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

..it is building a community
Land Use & Transportation

Land

People

Transit

Successful Community
FTA Rating

Summary Rating

Project Justification Rating
- Economic Development (20%)
- Mobility Improvements (20%)
- Environmental Benefits (10%)
- Operating Efficiencies (10%)
- Cost Effectiveness (20%)
- Land Use (20%)

Financial Rating
- Non-Section 5309 Share (20%)
- Capital Finances (50%)
- Operating Finances (30%)

Other Factors

Land Use Related Factors = 50%
Land Use & Transportation
Transit: The Red Line
Land Use Employment/Residential

Red Line Corridor Employment Density by TAZ

FTA Rating Criteria (Persons/sq. mi)
- Low (< 3,333)
- Medium-Low (3,333-6,867)
- Medium (6,867-10,000)
- Medium-High (>10,000-15,000)
- 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
One County, two cities, one corridor

Equity

Median HH Income, 2012, $:
- < 20,285
- 20,286 - 27,272
- 20,273 - 32,739
- 32,740 - 38,504
- 38,505 - 43,385
- 43,386 - 49,253
- 49,254 - 55,954
- 55,955 - 64,035
- 64,036 - 87,427
- 87,427 - 250,001
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

Danyell Diggs, Red Line Coordinator
City of Baltimore

Arlene Fisher, President
Lafayette Square Association

Will Backstrom, President
Baltimore Heritage, Inc.

John D. Porcaro, Secretary
Maryland Department of Transportation

Paul Wiedefeld, Administrator
Maryland Transit Administration

Mel Freeman, President
Citizen’s Planning and Housing Association

Red Line Community Compact
Defining the Success of Baltimore’s
Red Line Transit Project
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

DESIGN CONCEPTS
West Baltimore MARC

GN CONCEPTS
Rosemont
Example: West Baltimore
West Baltimore MARC
West Baltimore: First Construction
Example Highlandtown

DESIGN CONCEPTS
Highlandtown/Greektown
Stations taking Communities to new places

San Diego Light Rail (high & low floor)

2009,10 Station Area Planning 2014 TOD Zoning  NEXT???
Leveraging the Red Line Investment

Possible TOD participants

- MTA TOD Team
- City TOD Team
- Smart Growth Institute
- Stakeholder Coalition