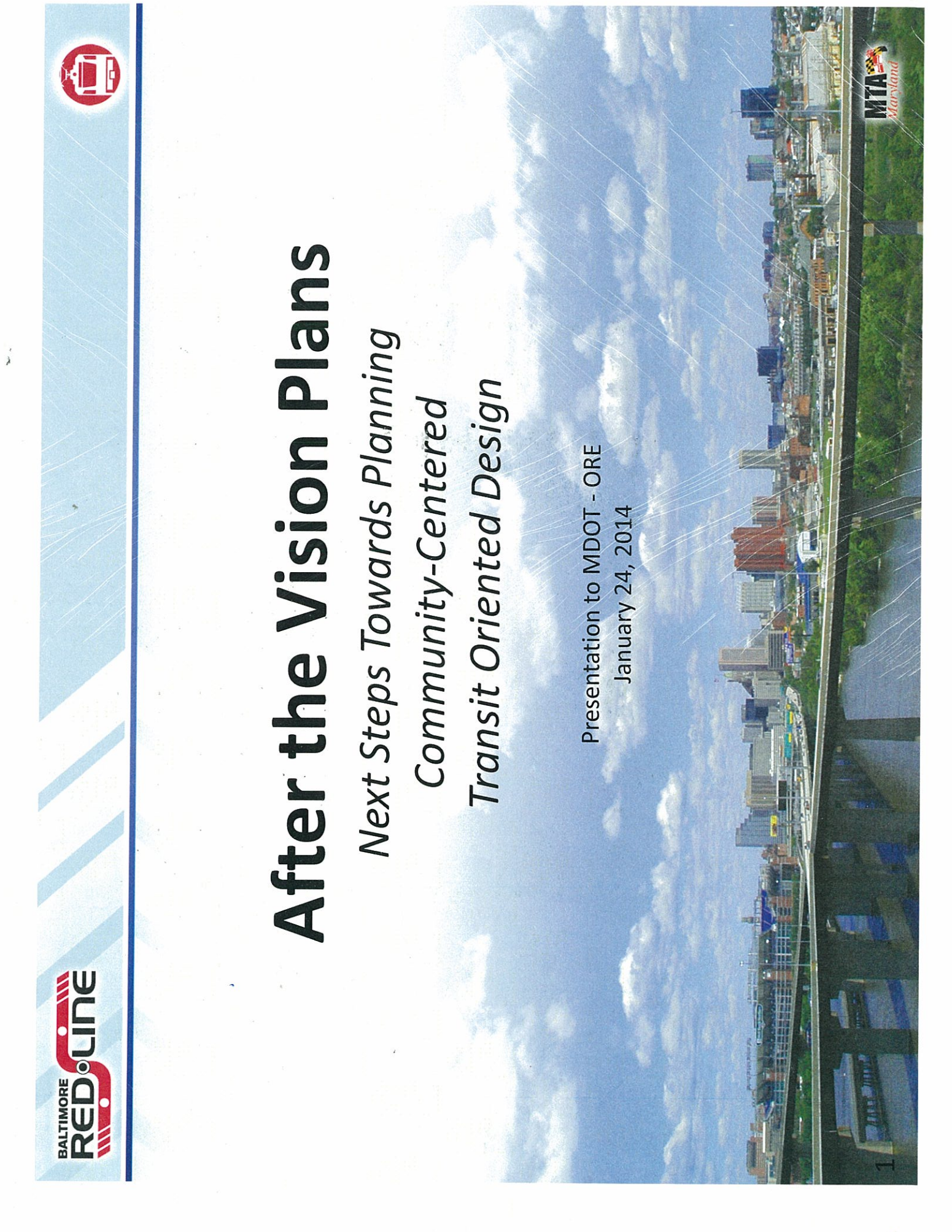
*Next Steps Towards Planning*

*Community-Centered*

*Transit Oriented Design*

Presentation to MDOT - ORE

January 24, 2014



## Baltimore Red Line Community Compact

*“As the MTA and local governments decide on a Red Line Alignment, Baltimore City will develop and fund a Red Line neighborhood investment strategy to enhance the quality of life in Red Line station communities...”*

### FTA New Starts Program

*The New Starts Land Use and Economic Development Scorecard focuses on the coordination of State and local government to support Transit Oriented Development, including maintaining or increasing the share of affordable housing.*

PUT BALTIMORE  
TO WORK ON THE  
RED LINE

MAKE THE  
RED LINE GREEN

INSIST ON  
COMMUNITY  
CENTERED  
STATION  
DESIGN,  
DEVELOPMENT  
& STEWARDSHIP

AGGRESSIVELY  
PLAN & MANAGE  
CONSTRUCTION  
TO LIMIT  
COMMUNITY  
IMPACTS

# What is the Role for Government?

## Baltimore County

- Federal Campus Stations
  - CMS Station
  - Woodlawn – Social Security Station
- Transit Oriented Development – Market Driven
  - Security Square Station
  - I-70 Park and Ride Station

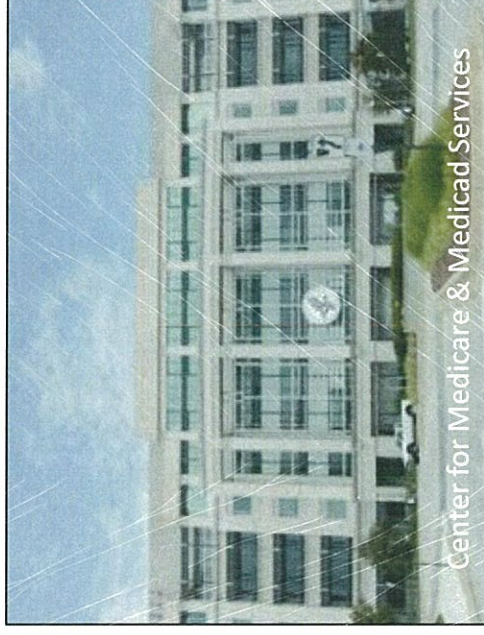


# Federal Campus Stations

## CMS Station and Woodlawn - SSA Station

### Future Land Use

- CMS and SSA are federal campuses, for which there is potential expansion. CMS has over 2,000 employees and proposes expansion of 300. SSA has over 13,000 employees and expansion potential.
- The 40 acre Ribera property, west of CMS, has been rezoned to BM-IM and DR10.5 (Business Industrial and High Density Residential).



### Government's Role

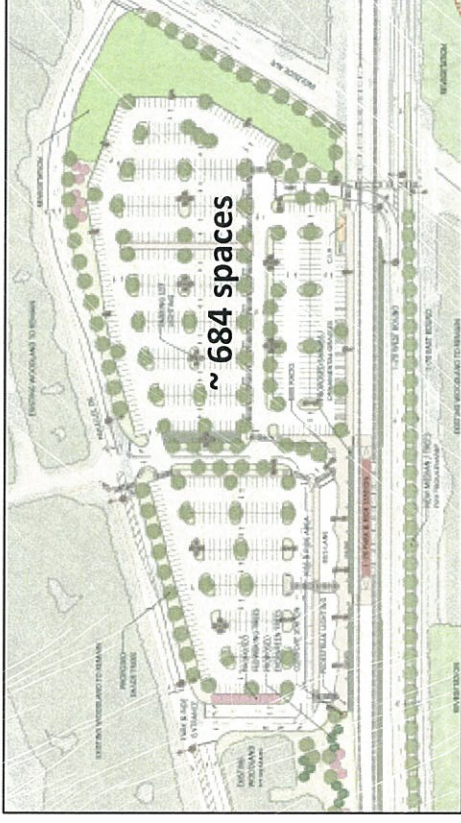
- Federal: These stations are located adjacent to large campuses for Federal facilities. Future expansion on these sites will proceed on the Federal government's timeline.
- County: The privately owned sites have appropriate zoning and development will depend on the private market.

# TOD Oriented Development –Market Driven

## Security Square and I-70 Stations

### Vision Planning

- For the near term, both of these stations are likely to remain park and ride lots.
- Both the SAACs and the County anticipate the future redevelopment of these sites as TOD, which would depend on the private market.
- The Red Line has designed the stations and parking lots to accommodate future growth. The I-70 station is designed to accommodate phased development.



I-70 Park and Ride Station



Security Square Park and Ride Station

### Government's Role

- County: The County has dense mixed use zoning in place for Security Square, and will continue to review the I-70 site regarding rezoning.
- State: The State will own the park and ride lots. The State could offer the sites for TOD development and would likely need to look at creative financing solutions for structured parking to accommodate TOD development and transit riders

# What is the Role for Government?

## Baltimore City

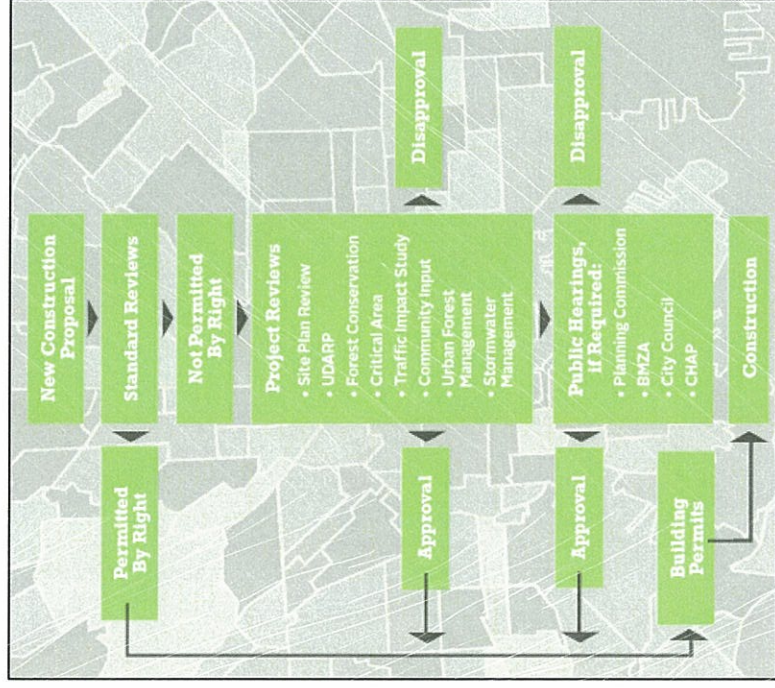
- Transit Oriented Development - Market-driven
  - Central Business District Stations: Howard Street, Inner Harbor and Harbor East
  - Neighborhood Stations: Fells Point and Canton
  - Brewers Hill/Canton Crossing – Private Property
  - Bayview Campus Station
- Transit Oriented Development – Public/Private
  - Edmondson Village Station
  - Poppleton Station
  - Highlandtown –Greektown Station
  - Park and Ride Stations: West Baltimore MARC, Brewers Hill Canton Crossing & Bayview MARC Stations
- Neighborhood Stabilization
  - Allendale Station
  - Rosemont Station
  - Harlem Park Station

*\*For the City Stations, Transform Baltimore refers to the City's comprehensive rezoning - introduced as City Council Bill #12-0152*

# TOD Market-driven

## Stations

- Howard Street
- Inner Harbor
- Harbor East
- Fells Point Station
- Canton Station
- Brewers Hill/Canton Crossing Station
- Bayview Campus Station



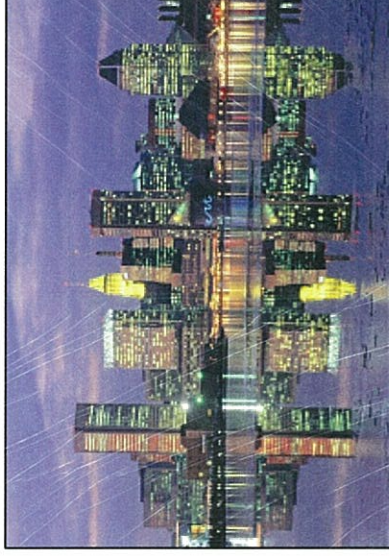
Typical Development Review Process

Source: Community Law Center's Guide to the Development Process

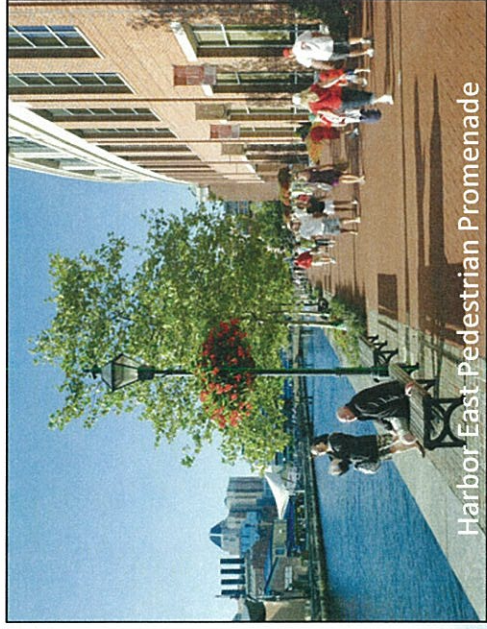
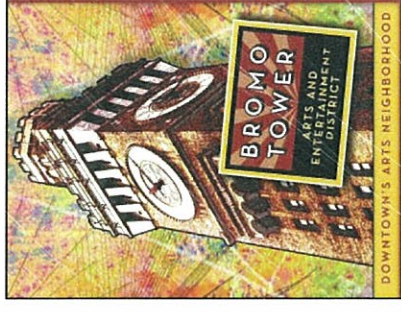


# Howard Street, Inner Harbor and Harbor East Stations

- These three Central Business District (CBD) stations are all existing TOD areas.
- Baltimore City's CBD has long been the center of major employment in the region.
- Over the past 10-20 years, the CBD has been developing into a 24-7 activity area with new construction and renovations of residential units, as well as new office buildings and retail attractions. The Bromo Tower is a designated Arts and Entertainment District.



Inner Harbor Skyline



Harbor East Pedestrian Promenade

## Government's Role

- Like many vital cities, Baltimore's CBD continues to evolve and accommodate private investment. This private investment is anticipated to continue.
- The City's review process and Transform Baltimore proposed zoning is sufficient to accommodate development around these stations.
- Consider involving State staff in the City review of project in station areas.



# Fell's Point & Canton Stations

## Vision Planning & Existing Conditions

- Both of these communities have experienced significant private development over the past 2-3 decades and are strong stable neighborhoods
- Marketplace at Fells Point is currently under construction for 159 units and 27,000 SF of retail in a combination of historic renovation and new construction.



Marketplace at Fells Point



American Can Company building in Canton

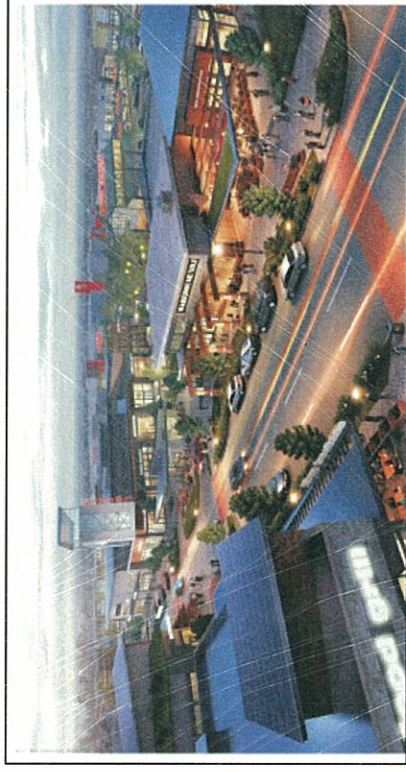
## Government's Role

- City: Development and redevelopment in these areas has been and will continue to be handled by the existing and Transform land use controls, and by the City development review process.
- Consider involving State staff the City review of project in station areas.

# Brewer's Hill/Canton Crossing Station

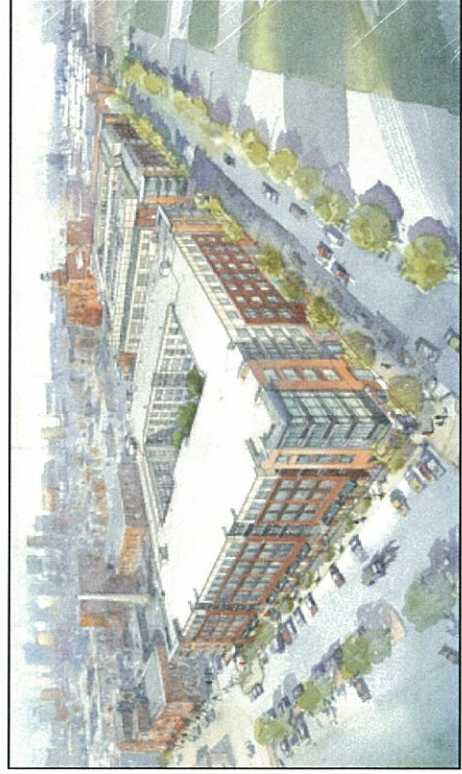
## Private Development

Canton Crossing consists of two development areas. The recently opened Canton Crossing Shopping Center is a 11.5 acre site with 320,000 SF of retail, including a Target, Harris Teeter and many other stores and restaurants. This is an \$105 million investment. The second development area is approximately 23 acres, with frontage along the harbor. This harbor front master plan provides for dense mixed use development.



Canton Crossing

Source: Chesapeake Real Estate Group/bct



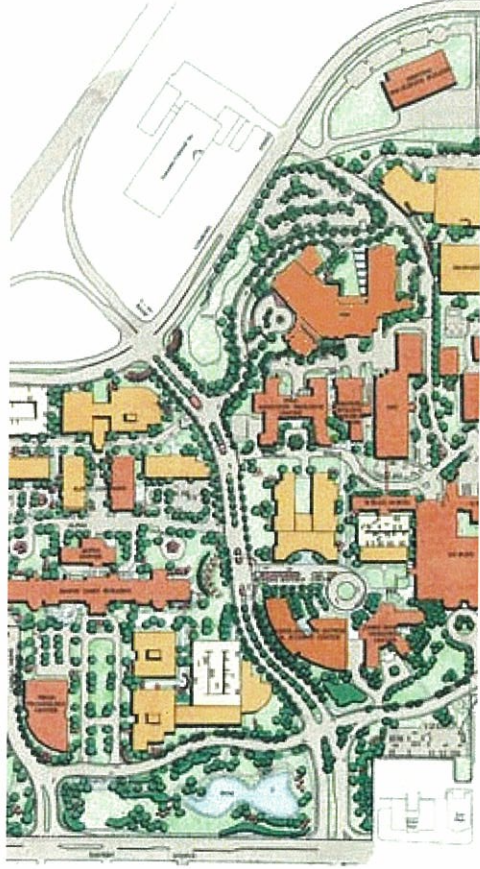
Brewers Hill

Source: The Hanover Company/Design Collective

**Brewer's Hill** is a unique renovation and new construction project on a 34 acre site. This master plan accommodates up to 1.9 million SF and 1,126 residential units. Hanover recently completed a 440-unit market-rate apartment complex with garaged parking and support retail; an \$85 million investment.

# Bayview Campus Station

Hopkins Bayview is a 130-acre campus programmed for a total of 5 million SF. The campus currently accommodates a Hopkins medical center, specialty facilities like the Asthma Center and Burn Center, research and technology facilities, and NIH programs.



Bayview Campus Master Plan  
Source: Ayers Saint Gross



## Government's Role

- City: Baltimore City has accommodated growth for the Bayview campus through a Planned Unit Development
- Consider involving State staff in the City review of project in station areas
- City and State: The construction of the Bayview MARC station would be a significant factor in enhancing the economic development potential for this campus

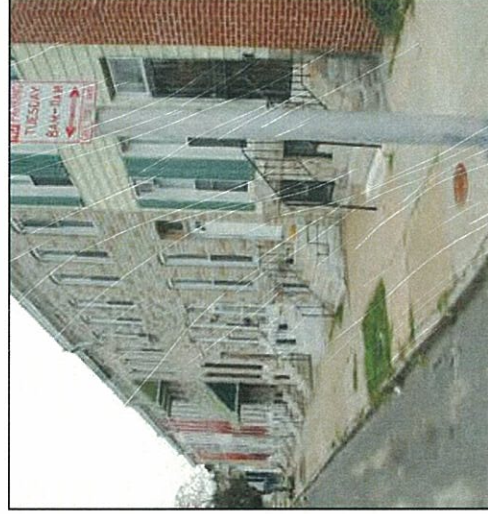
# TOD Public/Private

## Stations

- Edmondson Village Station
- West Baltimore MARC Park and Ride Station
- Poppleton
- Brewers Hill/Canton Crossing Park and Ride Station
- Highlandtown–Greektown Station
- Bayview MARC Park and Ride Station



Edmondson Village Shopping Center



West Baltimore MARC Station  
Payson Street houses



Highlandtown-Greektown  
Retail Street

# Edmondson Village Station

## Vision Planning

- Uplands Village, is being developed under a Land Disposition Agreement for 1,100 mixed-income ownership/rental units. The project is well underway with Phase I Rental completed and Phase I Homeownership under construction with some units occupied.
- Reuse the Westside Skills Center for TOD
- Revitalize the Edmondson Village Shopping Center, and provide for retail expansion on the Giant site.



Uplands Village Master Plan

## Government's Role

- City: The City has been the champion of the Uplands Village plan by offering the property, funding infrastructure and implementing a Planned Unit Development to accommodate phasing. The BCPS 10-year plan calls for the Westside Skills Center building to be vacated in year 5 as part of combining the Edmondson Westside program into one building. The SAAC suggested the City offer the site for TOD redevelopment. Transform Baltimore proposes TOD 1 zoning.
- Red Line: The MTA – Red Line could provide an economic study to assist discussions with shopping center owners, to encourage them to improve their retail facilities

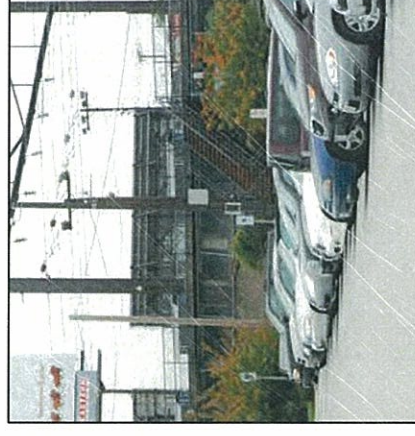
# West Baltimore MARC Station

## Existing Conditions & Vision Planning

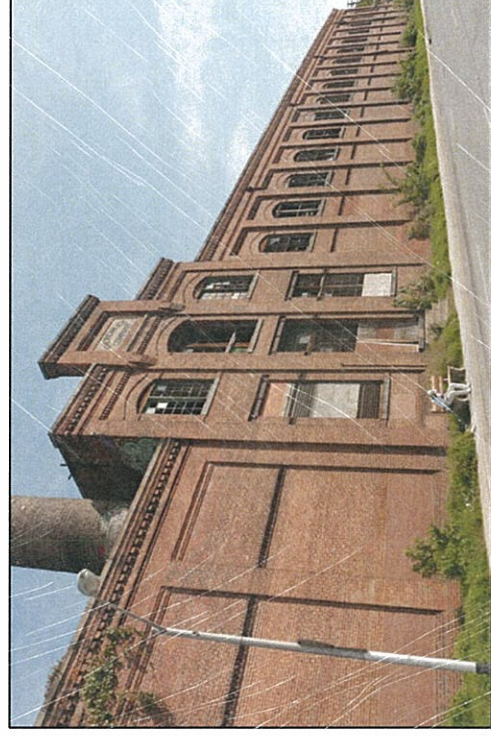
- The neighborhoods around this station are primarily distressed per the Housing Market Typology and the “highway” has been a negative element - bisecting the neighborhoods
- West Baltimore MARC Station Master Plan – November 2008 and the SAACs Vision Plan concur that the West Baltimore MARC station creates a positive around which TOD development should be fostered
- The Master Plan does realize there are practical issues to redevelopment. One of the main conclusions was – “...Many hurdles that need to be addressed if the West Baltimore MARC Transit-Centered Community Development Strategy is to be successful.”



Bon Secours Hospital



MARC Access



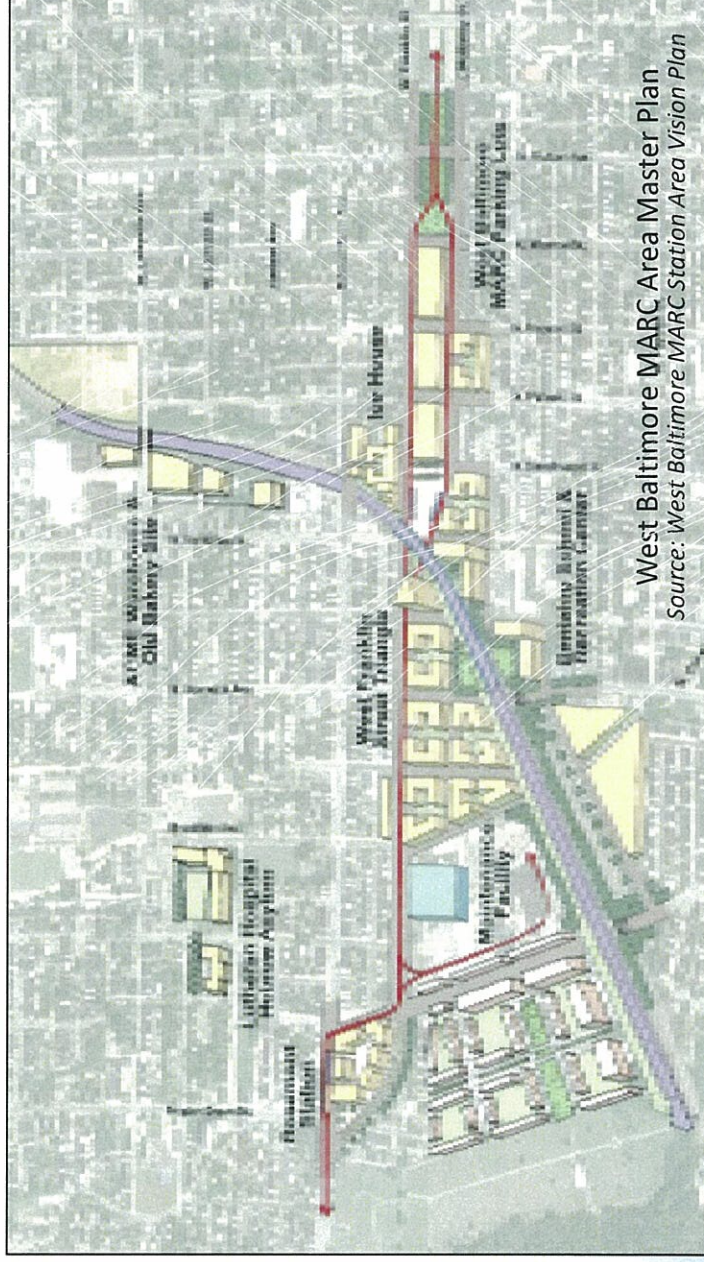
American Ice Company Building

# West Baltimore MARC Station

## Government's Role

*How and what should be done to leverage this intermodal station for economic development?*

- What policies need to be evaluated prior to deciding on the appropriate actions and/or taking actions to implement a plan for this station area?
- What is the level of economic viability for this area and what is the “delta” for potential governmental subsidies to spur economic development? What is a realistic Plan?
- What are the goals for this area, and how should the actions be phased to ensure there is synergy to retain steady progress.



West Baltimore MARC Area Master Plan  
Source: West Baltimore MARC Station Area Vision Plan

# West Baltimore MARC Station

- **City:** In order for economic development in this area to be effective, the effort required is likely to be substantial. Having a realistic plan for this area and a phased strategy for investment is essential for success.
  - Move forward with the West Baltimore MARC Redevelopment Strategy Study (HUD – BMC)
  - The City could establish a working group, which could clarify which goals of the existing plans are feasible and outline specific actions to move forward.
  - **State:** The City's working group could include State MTA planners, MDOT-ORE staff and other State agencies as necessary.
- The State could also review options for funding phased structured parking. The goal is to accommodate the TOD development and the park and ride needs.
- **Red Line:** Consider providing an economic study for this area.



West Baltimore MARC Master Plan  
Source: West Baltimore MARC Station Area Vision Plan



# Poppleton Station

## Existing Conditions and Master Plans

The Poppleton neighborhood has been and will continue to be a neighborhood experiencing substantial reinvestment. The development activities have been and will continue to create a new “Center West” community providing a strong live-work-play neighborhood.

- The Terraces – a HOPE IV project that replaced high-rise public housing with 450 units of mixed income homeownership/rental is complete.
- The Poppleton Cooperative has completed renovations and is in the last phase (new construction) of redevelopment
- The Center West-Poppleton 13.8 acre master plan calls for up to 1,800 new units and up to 150,000 SF of commercial space. Phase I of this project is in development review and proposes 460 units and support retail.
- The UMB Research and Technology Park has a master plan (10.36 acres) for up to almost 2 million SF. They have already completed two research buildings, the Forensics building and a parking structure. The Maryland Proton Treatment Center is under construction and a third research building is approved for construction.



UMB Bio Park Master Plan  
*Source: Ayers Saint Gross*

# Poppleton Station

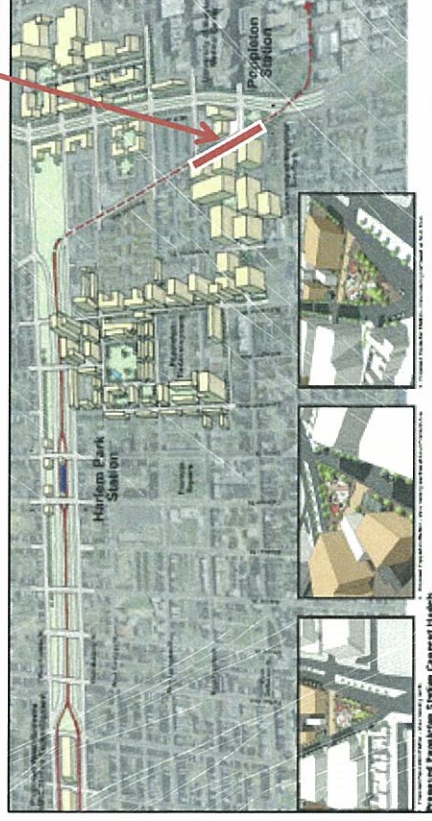
## Government's Role

- City: The City has and will continue to play a major role in redevelopment of this area. The Center West plan is being implemented through a Land Disposition Agreement (LDA). The City has approved the master plan for the UMB Research & Technology Park and accommodated research and technology zoning as part of Transform Baltimore.



Poppleton Station Area Plan — Work-in-Progress  
Source: Red Line Segment 4 Meeting June 2013

Poppleton Station



Harlem Park-Poppleton Master Plan  
Source: SAAC Design Concepts - Poppleton

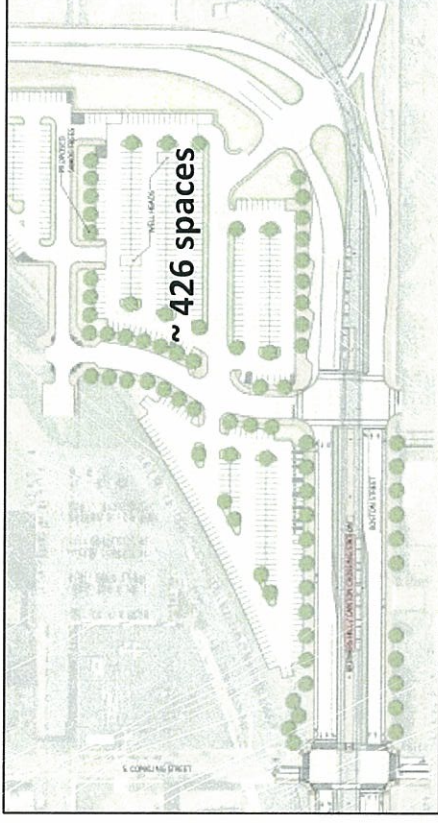
- City and State: One missing link in this area is revitalization of the West Baltimore Street retail corridor. With the redevelopment of this area burgeoning, this may be the right time to establish a “Main Street” program for this area.
- Consider involving State staff in the City review of project in station areas.

# Brewer's Hill/Canton Crossing Station

## Park and Ride Lot

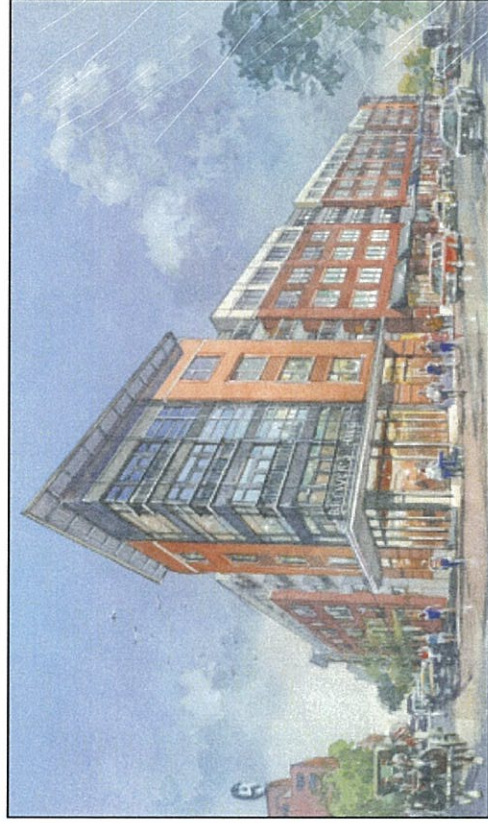
### Government's Role

- City: Transform Baltimore proposes TOD-4 zoning for this site, the most dense TOD zone. Additionally, when reviewing the private development projects, Brewer's Hill and Canton Crossing, the site plans were designed to continue the street grid to the station in order to enhance pedestrian connectivity



BHCC Park and Ride Work-in-Progress  
 Source: Red Line Segment 5 Meeting June 2013

- State: The State will own the park and ride lot. While Exxon has conditions for redevelopment on this Brownfield's site, in the future the site could become a TOD site. The State would need to address Exxon's Brownfield's concerns, to offer the site for TOD development and would likely need to look at creative financing for public/private partnership solutions for structured parking to accommodate transit riders and the development.



Brewer's Hill  
 Source: The Hanover Company/Design Collective

# Highlandtown-Greektown Station

## Vision Planning and Existing Conditions

- Highlandtown and Greektown are neighborhood shopping districts; Highlandtown is part of the “Main Streets” program.
- The SAAC Vision Plan calls for redevelopment of the area between these to shopping districts and directly around the station as TOD.
- The residential areas surrounding the station vary in neighborhood typology. The majority of the areas have the highest Neighborhood Typology (Regional Choice or Middle Market Choice); however, pockets are designated Middle Market Stressed.



Highlandtown-Greektown Station Work-in-Progress

Source: Red Line Segment 5 Meeting June 2013

## Government’s Role

- City and State: Continue to support the Highlandtown “Main Street” and consider designating Greektown as a “Main Street.”
- City: Transform Baltimore recommends TOD-2 zoning for the station area.  
Provide for Eastern Avenue/Haven intersection improvements per SAAC recommendations, a substantial CIP investment.  
Consider a work group to resolve the Crown site’s accessibility issues. The resolution is likely to require substantial CIP investment.  
The Community Compact outlines strategies for neighborhood stabilization.
- Red Line: Consider providing an economic study for this area.

# Bayview MARC Station

The Bayview MARC Station is initially being constructed as a park and ride station for bus transit. Once the Red Line and MARC stations are in place, this will be an intermodal transit hub. The initial parking area has the potential to accommodate future TOD growth compatible with the Hopkins Bayview 130-acre campus.



Bayview MARC  
Park and Ride  
Work-in-  
Progress

Source: Red Line Segment 5 Meeting June 2013

## Government's Role

- City: The park and ride lot is being constructed by the City. The City is also studying future development potential for the park and ride lot.
- City and State: A key to increasing the economic viability for this station and for the Hopkins Bayview Campus will be the establishment of a MARC station at this location, and linking that station to the Red Line. Continued support for the establishment of the MARC station in this location would be beneficial.
- State: Review alternative funding mechanisms for structured parking that can be phased, and will accommodate transit riders and economic development.



Bayview Campus Master Plan

Source: Ayers Saint Gross

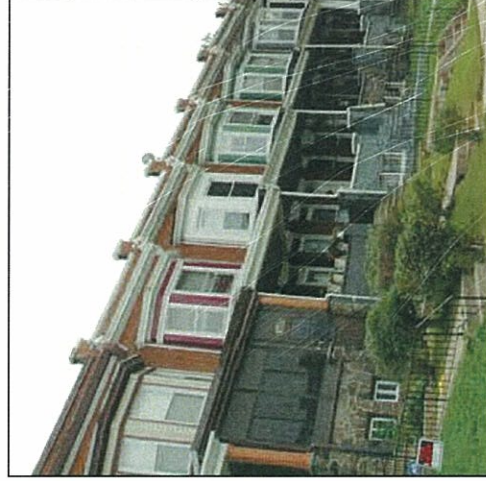
# Neighborhood Stabilization

## Stations

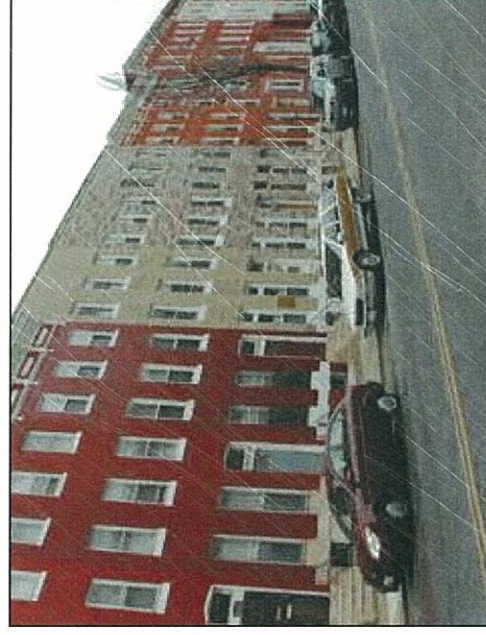
- Allendale Station
- Rosemont Station
- Harlem Park Station



Allendale Neighborhood



Rosemont Neighborhood



Harlem Park Neighborhood

# Allendale Station

## Existing Conditions

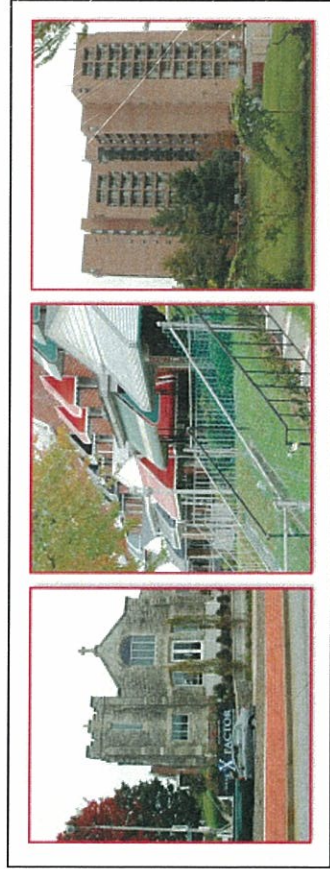
- The station is in a primarily residential area. Per the City’s Housing Market Typology, Allendale is a combination of Distressed and Middle Market Stressed.
- Baltimore City Public Schools 10-Year Plan
  - This plan calls for Lyndhurst Elementary (# 88) to be renovated or replaced (with possible expansion) in year 1 and Mary Rodman Elementary (# 204) to be renovated or replaced in year 2
- There are corner retail stores at the station intersection.



Allendale Station Work-in-Progress  
 Source: Red Line Segment 5 Meeting June 2013

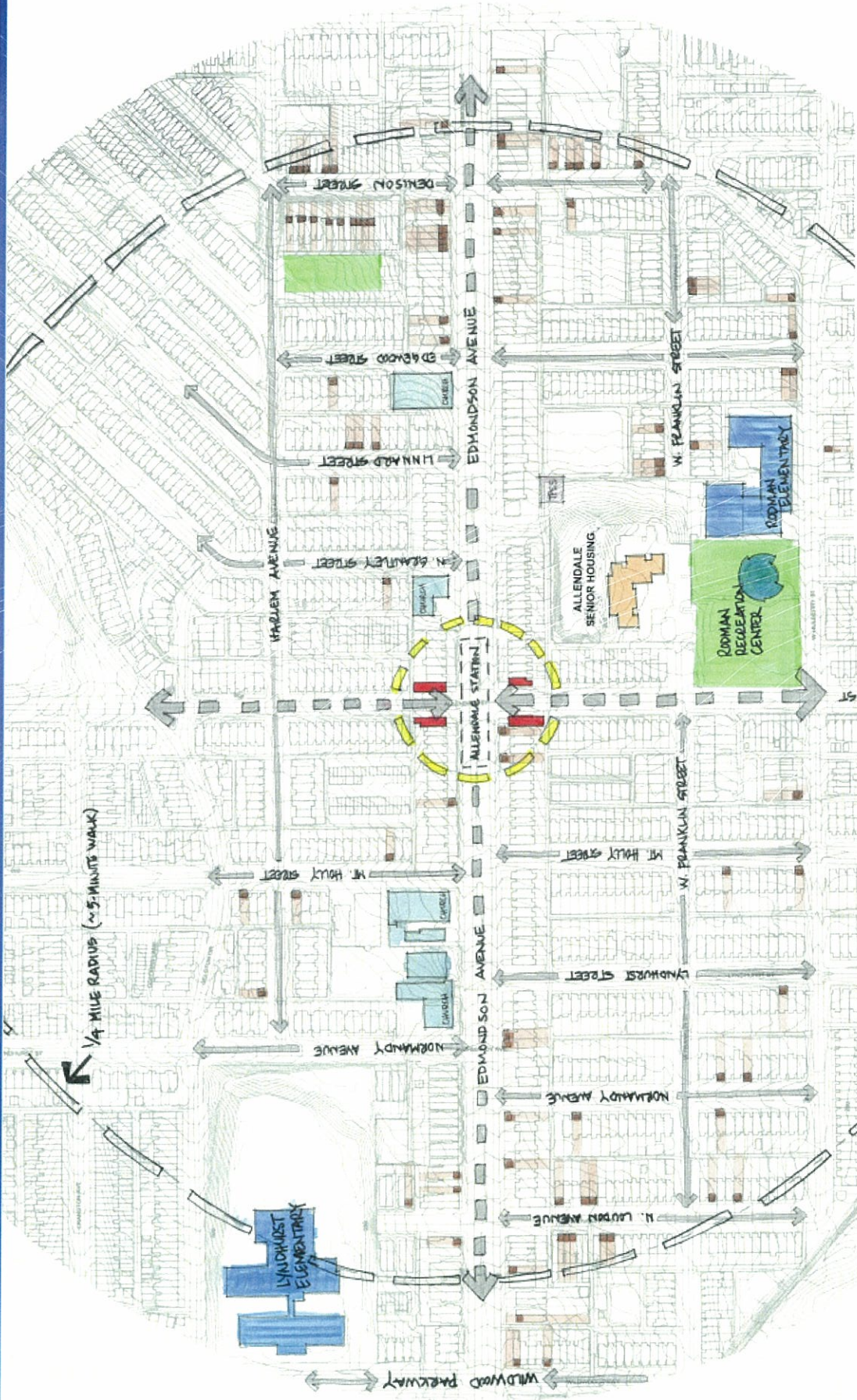
## Government’s Role

- City: The Community Compact outlines a number of strategies for the City working with neighborhoods surrounding transit stations.



Allendale – Neighborhood

# Allendale Station



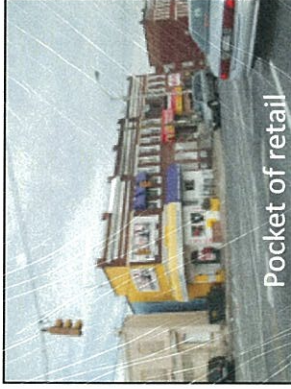
- NEIGHBORHOOD STABILIZATION
- REUSE OF VACANT HOUSES
- VACANT LAND
- STATION AREA MIXED USE
- PARKS
- CHURCHES
- SCHOOLS
- MULTI-FAMILY HOUSING
- TPSS (TRACTION POWER SUBSTATION)
- PEDESTRIAN CONNECTIVITY



# Rosemont Station

## Existing Conditions and Master Plans

- The station area is currently distressed, perceived as unsafe; the existing conditions may deter ridership.
- The *Greater Rosemont and Mondawmin Area Master (GRAMA) Plan* includes the neighborhoods around the Rosemont Station
- Baltimore City Public Schools 10-Year Plan
  - This plan calls for the closing of Alexander Hamilton Elementary # 145 in year 3 and Friendship Preparatory Academy Middle # 75 to be renovated or replaced (with possible reduction) in year 2
  - Empowerment Academy is a charter elementary school in a City building along Braddish Avenue
- Coppin University
  - The former Lutheran Hospital site is proposed for the School of Nursing
  - The Hebrew Orphan Asylum is proposed to be renovated for community oriented uses



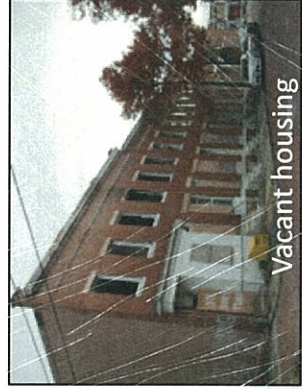
Pocket of retail



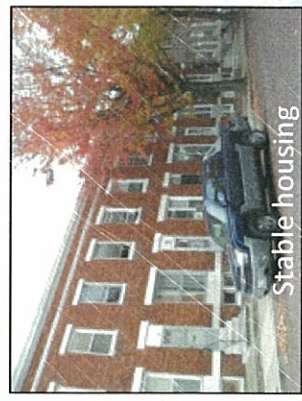
Gas station/car wash



School #145



Vacant housing



Stable housing

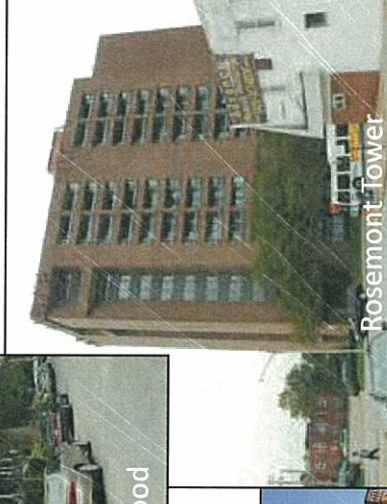
# Rosemont Station

## Building on Assets

- The community has “good bones.” The housing stock in generally is good condition and consists of 2-story rowhomes. A housing typology that can be renovated for single-family occupancy
- The community has pockets of homeownership, as well as pockets of vacancy
- There is a concentration of vacancies in one area, which could become a redevelopment site
- The area directly around the station used to be a retail node when Edmondson was the main thoroughfare
- There are school improvements programmed by the City.
- Coppin University has development sites in the area
- There are active churches in the area



Moshier Neighborhood



Rosemont Tower



Hebrew Orphan Asylum



St. Edwards Church



# Harlem Park Station

## Existing Conditions

- These station is in a primarily residential area. Per the City's Housing Market Typology, Harlem Park is a Distressed area.



Harlem Park— Neighborhood

## Government's Role

- City: The Community Compact outlines a number of strategies for the City working with neighborhoods surrounding transit stations.

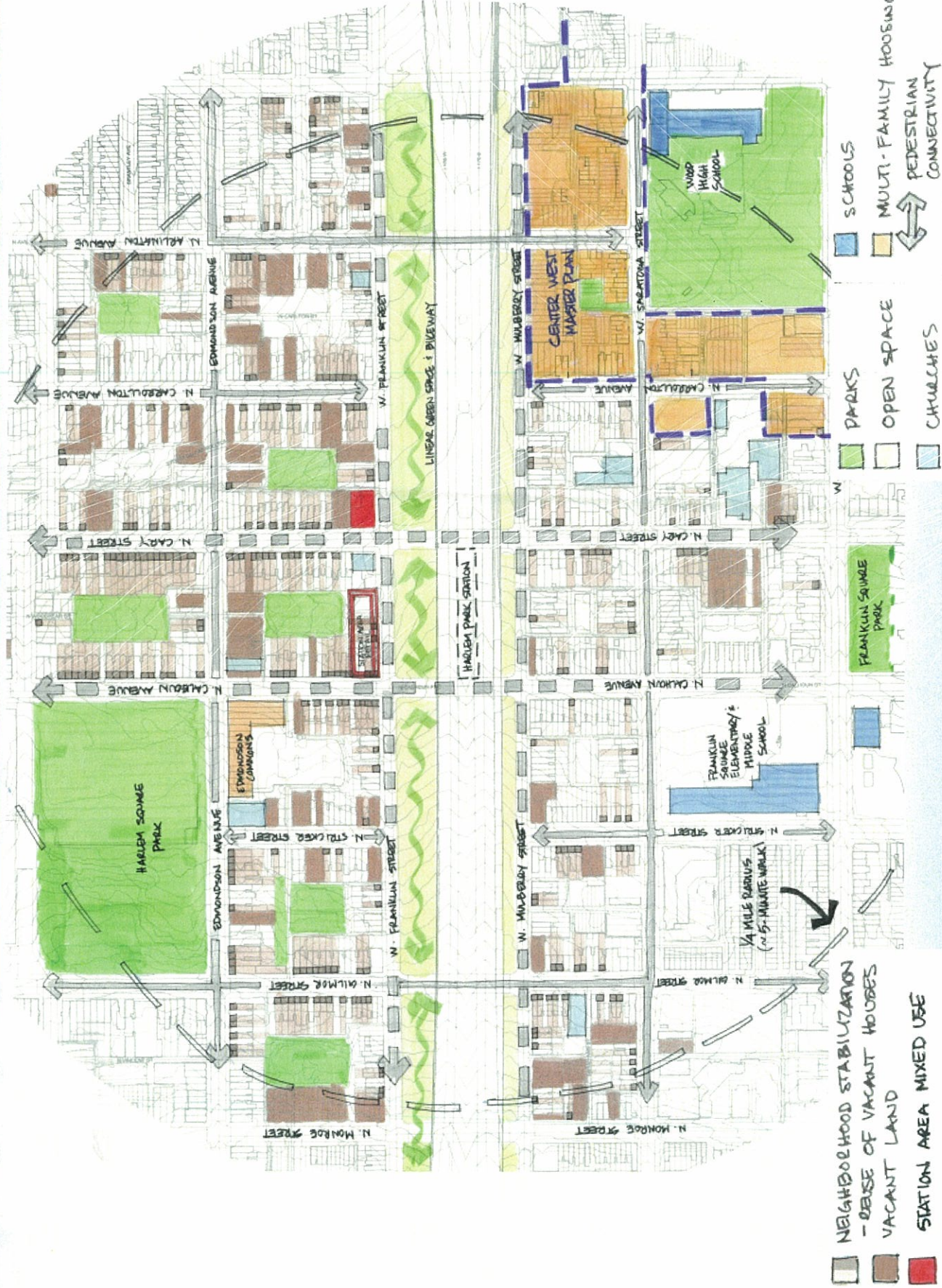


Harlem Park Station Work-in-Progress  
Source: Red Line Segment 5 Meeting June 2013



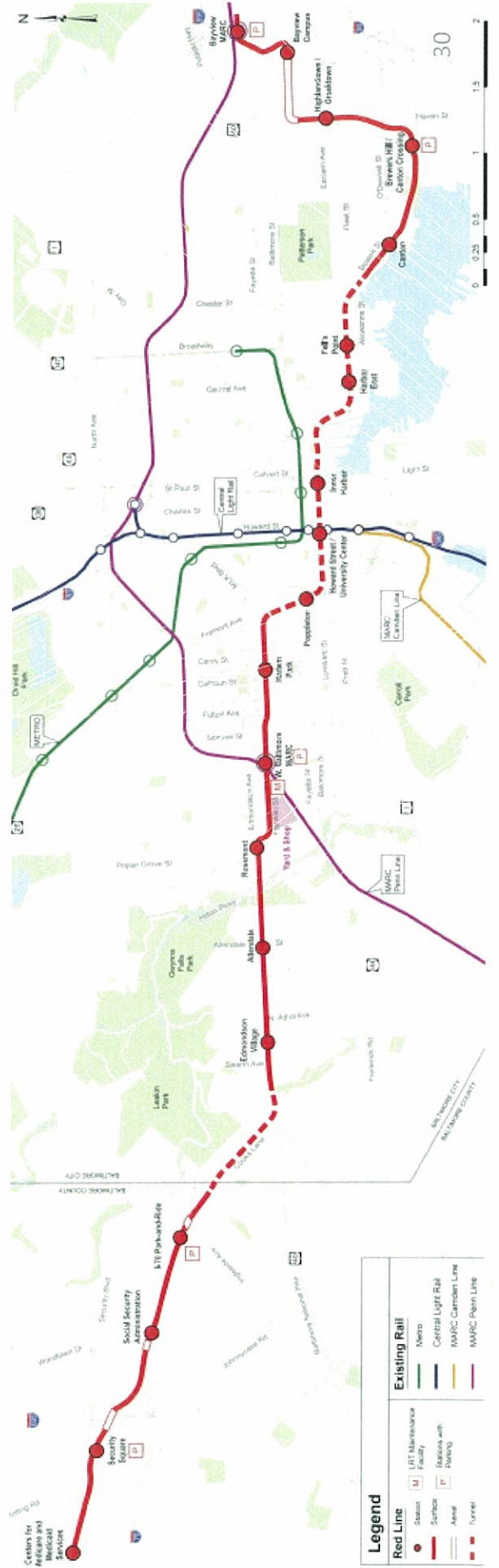
Harlem Park Station Work-in-Progress  
Source: Red Line Segment 5 Meeting June 2013

# Harlem Park Station



# Summary of Next Steps

- Red Line
- Implement the Red Line
- Convey the Vision Plan concepts to the City in keeping with the Community Compact
- Provide economic studies for Edmondson Village, Rosemont, West Baltimore MARC and Highlandtown/Greektown Station areas
- Monitor TOD activity around stations



# Summary of Next Steps

## The State and City

- Develop a work group to discuss policy issues and strategies for TOD, beginning with the West Baltimore MARC Station area. Recommend that this work group be coordinated by the City and include State MTA - Planning and MDOT-ORE staff.
- Consider involving State TOD staff from MTA and MDOT-ORE in City administrative reviews of projects within ¼ or ½ mile of transit stations (Predevelopment Meetings, SPRC, UDARP, etc)
- Support Greektown and West Baltimore Street as “Main Street” Program areas
- Prioritize funding/programs for development and capital projects near stations where government funds can bolster neighborhood investment
- Continue support for the establishment of the Bayview MARC station



# Summary of Next Steps

## City

- Move forward in keeping with the Community Compact on implementation of neighborhood investment strategies. This includes reviewing CIP investment strategies, Vacants to Value and other City programs
- Consider Development Group subcommittee to work on City policy, funding and issues as they arise around stations (TOD issues). The first issues for this group could be to review access issues for redevelopment of Crown site for TOD and recommend implementation alternatives/funding
- Offer the Westside Skills Center site for TOD redevelopment once it has been declared surplus





# Summary of Next Steps

## State (MD-ORE and MTA)

- Monitor market conditions of State-owned park and ride lots to determine when the market demands would support TOD redevelopment of lots
- Research mechanisms like TIFFs, P3's and PILOTs to see how other cities nationally and internationally have funded structured parking to support the transit commuter riders and TOD development. It is also important to review parking garage designs that allow for phased construction.





# Questions and Comments

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