



MDOT Office of Real Estate & Development

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Baltimore Regional Transit Commission

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TOD as a State Priority

Transit-Oriented Development (TOD) is defined in the Transportation Article to mean: "a dense, mixed-use **deliberately-planned** development within a half-mile of transit stations that is designed to **increase transit ridership**"

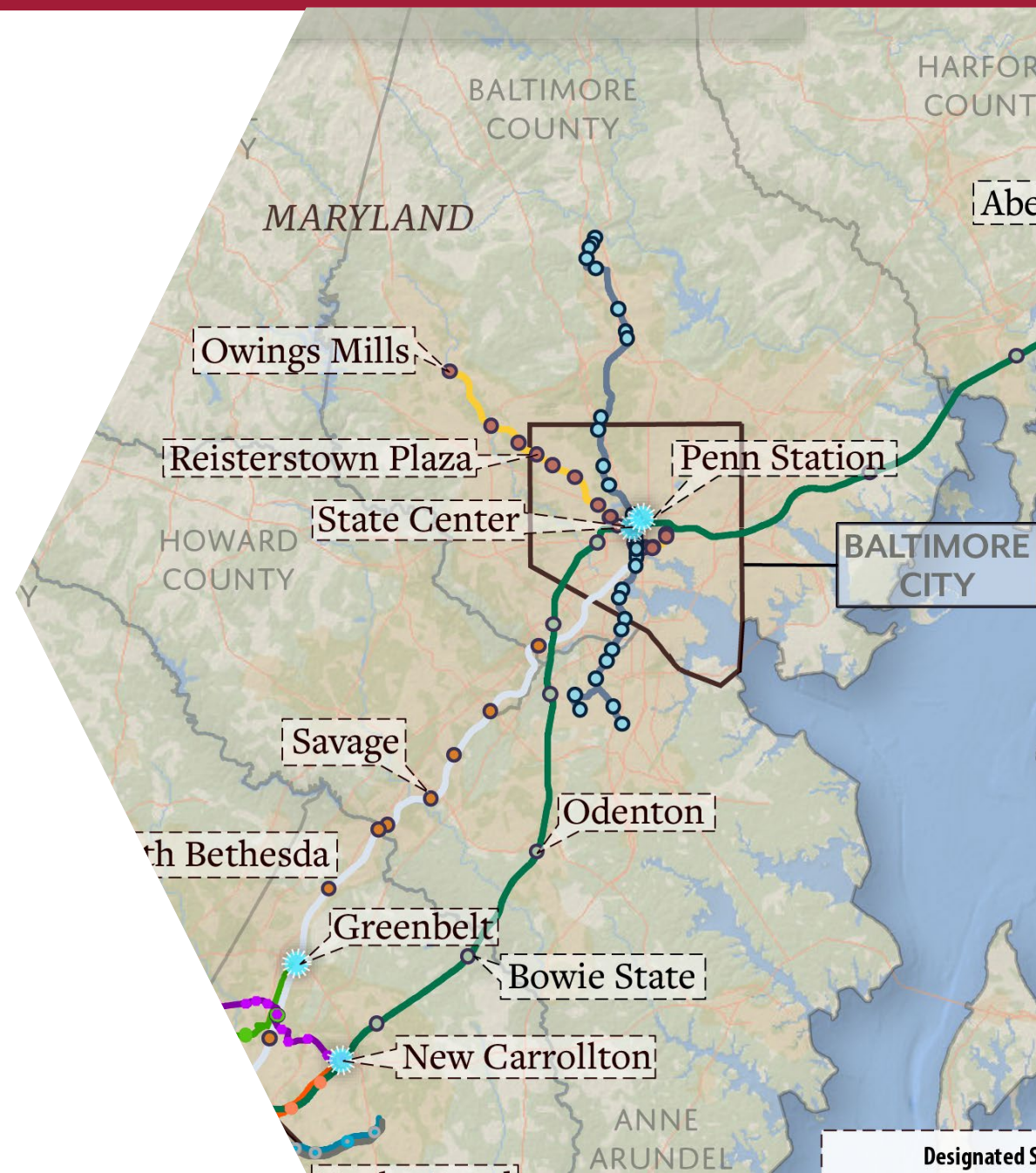
Moore-Miller 2024 State Plan

6.1 Tackle the affordable housing shortage across the state by building new housing units, preserving affordable housing units, bolstering rental housing access for people in need, and promoting transit-oriented development (TOD)

7.3 Leverage infrastructure to bolster inclusive economic growth, particularly through Transit-Oriented Development (TOD)



Opportunities and Challenges



Opportunity:

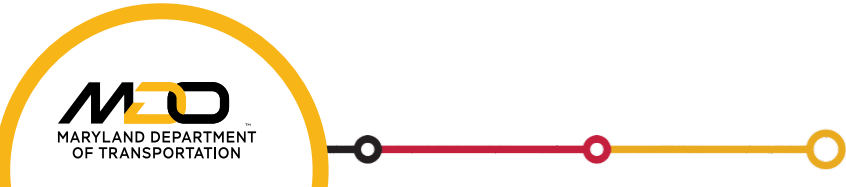
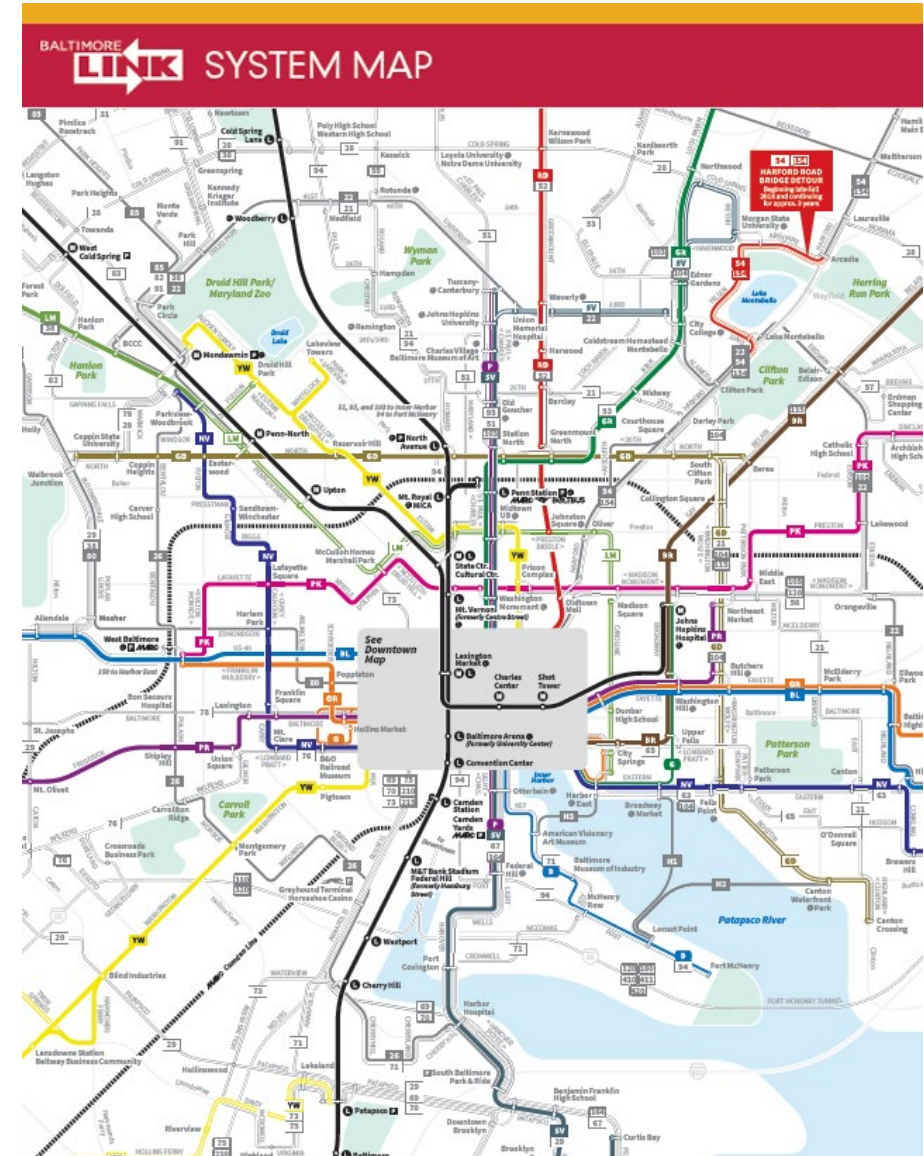
Transit-rich state with diverse and expanding high-capacity transit systems

MTA:

- Baltimore Metro & Light Rail Systems (14 metro, 33 light rail stations)
- MARC Commuter Rail System (42 stations)
- Purple Line Light Rail System (21 stations)
- Commuter and Local Bus Networks
- Future Red Line E/W Service
- Future SMRT

WMATA:

- Metrorail (26 stations in State of Maryland)
- Local Metrobus Network



Opportunity:

Undeveloped State and public land adjacent to transit

MDOT holds approximately 300 acres of undeveloped land adjacent to transit stations.

- MARC Penn Line – approximately 162 acres of State-owned land adjacent to stations
- Baltimore Metro Subway - approximately 179 acres of MDOT land

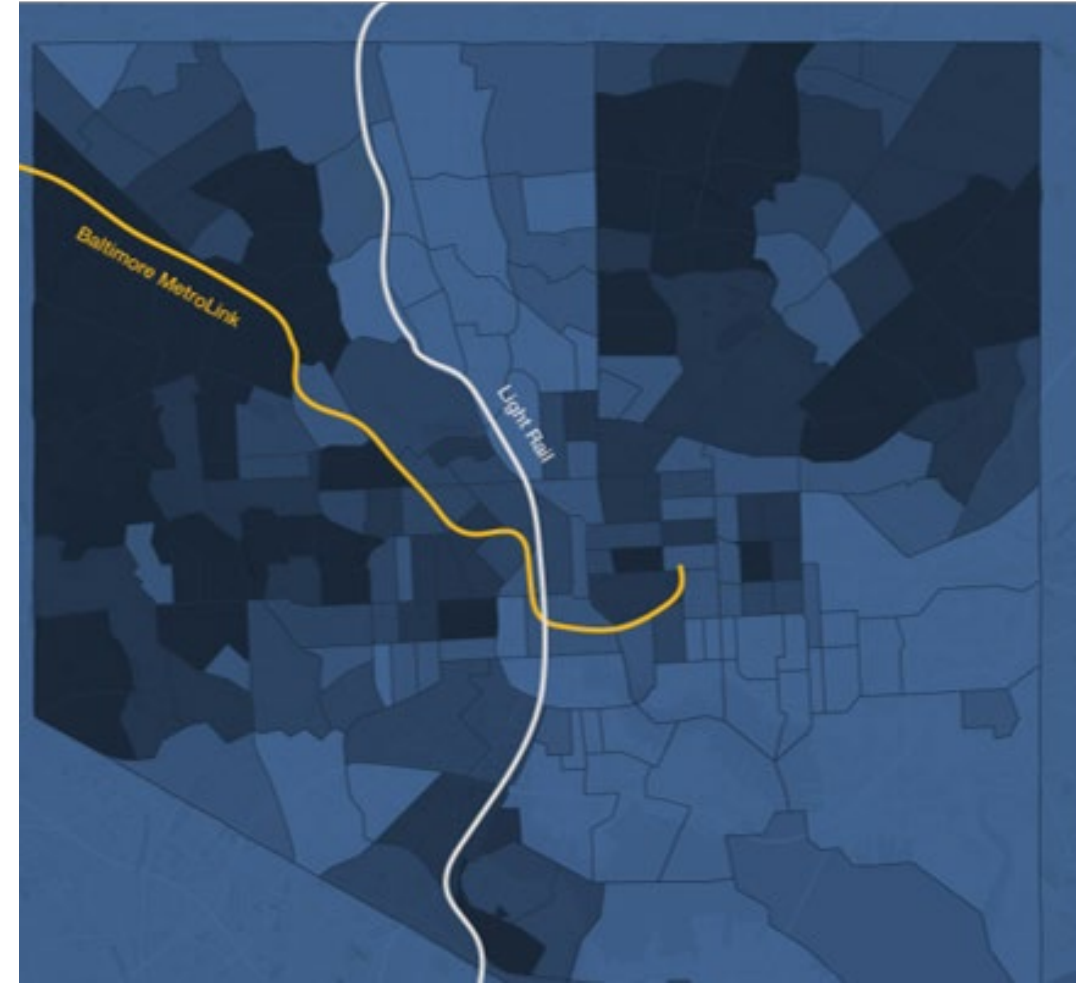


Reisterstown Plaza Metro Parking Lot

Opportunity:

Investment in underserved communities

- Development around transit, particularly the Baltimore Metro corridor, can bring investment to historically disinvested neighborhoods
- TOD can advance equity of access to regional jobs and opportunities



Current metro/light rail infrastructure within the "Black Butterfly" and "White L" in Baltimore City, as coined by Dr. Lawrence Brown

Opportunity:

TOD can help address State's Housing Goals

- The State is facing a 96,000-unit housing shortage
- MDOT has been working with DHCD as partner :
 - Coordinating in targeting transit adjacent sites for DHCD investment
 - Recent Housing legislation passed by the General Assembly can support additional density next to transit



Governor Moore Housing Legislation Signing

Challenges:

Market Challenges

- Baltimore has lost 6% of its population from 2010-2020
- State-wide economic challenges present an impediment to investment

State as a Partner

- Limited track record in development
- Limited effectiveness of policy/funding support (TOD Designations as an example)

| Geography | GDP Total Growth | Employment Total Growth | Personal Income Per Capita Growth | Real Wages Average Growth |
|---------------|------------------|-------------------------|-----------------------------------|---------------------------|
| Pennsylvania | 6.6% | 1.0% | 5.6% | 5.6% |
| Virginia | 11.2% | 5.3% | 6.4% | 6.5% |
| United States | 13.9% | 7.4% | 9.5% | 7.4% |
| Maryland | 1.6% | 1.0% | 1.2% | 4.3% |

Maryland comparative economic growth 2016-2023



Challenges:

Local Land Use

- In initial analysis of sites MDOT is seeing misalignment between strong real estate market opportunities and local zoning
- Varying paths and issues to changing local zoning for TOD, ranging from local jurisdiction rezoning cycles to public support
- MDOT and MTA rely on close collaboration to align transit, housing, and economic development with local land use decisions

| Station Area | Market Opportunity | Site Opportunity | TOD Supportive Zoning? | Jurisdiction | Metro/Light Rail |
|-----------------------------------|--------------------|------------------|------------------------|------------------|------------------|
| BWI Business District | B | B | N | Anne Arundel Co. | Light Rail |
| Camden Station / Camden Yards | A | B | Y | Baltimore City | Light Rail |
| Cherry Hill | D | C | N | Baltimore City | Light Rail |
| Cold Spring Lane | D | B | Y | Baltimore City | Light Rail |
| Cromwell | B | B | N | Anne Arundel Co. | Light Rail |
| Fairgrounds | B | B | N | Baltimore Co. | Light Rail |
| Falls Road | A | B | N | Baltimore Co. | Light Rail |
| Hamburg Street | A | B | Y | Baltimore City | Light Rail |
| Johns Hopkins Station | C | A | Y | Baltimore City | Metro |
| Lexington Market* | A | B | Y | Baltimore City | Metro |
| Lutherville | B | B | N | Baltimore Co. | Light Rail |
| Milford Mill | B | B | N | Baltimore Co. | Metro |
| Mondawmin Station | C | B | Y | Baltimore City | Metro |
| Mr. Royal / Mica* | B | D | N | Baltimore City | Light Rail |
| Mr. Washington | C | D | Y** | Baltimore City | Light Rail |
| North Linthicum | B | C | N | Anne Arundel Co. | Light Rail |
| Old Court Metro | B | B | Y** | Baltimore Co. | Metro |
| Patapsco | D | C | Y | Baltimore Co. | Light Rail |
| Rogers Ave Station (Reston Plaza) | C | A | Y | Baltimore City | Metro |
| Shot Tower Station | A | B | Y | Baltimore City | Metro |
| Upton Station* | C | A | Y | Baltimore City | Metro |
| Warren Road | B | A | N | Baltimore Co. | Light Rail |
| West Cold Spring Station | C | A | Y | Baltimore City | Metro |

■ Near-Term Opportunity Site (MDOT Site)
 ■ Additional Opportunities (non-MDOT)
 ■ Non-Market Driven Opportunity

Baltimore Investment Study Station Analysis



MARC Parking Site at Odenton MARC Station

MDOT Strategy



MDOT ORED

Joint Development

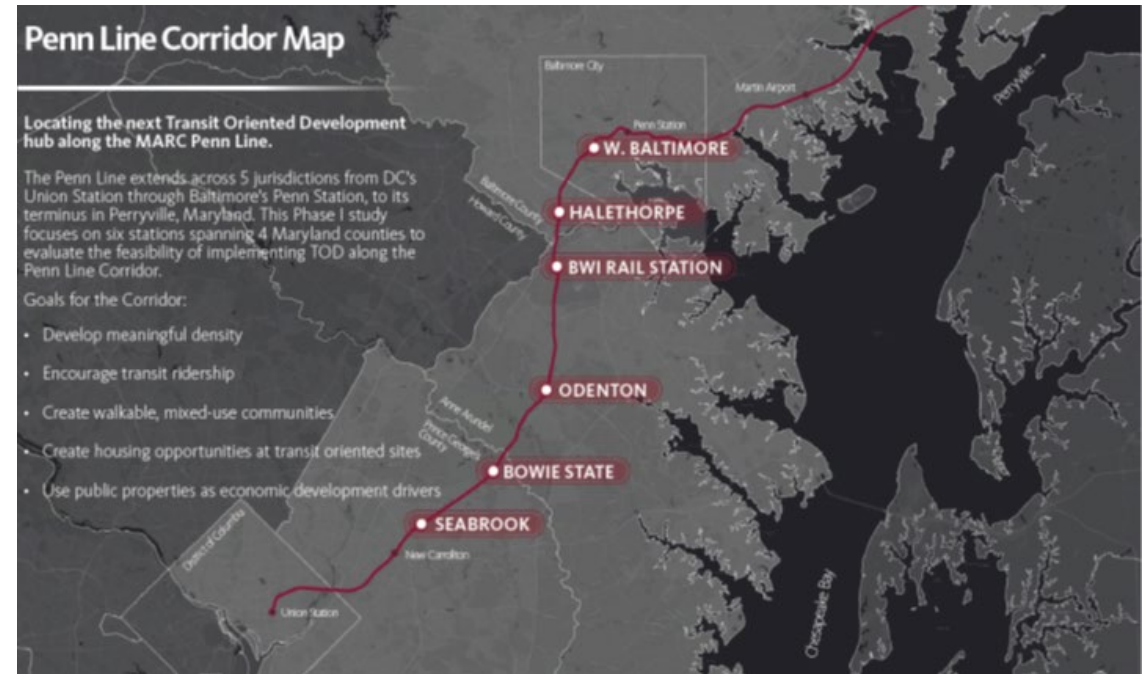
Leading in development of State-owned land for TOD

Local Support

Supporting Partners in realizing TOD

Joint Development : Penn Line Strategy

- Work includes developing prioritization and site strategies for Penn Line Stations that will lead to Joint Development solicitations
- Expected to be complete this month, with first Joint Development solicitations to follow (Odenton)
- Initial analysis shows that Joint Development could yield over 2,800 housing units and generate over \$785M of state and local tax revenue over the next 30 years



Phase 1 Penn Line Study Focus Stations

Joint Development : Baltimore Metro Efforts

- The Reisterstown Plaza Metro Station Vision Plan –Coordinated plan with MTA, Wabash Development and Baltimore City to achieve over 800 housing units and increase connectivity to the site and transit
- In June 2024, the \$4.7 million RAISE award was announced to advance design of comprehensive, multi-modal improvements at Reisterstown
- Rogers Avenue TOD Site Strategy will develop a site strategy for the 17.5-acre, State-owned site
- In FY25, MDOT will continue to assess State-owned sites for Joint Development in the Baltimore region



Reisterstown Plaza Metro Station – TOD Vision Plan

Joint Development : Public Infrastructure

- MDOT is advancing a study to understand **market opportunities** and utilization of new or existing **tools** to support public infrastructure investment
 - Example tools to support public infrastructure needs:
 - TIF/Special Taxing Districts
 - MEDCO Partnership
- MDOT submitted a grant application for the Build America Bureau's Innovative Financing program to development financing and 3rd party concession strategies for public infrastructure

Site Control & Assembly



Site Conditions



Zoning & Capacity



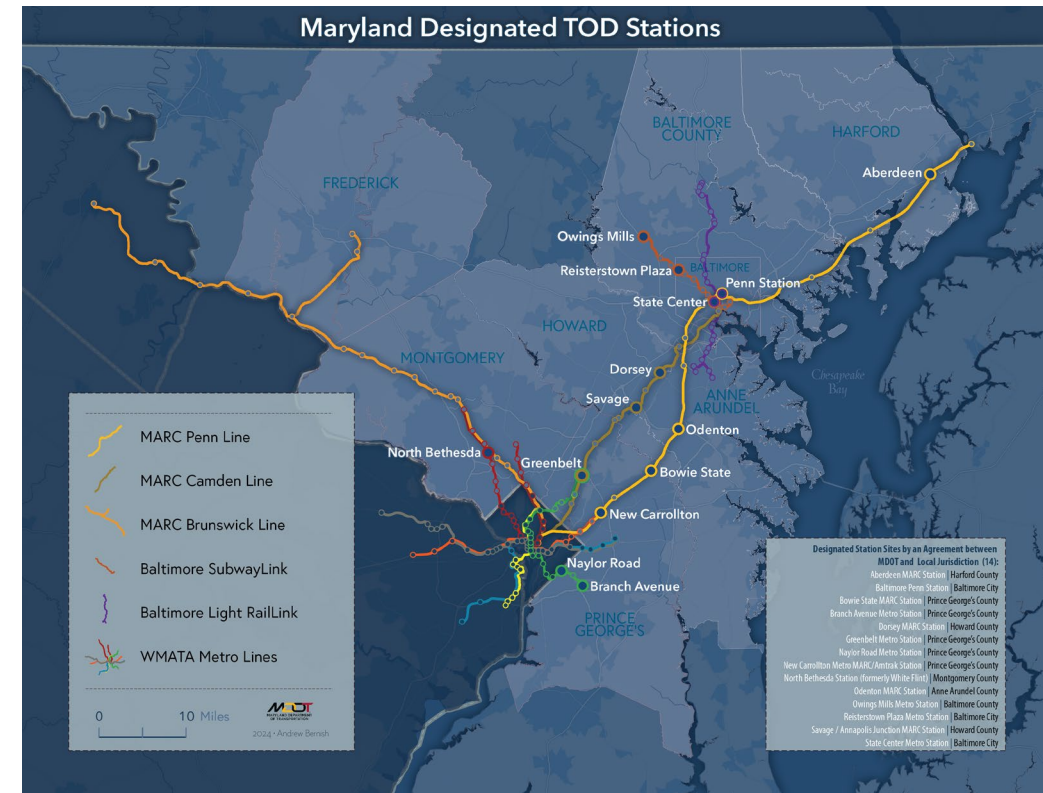
Baltimore Investment Study - Site Analysis Methodology



WMATA New Carrollton Expanded Joint Development spurred by New Garage and Bus Facility

Partner Support: Equitable and Inclusive TOD Enhancement Act (HB12)

- Repositioning **TOD Designations**
 - Will require a plan which addresses core TOD goals
 - Strategy for addressing land use
- Establishing the **MDOT TOD Capital Grant and Revolving Loan Fund** with \$5M annually for :
 - Design plans
 - Public infrastructure improvements
 - Gap funding for public or private development



Map of Current TOD Designations

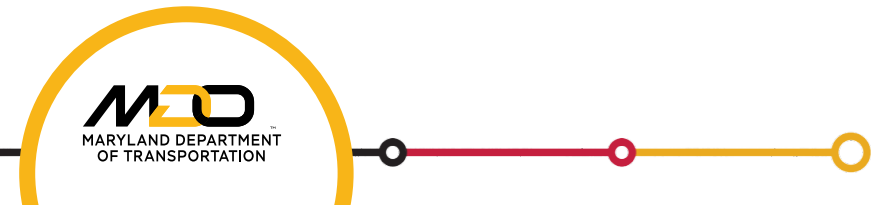


Partner Support : Other Initiatives

- MDOT, MTA, Baltimore City and Baltimore County are advancing a Federal Transit Administration Pilot Program for TOD Planning grant application for a Red Line Corridor TOD Strategy Plan
- MDOT and MTA are supporting Purple Line Corridor Coalition application for TOD Planning grant for Purple Line Corridor TOD Planning
- MDOT is partnering with WMATA in Joint Development efforts to realize the \$2.3 billion in economic potential around WMATA's Maryland stations



WMATA 10-Year Joint Development Strategy



Thank You





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