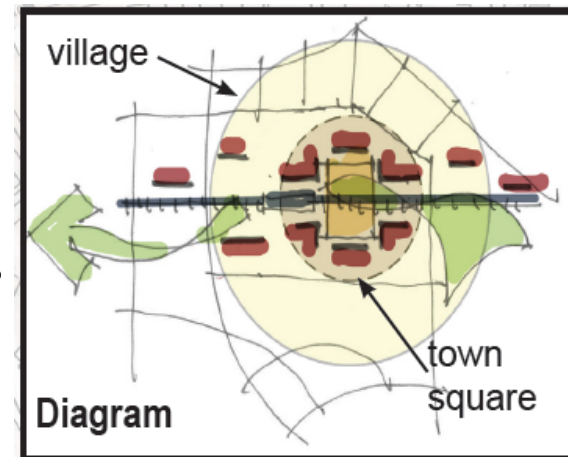


14th Annual New Partners for Smart Growth Conference

# Leveraging New Transit for Better Communities:



Transit-Oriented Development as a Catalyst and Stabilizer along the Red and Purple Lines



Klaus Philipsen, FAIA,  
President ArchPlan Inc.





partnership for  
**Sustainable Communities**  
 an interagency partnership HUD • DOT • EPA



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**EPA Partners with State Capitals on Green Design**  
 On September 12, EPA announced the capital cities of Kentucky, Iowa, Louisiana, Montana and Indiana were awarded design assistance from EPA to create healthy, prosperous communities through green development. EPA's Greening America's Capitals program will help these capital cities stimulate economic development, provide more housing and transportation choices, and reduce infrastructure and energy costs.

*By working together, [HUD, DOT, and EPA] can make sure that when it comes to development—housing, transportation, energy efficiency—these things are done right. And that means more affordable housing, more proximity to jobs and transportation. That means encouraging shorter travel times, fewer traffic jams, fewer accidents, fewer injuries, fewer deaths.*



**Today transit is more than just building a line....**

**Sustainable Communities**

Sustainable communities are places that have a variety of housing and transportation choices, with destinations close to home. As a result, they tend to have lower transportation costs, reduce air pollution and stormwater runoff, decrease infrastructure costs, preserve historic properties and sensitive lands, save people time in traffic, be more economically resilient and meet market demand for different types of housing at different price points. Rural, suburban, and urban communities can all use sustainable communities strategies and techniques to create safe and walkable neighborhoods, but these strategies will look different in each place, depending on the community's character, needs, and resources.

Developing more sustainable communities is important to our national goals of strengthening our economy, creating good jobs now while providing a foundation for lasting prosperity, using energy more efficiently to save energy dependence and protect our natural environment and human health. More federal agencies came together to create the Partnership for Sustainable Communities to help Americans around the country take advantage of an economically sustainable wave. To

Open for Questions: Sustainable Communities

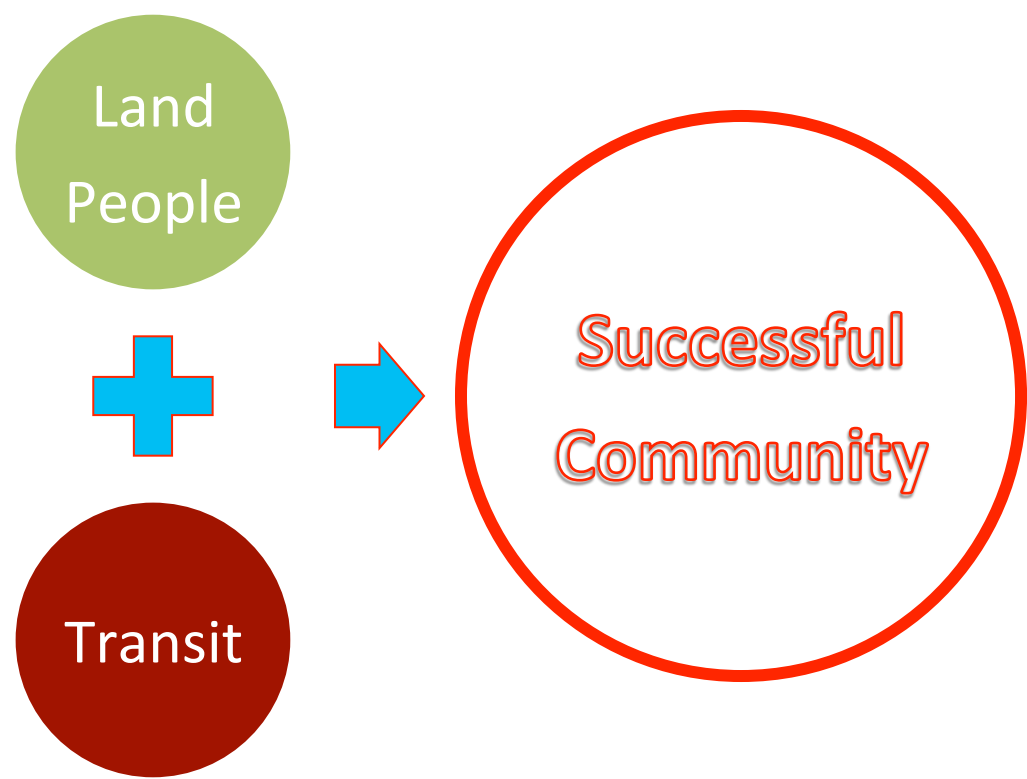


**White House Discussion with HUD, DOT, and EPA Representatives**  
 -July 15, 2010

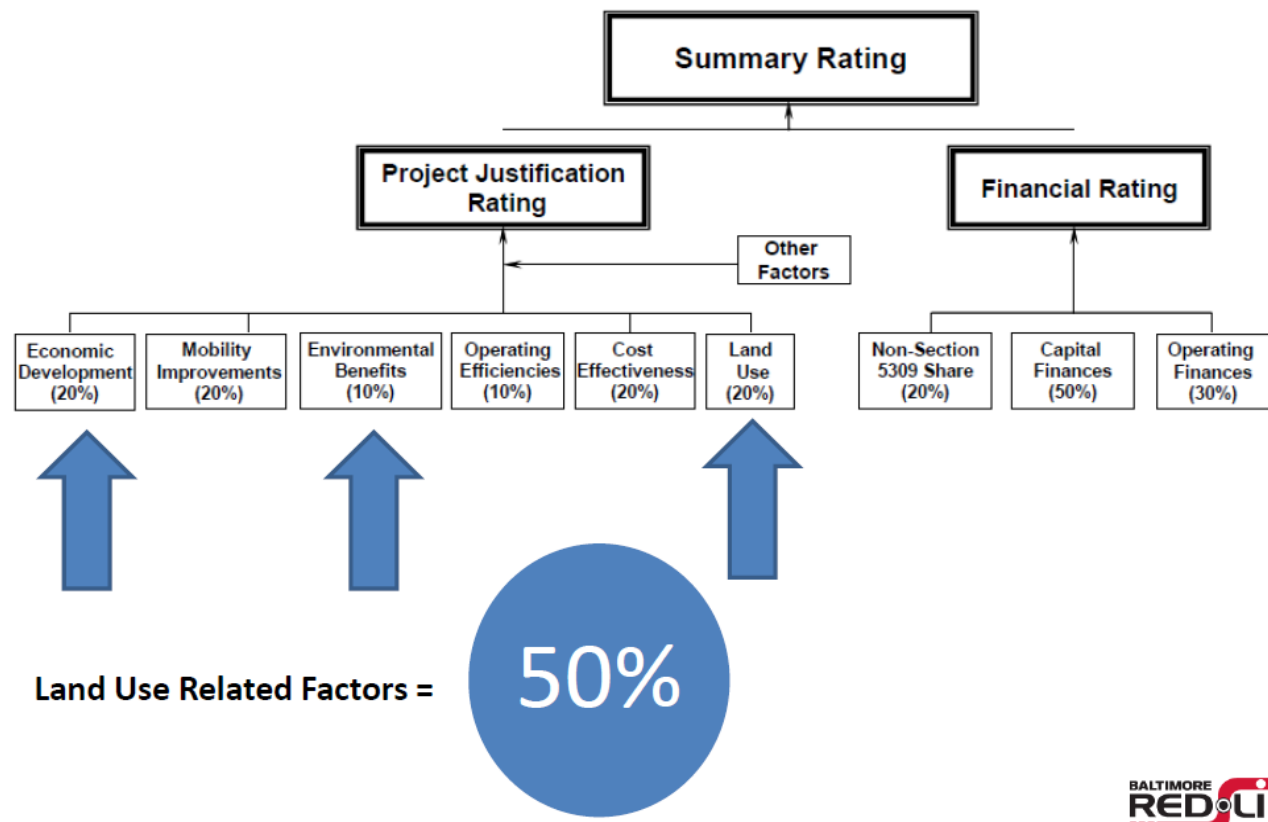
**..it is building a community**



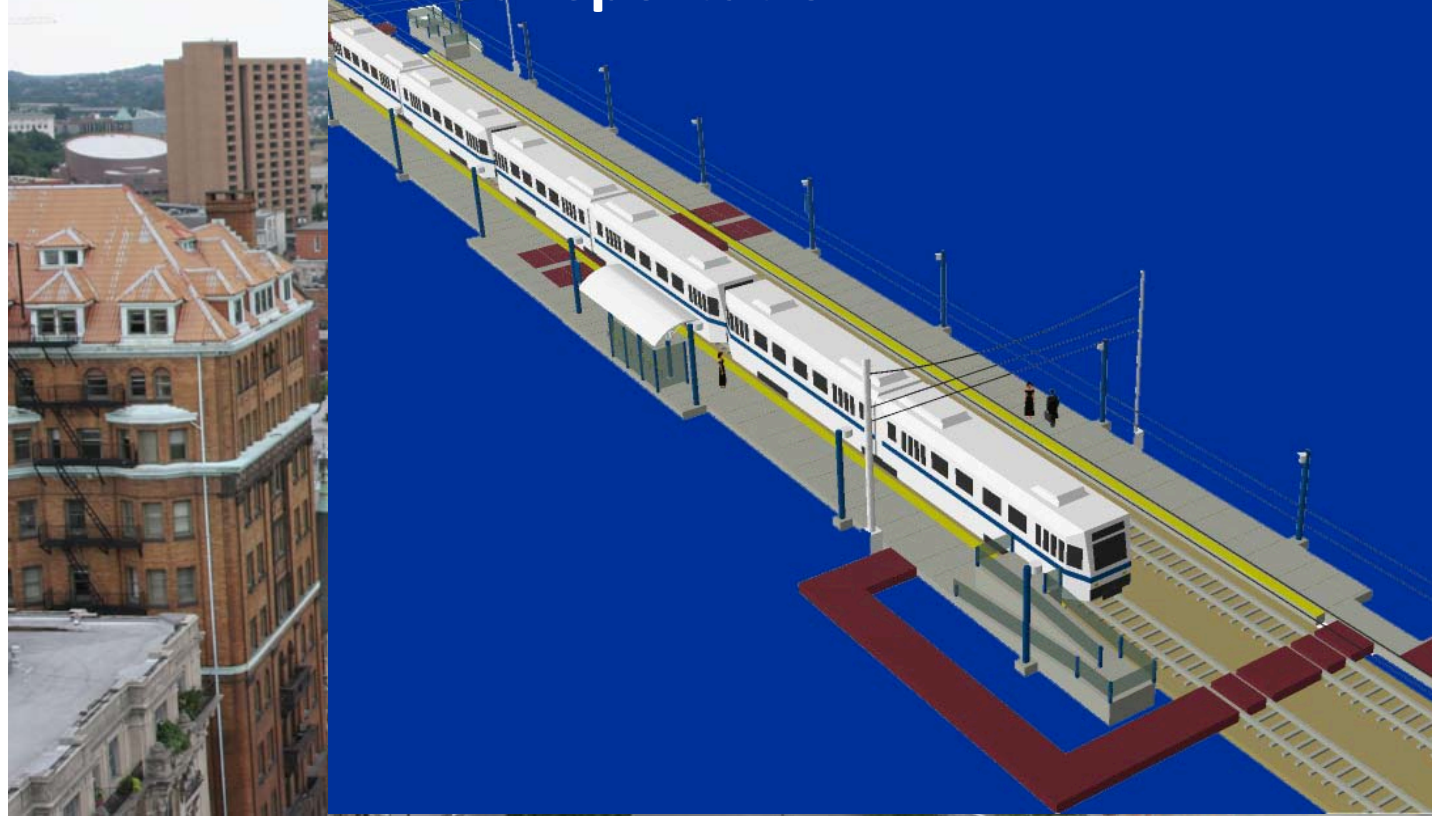
## Land Use & Transportation



# FTA Rating



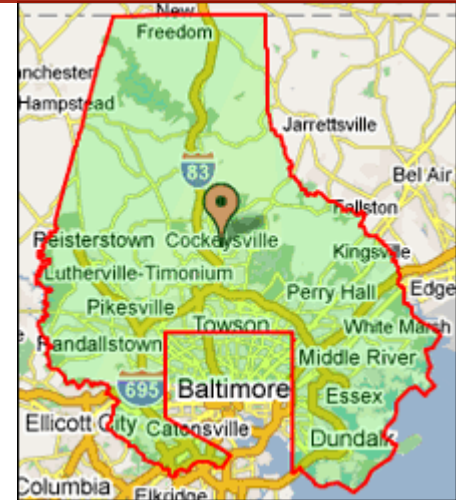
## Land Use & Transportation

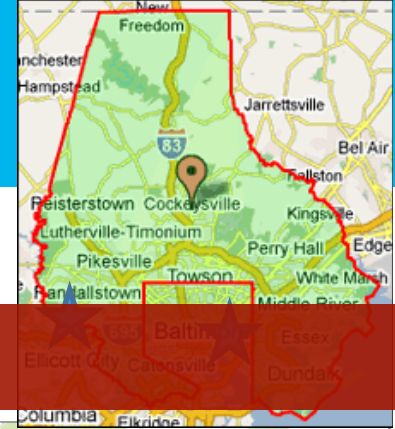


## People



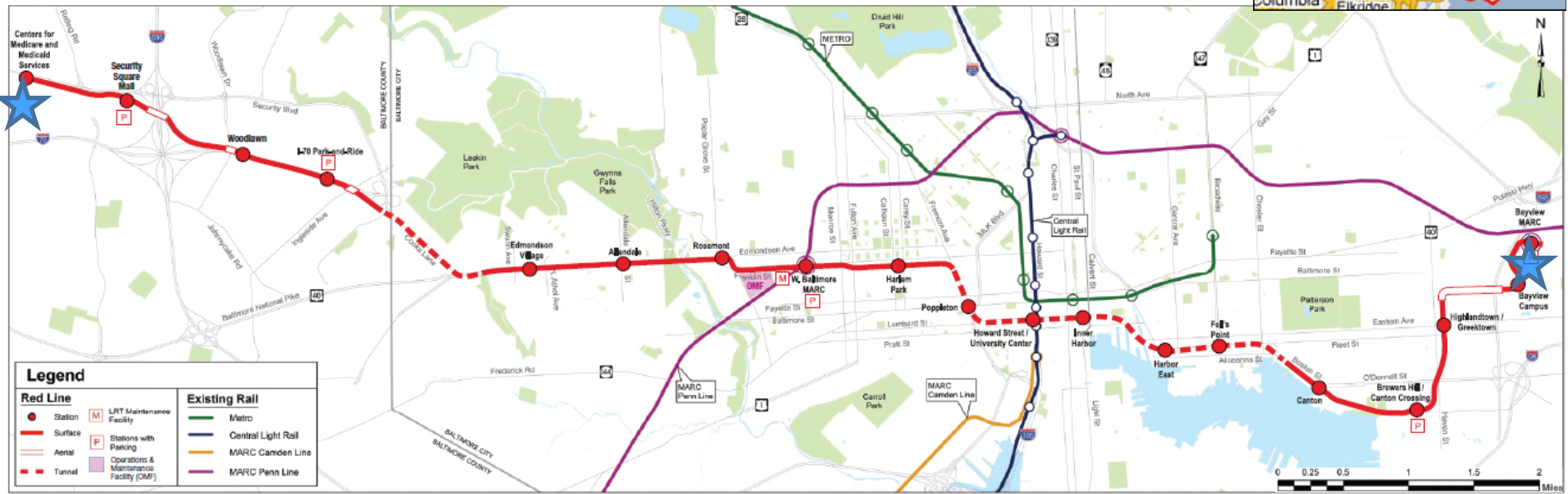
# Transit: The Red Line





# Baltimore Red Line

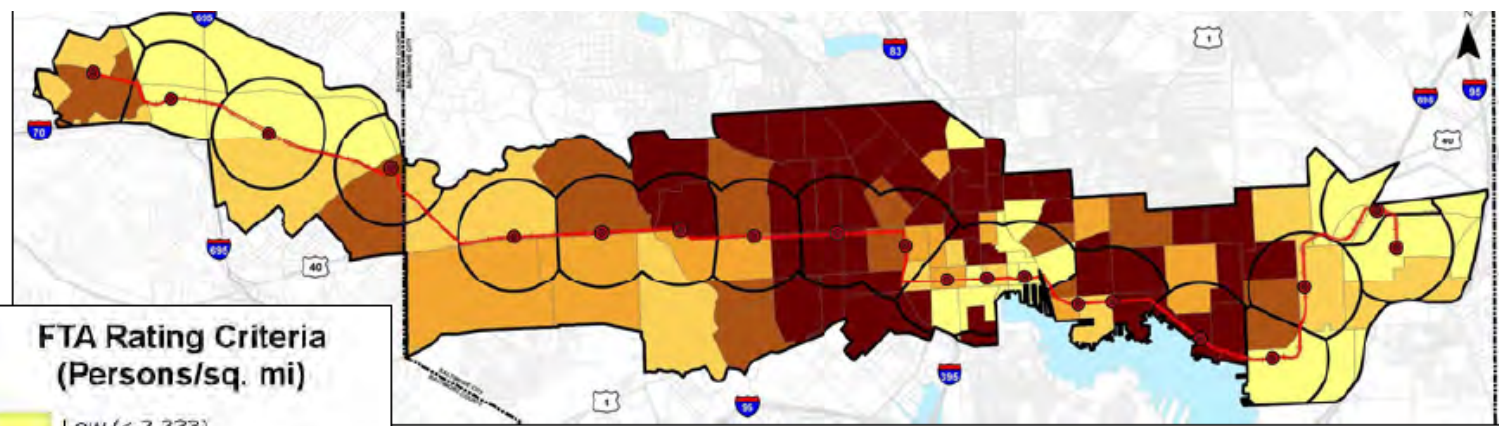
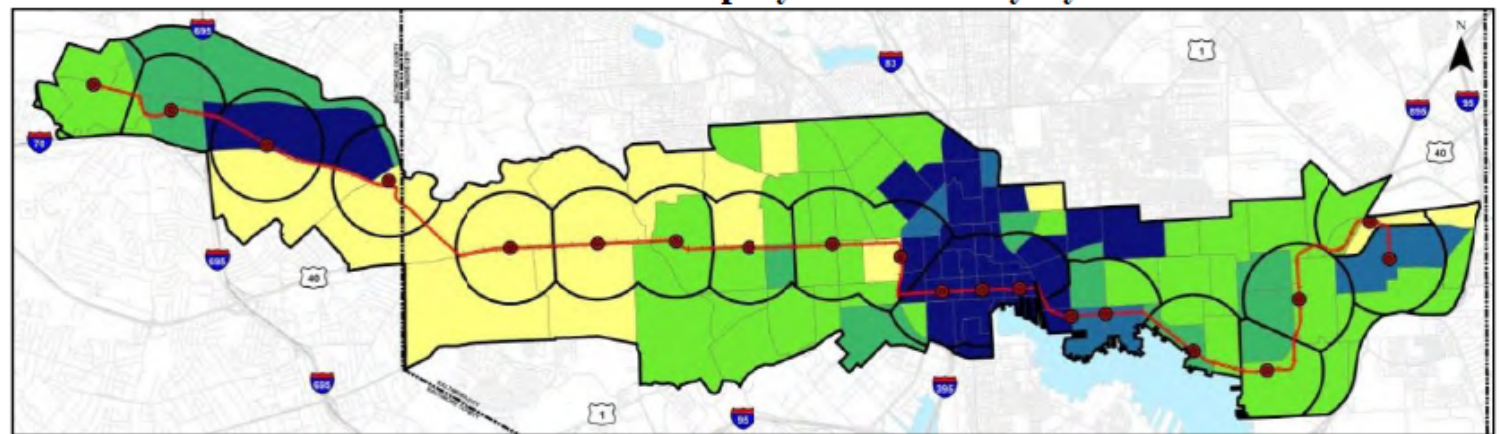
# Transit





# Land Use Employment/Residential

## Red Line Corridor Employment Density by TAZ



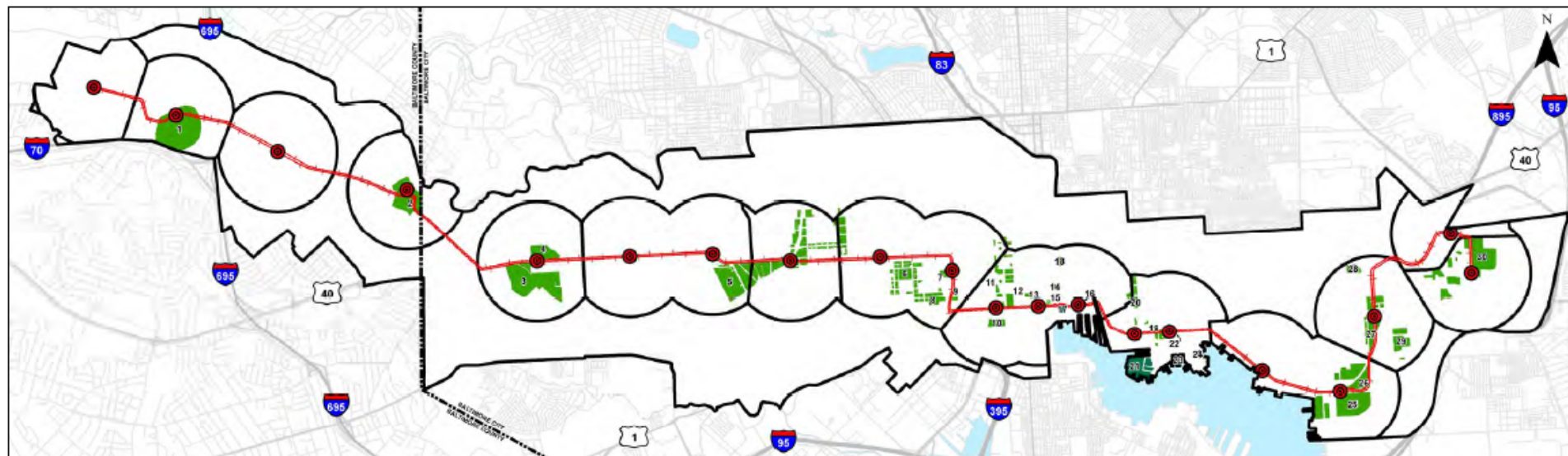
**FTA Rating Criteria  
(Persons/sq. mi)**

Light Yellow	Low (< 3,333)
Yellow-Orange	Medium-Low (3,333-6,667)
Orange	Medium (6,667-10,000)
Brown	Medium-High (10,000-15,000)
Dark Brown	High (> 15,000)

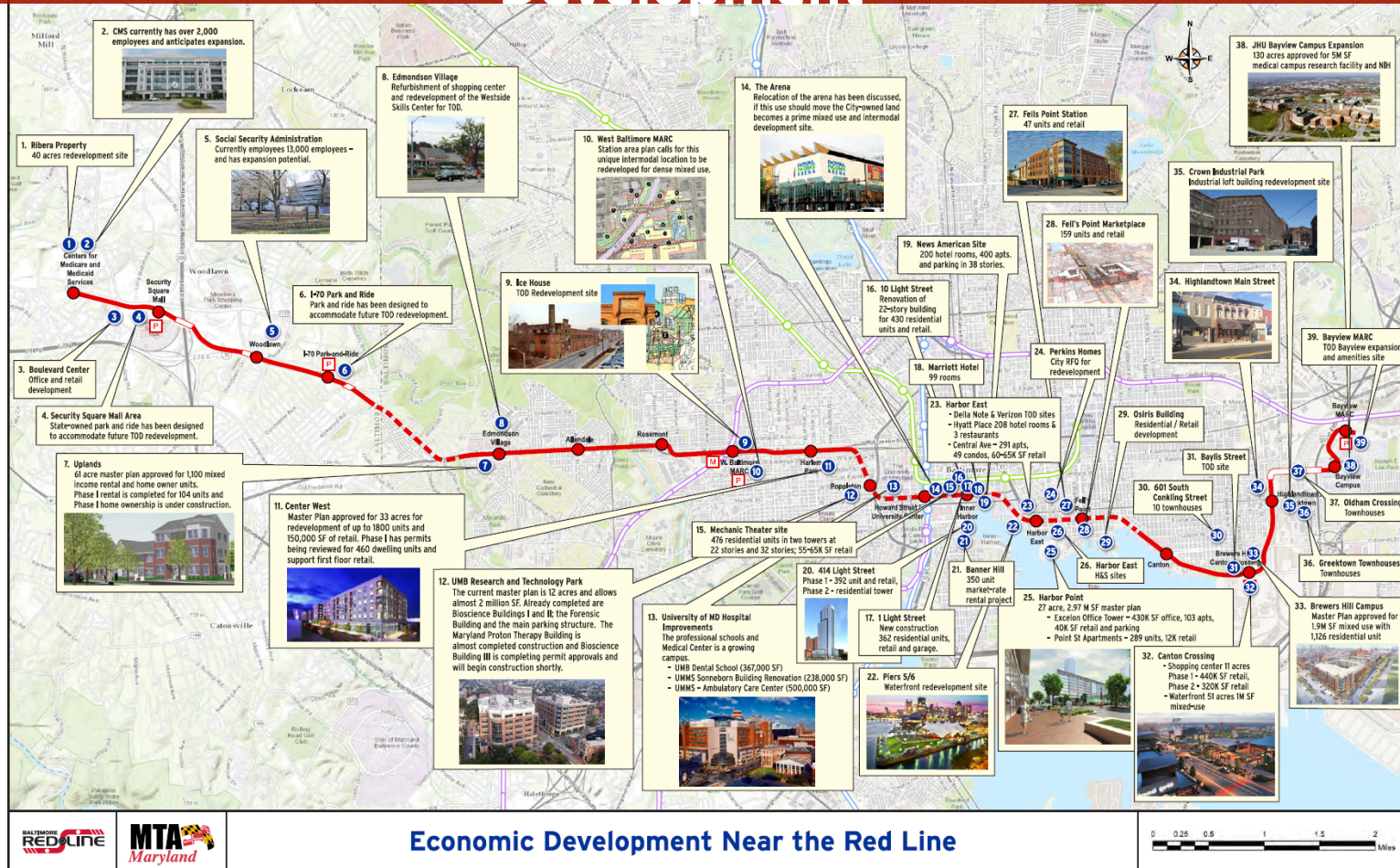


# Land Use Development Opportunities

Figure 9: Transit-Supportive Development Projects in the Red Line Corridor that are Proposed, Planned, and Under Construction



# Development



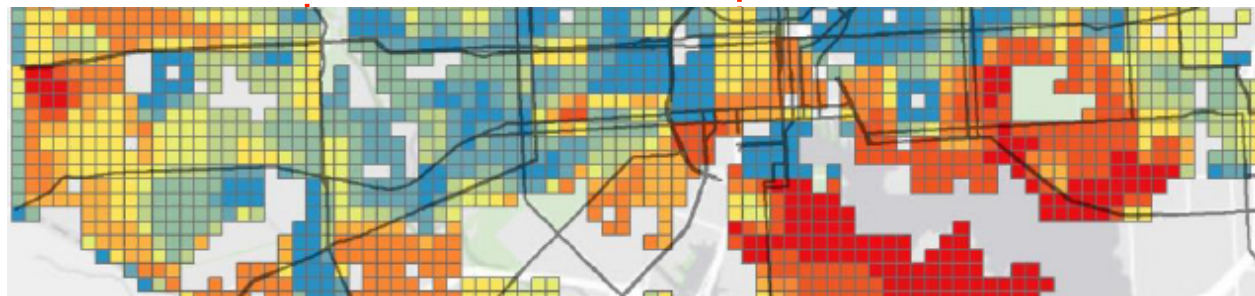
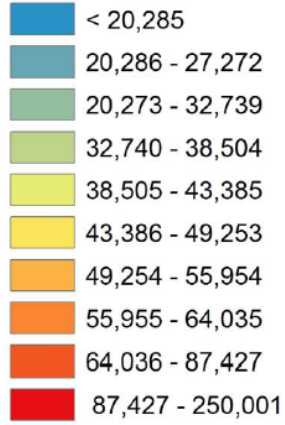
Economic Development Near the Red Line



# Equity



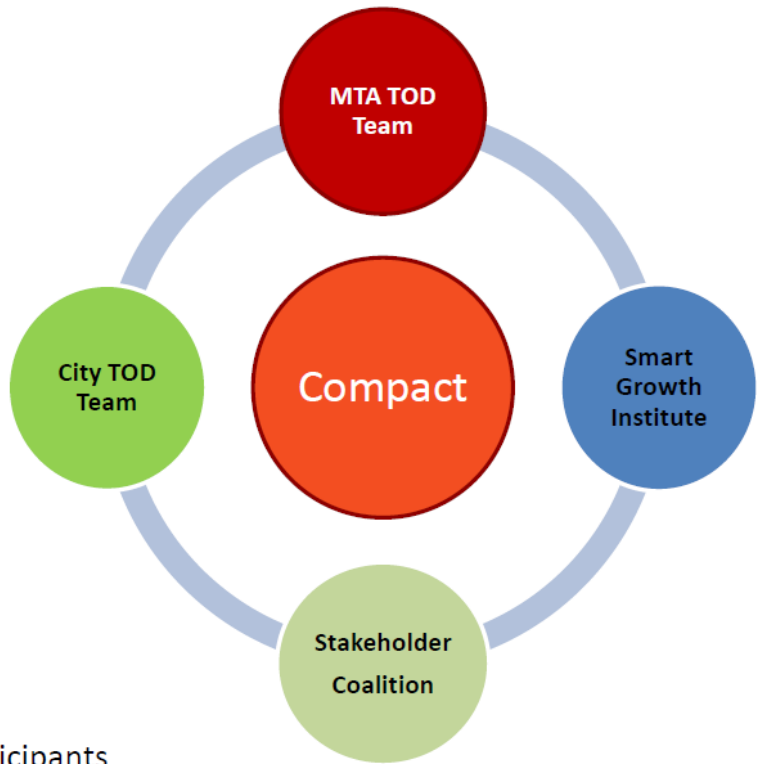
**Median HH Income, 2012, \$**



One County, two cities, one corridor



# Leveraging the Red Line Investment



Possible TOD participants





# Equity: The Community Compact

## Preamble

We, the undersigned, believe that the Red Line Transit Project will be of great benefit to the citizens of Baltimore and our region. We believe that the Red Line stands a greater chance of success if it is designed and built in partnership with the communities, businesses and institutions that lie along its right of way. We believe that the success of the Red Line means many things beyond ridership: the strengthening of our communities, economic empowerment of the people, a healthy and attractive environment, and more. We recognize that the opportunities for success presented by the Red Line cannot be achieved unless we work together to see the project realized. Thus, we commit ourselves to working in partnership to achieving the goals and strategies in this compact, recognizing and respecting always the diversity of interests and perspectives throughout the corridor and the region.

Sheila Dixon, Mayor  
City of Baltimore

John D. Porcari, Secretary  
Maryland Department of Transportation

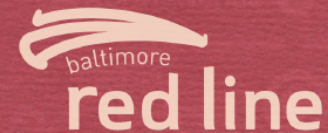
Danyell Diggs, Red Line Coordinator  
City of Baltimore

Paul Wiedefeld, Administrator  
Maryland Transit Administration

Arlene Fisher, President  
Lafayette Square Association

Mel Freeman, President  
Citizen's Planning and Housing Association

Will Backstrom, President  
Baltimore Heritage, Inc.



*Red Line Community Compact*

*Defining the Success of Baltimore's  
Red Line Transit Project*



# Community Compact

## COMMUNITY-CENTERED STATION DESIGN, DEVELOPMENT AND STEWARDSHIP

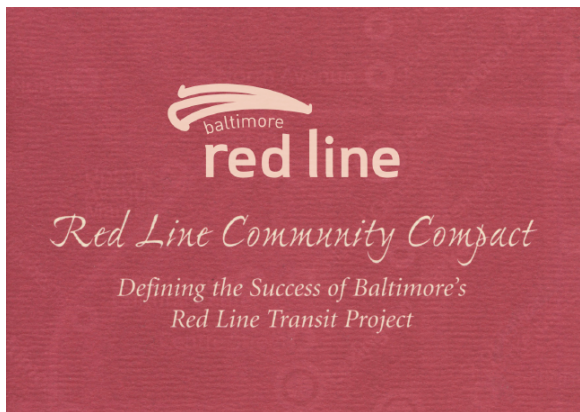
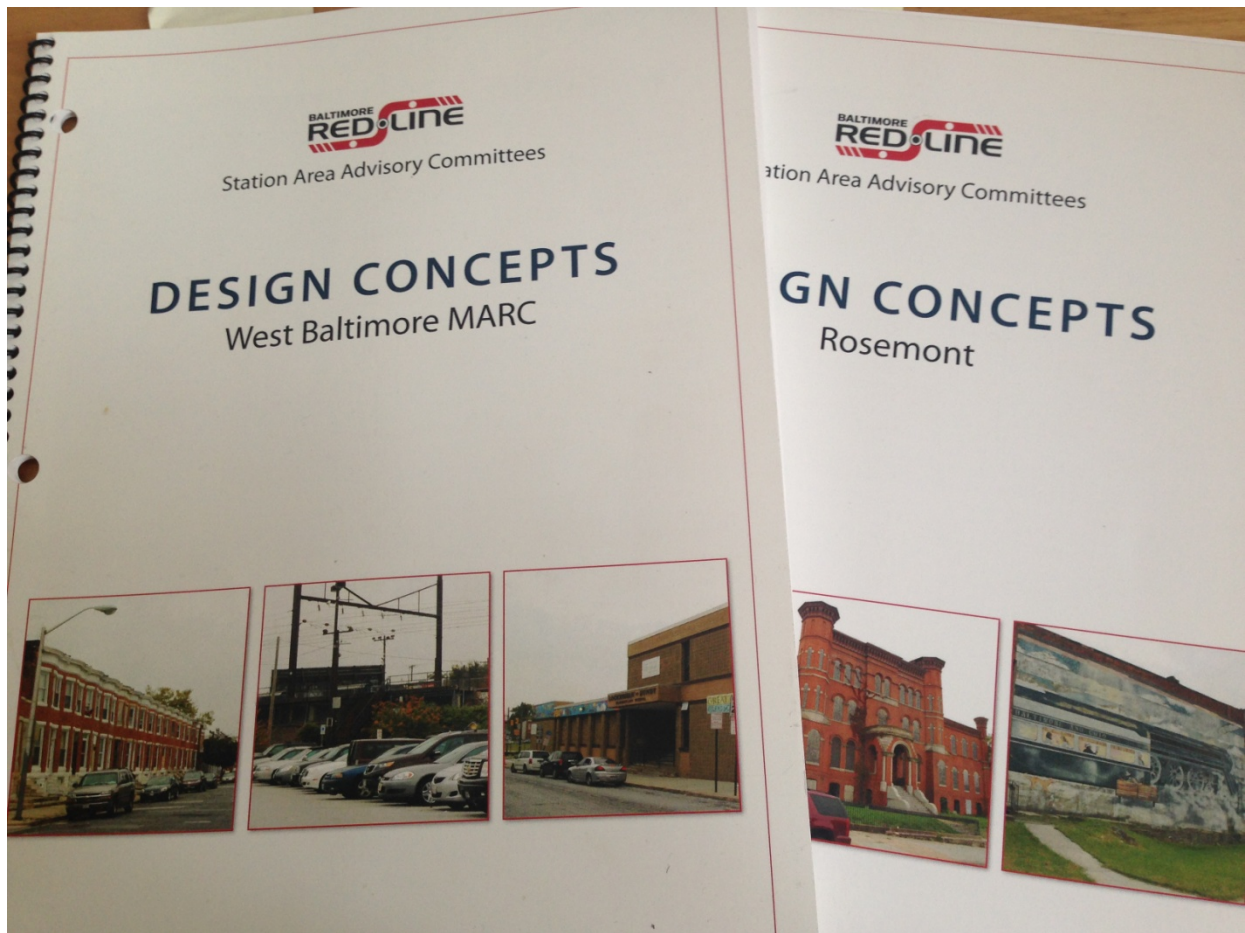
Capturing the economic and social benefits of the Red Line requires that communities must be involved now, during construction, and once the Red Line is operating with strong support from their government and active participation by the private sector.

***As 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, including as many of the following actions as possible:***

- *Work with local foundations and other partners to create a public-private entity similar to Atlanta's "BeltLine Partnership"*
- *Begin now to assemble land through the City's Land Bank, targeted acquisition strategies, etc. to make redevelopment possibilities more readily achievable.*
- *Implement non-traditional funding strategies for public/private partnerships to stimulate growth and development for Red Line station communities in order to achieve public amenities which may not normally be considered part and parcel of Red Line project costs.*
- *Work with station area communities to seek grant opportunities for State, federal and private funding sources which can be used for public and private projects which may not normally be considered part and parcel of Red Line project costs.*

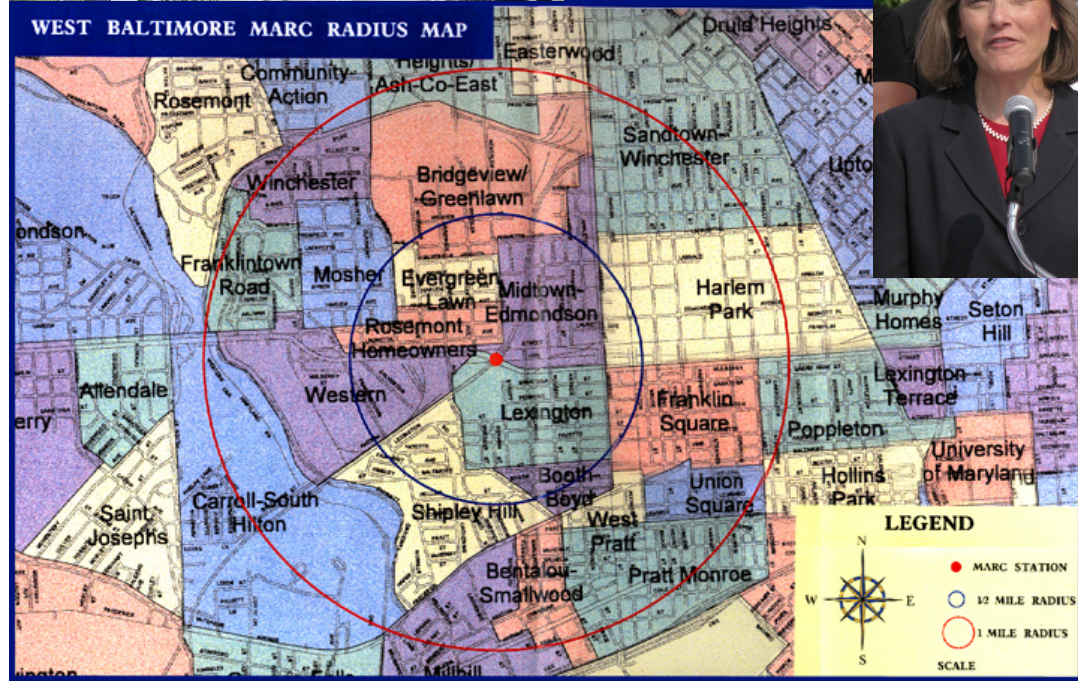
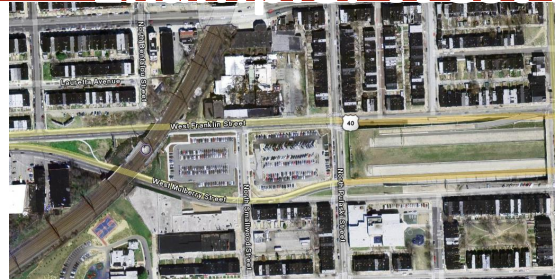


# Station Area Committees

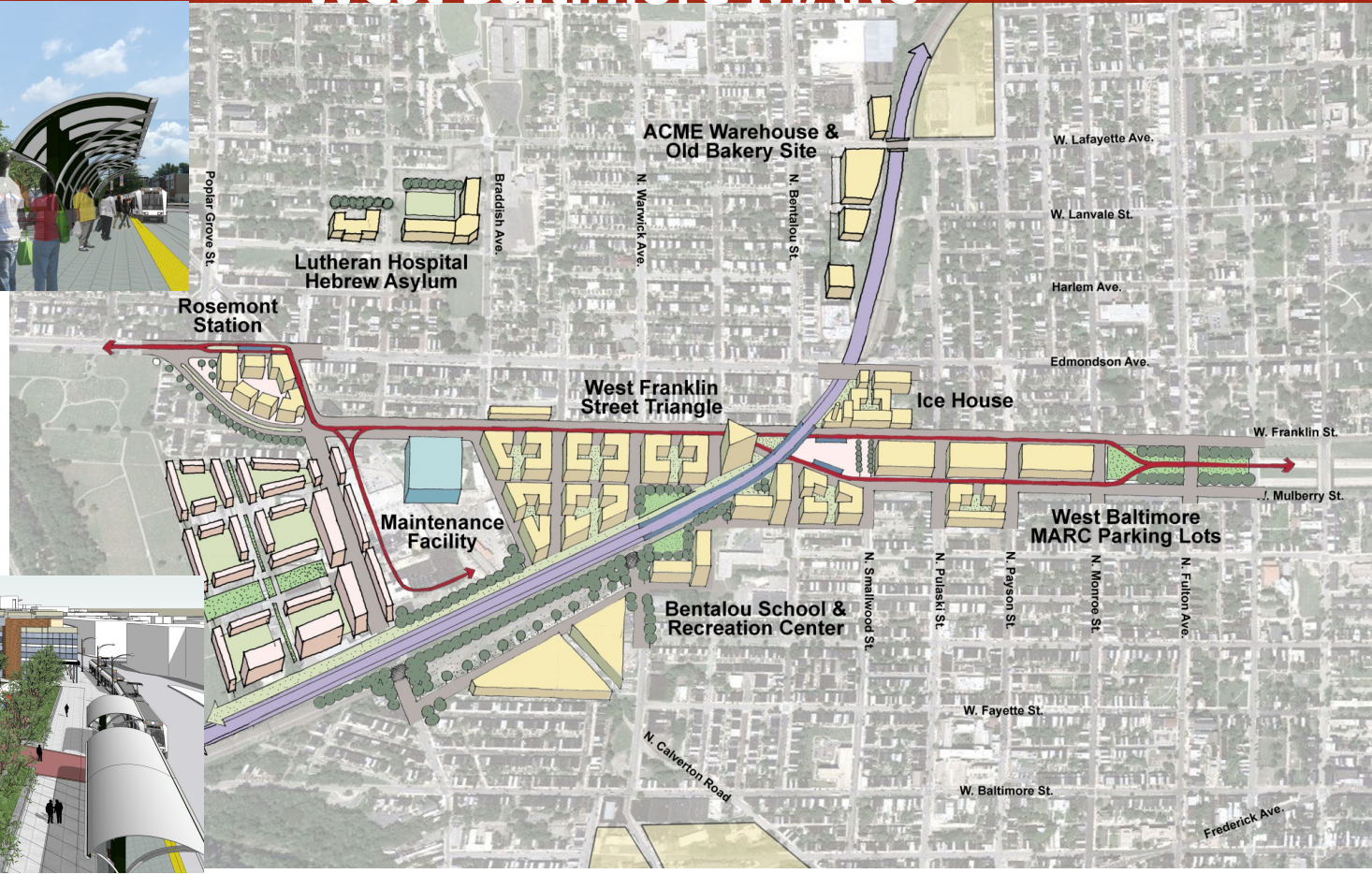




# Example: West Baltimore



# West Baltimore MARC



# West Baltimore: First Construction



# Example Highlandtown



Station Area Advisory Committees

## DESIGN CONCEPTS Highlandtown/Greektown



# Highlandtown- Greektown



# Stations taking Communities to new places



San Diego Light Rail  
(high & low floor)



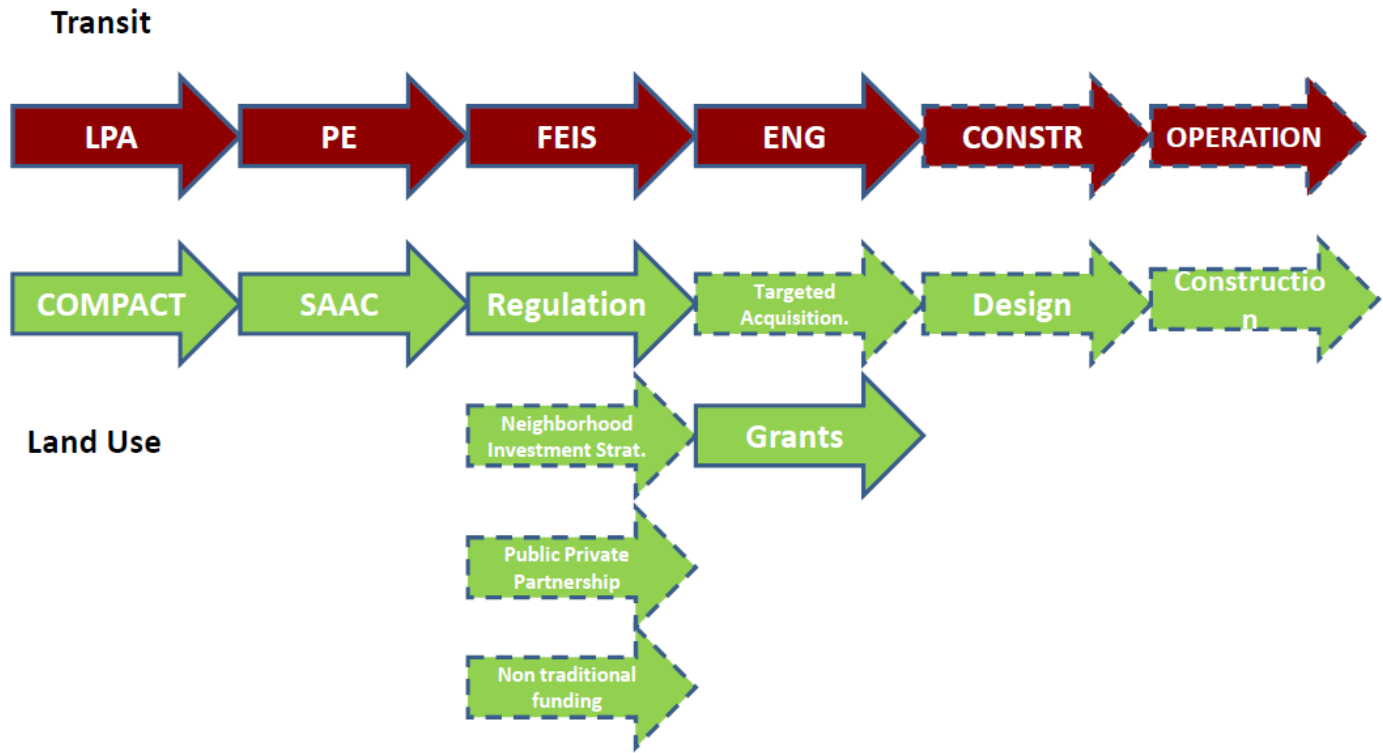


2011 Prelim. Engineering\* 2013-16 Engineering \*2015 Funding Decision\* 2015-21 Construction

2009,10 Station Area Planning 2014 TOD Zoning NEXT???



# Timeline

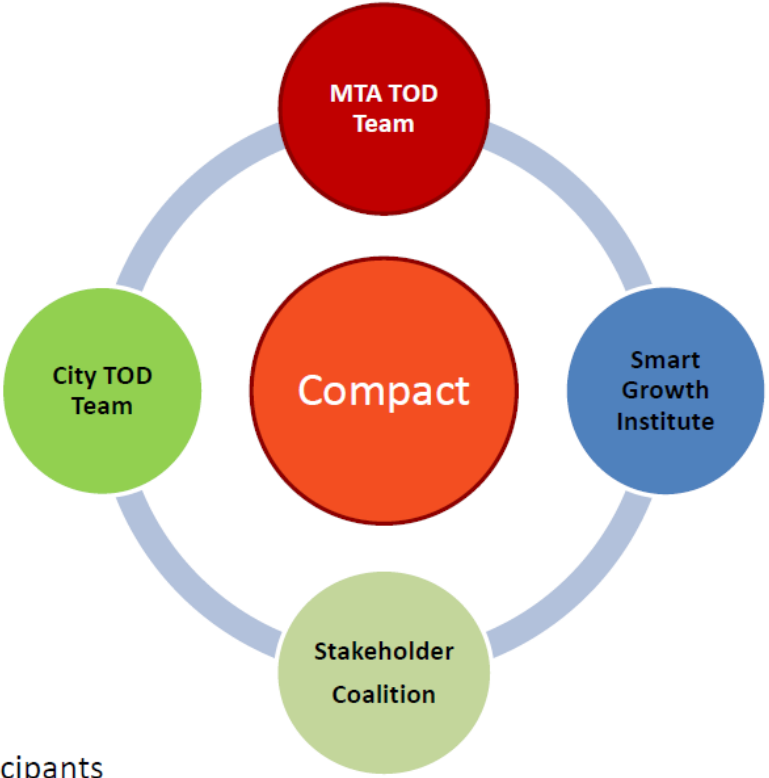


Dashed: future steps





# Leveraging the Red Line Investment



Possible TOD participants





