



The Penn Line Corridor TOD Strategy

PHED Committee Briefing

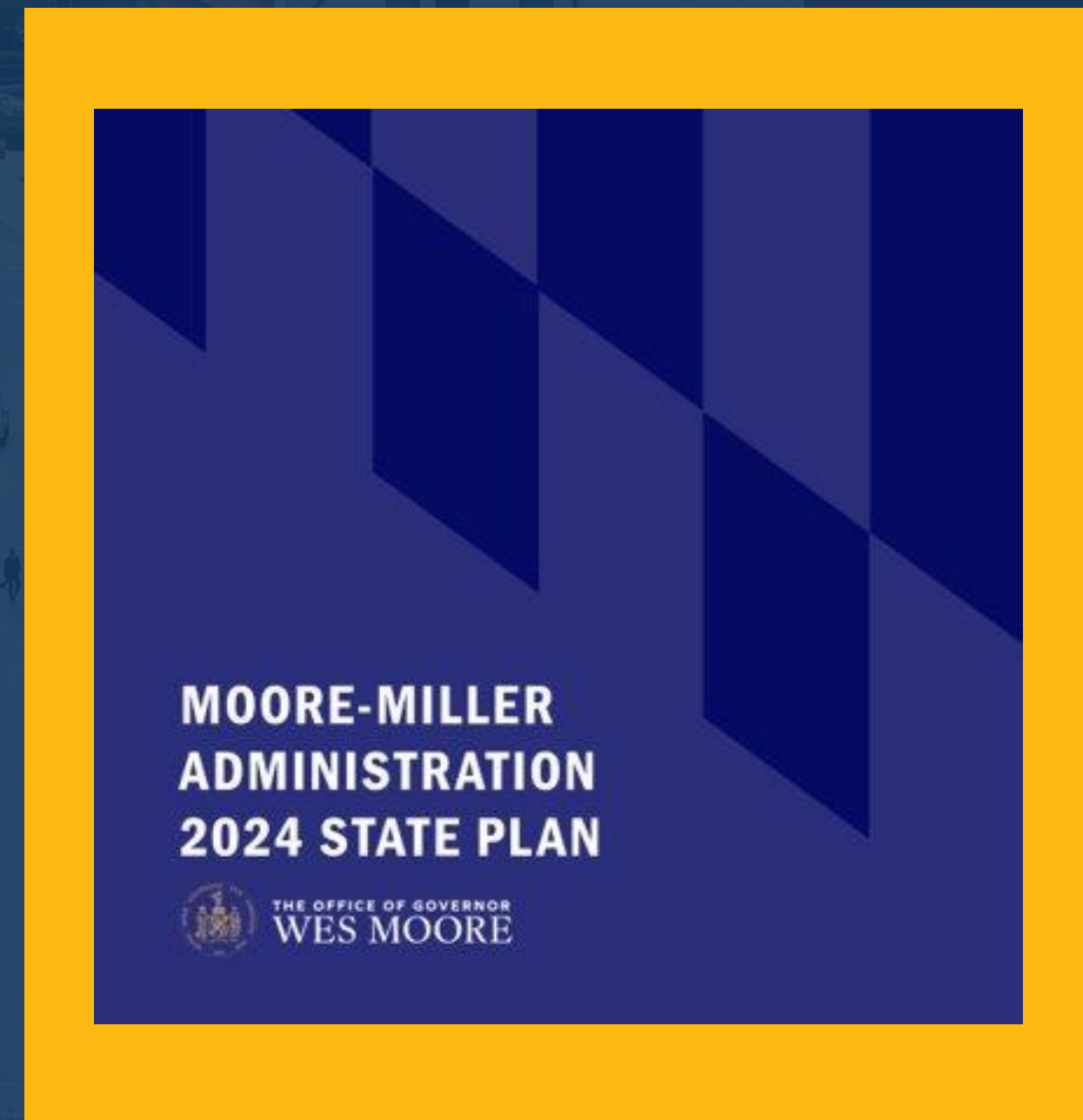
TOD as a State Priority

Transit-Oriented Development (TOD) is defined in the Maryland 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**"

Governor Moore- Lt. Gov 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)**



Advancing Transit-Oriented Development

Joint
Development

Supporting Local
Partners

Through *Joint Development & Supporting Partners*, we promote and accelerate innovation, attract and incentivize economic growth and investment, and create community centers unique to specific neighborhoods.

Why study the MARC Penn line?

- It connects two major economic centers along the NEC
- MARC Growth & Transformation Study identifies the DC-Baltimore corridor as core market
- There are 210 acres of publicly-owned land from Seabrook to Perryville (excluding Penn Station)
- Future expanded MARC service will connect to Northern Virginia and Delaware
- Recent cross-fare program already increasing connectivity



Study Overview

Goal: Identify near and long-term TOD strategies to-

- Achieve **meaningful density** to drive ridership, mixed-use development and housing
- Increase **connectivity and access** to transit
- Enhance **experience** for transit riders and users of development
- Take into account **current and future rail service** as well as type of TOD associated with regional rail
- Define initial **goals and expectations** with local jurisdictions

Approach:

- As transit **service = value**, focus on core service stations first
- Analyze **sites and market** conditions identifying opportunities and challenges
- In concert with stakeholders, develop **principles, goals** and overall **strategy** for sites so as to inform future partnerships
- Define infrastructure and connectivity **needs**
- Identify the market and infrastructure **"Gaps"**

Local Engagement

To support initial strategy and analysis:

- MDOT worked directly with representatives from the local jurisdictions

Going forward:

- MDOT will hold direct community engagement as projects move forward and developer solicitation begin to advance
- Any development partner will be expected to work with MDOT and local jurisdictions in engaging local communities through the life of the project. Community engagement plans will be an expectation in developer selection.



Study Overview

Study focuses on market conditions at 10 stations, organized into "Phase 1" and "Phase 2"

- Phase 1 stations have 54 trains per day vs. Phase 2 stations have 13 trains per day
- Phase 1 stations were chosen based on current levels of MARC service and development potential
- Study provides a development strategy, identifies gaps and creates **key implementation actions**

MARC Penn Line Study Area Today

10
Stations

210 ac.
State & Public Lands

318K
Residents

140K
Jobs

\$1.7B
Annual Retail Sales
in Phase 1 Stations

11.5K
Daily Riders



The Opportunity of Penn Line TOD

\$800M+

Net Present Value* of
30-Year Gross Tax Revenue**

4,560

Construction Jobs Created

400

Permanent Jobs Created

202K–546K

Additional Annual MARC
Trips

2,600+

New Housing Units



Phase 1 Stations – Optimizing Investment

Station		Net Present Value ¹ of Gross Tax Revenue ²	Potential Added Annual MARC Trips	Residential Units	Station Outlook
Seabrook		\$ 239M State \$ 125M Local \$ 114M	39K – 96K	700+	Near Term Challenges and Long-Term Opportunity
Bowie State	★	\$ 108M State \$ 52M Local \$ 56M	17K – 42K	400+	Near Term Opportunity to Catalyze Economic Development at BSU
Odenton	★	\$ 271M State \$ 129M Local \$ 142M	46K – 117K	900+	Near Term Opportunity with Public Investment
BWI Airport		\$ 153M State \$ 65M Local \$ 88M	63K – 200K	450+	Near Term Challenges and Long-Term Opportunity
Halethorpe		\$ 55M State \$ 28M Local \$ 27M	12K – 29K	150+	Near Term Challenges and Long-Term Opportunity
West Baltimore		N/A	N/A	N/A	Study provides baseline information to be used in current and forthcoming work

Phase 2 Stations – Long Term Priorities

- MDOT and local jurisdictions can position these stations for future TOD by supporting planning and strategies that can improve infrastructure, connectivity and market conditions
- May become Joint Development priority stations as rail service increases and markets improve

Station	Population	Projected Population Growth (2023-2028)	Multifamily Deliveries (2018-2023)	Multifamily Rents	Market Strength	Zoning Alignment	State Land Availability
Martin State Airport	29.7K	0.2%	0 units	\$1.73/SF	LOW	LOW	LOW
Edgewood	27.9K	0.5%	0 units	\$1.36/SF	LOW	LOW	LOW
Aberdeen	17.3K	3.0%	0 units	\$1.52/SF	LOW	MEDIUM	NONE
Perryville	11.9K	1.9%	43 units	\$1.38/SF	LOW	LOW	NONE

Phase 1 Stations



Seabrook

An aerial night-time photograph of the Seabrook station area, overlaid with a semi-transparent blue filter. The image shows a mix of historic brick buildings on the left, modern commercial structures in the center, and a large, modern transit station with a glass and steel facade on the right. A streetcar or light rail vehicle is visible on tracks in the lower-left foreground. The scene is illuminated by streetlights and building lights, creating a vibrant urban atmosphere.

Site Conditions

Property Ownership



- Federal (Amtrak)
- State-owned parking
- M Leo Storch Devt.
- Stancliff Living Trust
- Neda Enterprises
- Leased by Stancliff (Scaffold Resource)
- Redeemed Christian Church of God
- Other private entities (many)

Planning Context



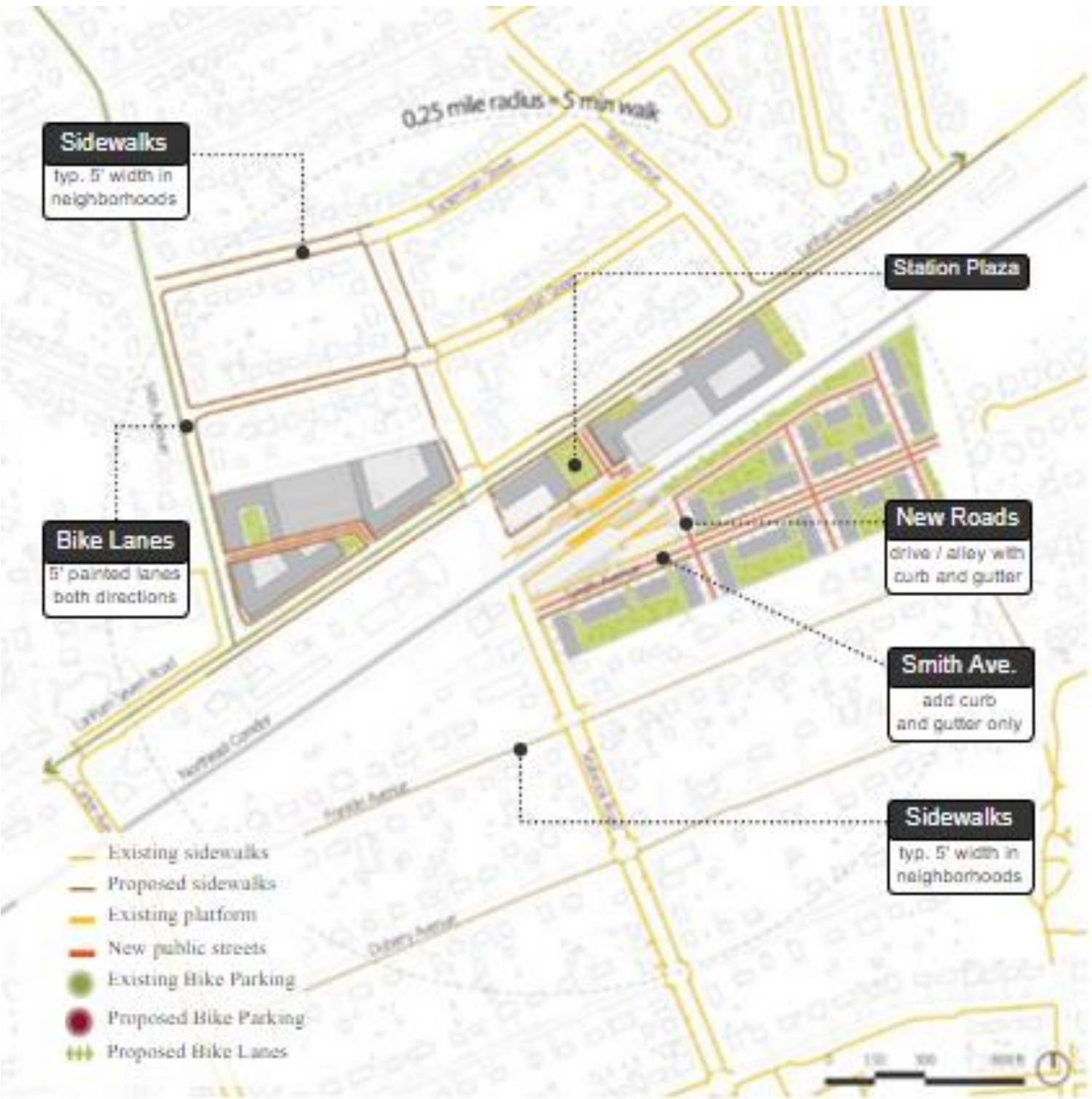
- Station Focus Area
- Parks & Open Space
- Major Employment Zones
- Washington Business Park

Access & Connectivity

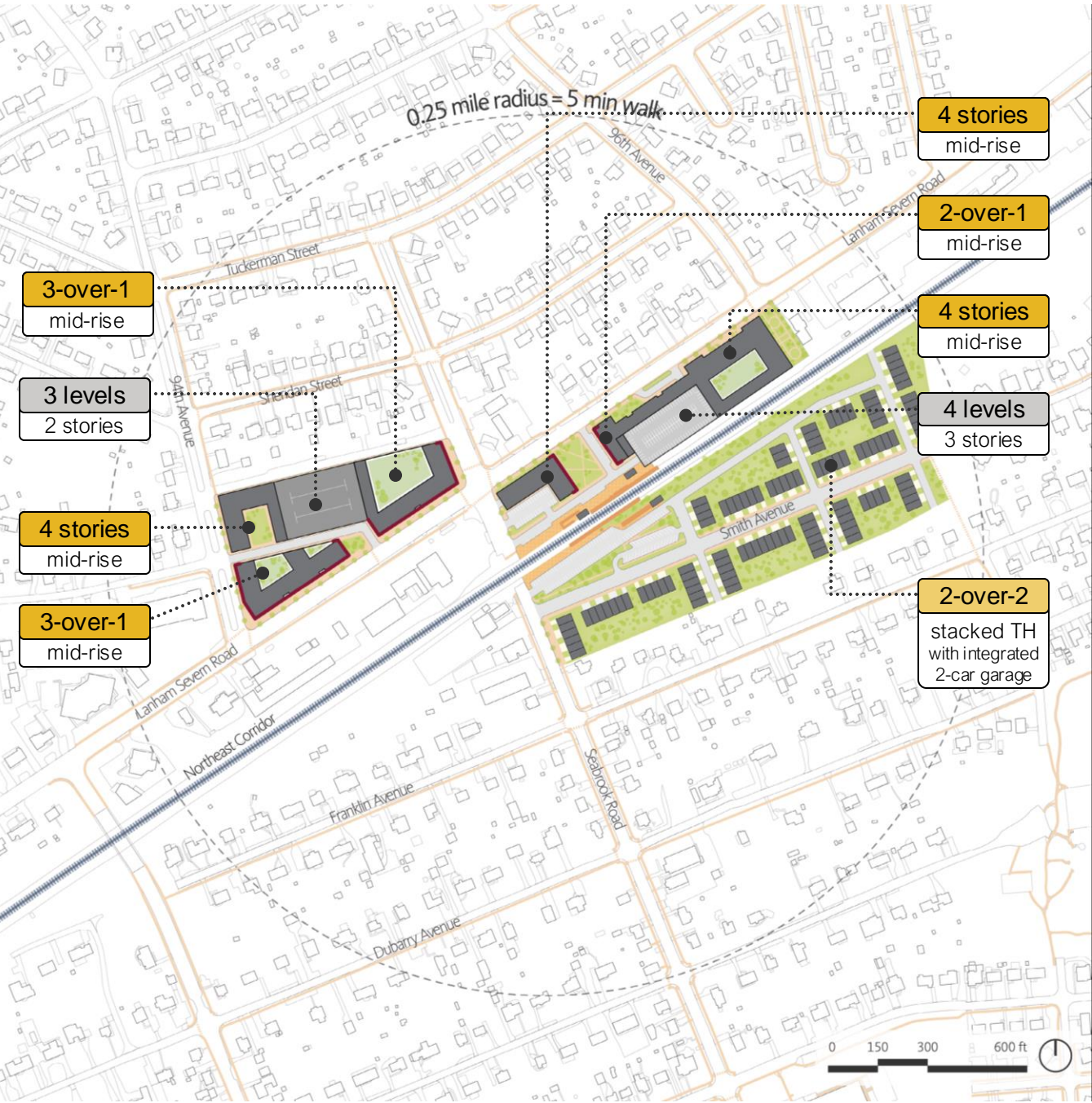
Station Access



Multimodal Connections



Conceptual Development Strategy



- New development

■ Commuter garage (P)

■ Private garage (P)
- Multifamily (mid-rise)

■ Stacked Townhome

■ Ground floor retail
- Hardscape / plaza

■ Open space / park land

■ Paths / sidewalks

Planning Strategies

Pedestrian-friendly destination with a mix of land uses

- Need for assemblage of smaller properties
- Densify underutilized properties to create a cohesive neighborhood "center"
- Redevelopment of adjacent shopping center could be a catalyst

Impacts



\$247M
Development Value



\$136M
Project Gap



\$239M
Tax Revenue

Looking Forward

Assessment: **LONG-TERM OPPORTUNITY**



Current land use at Seabrook MARC Station

Key Actions to Support TOD Potential

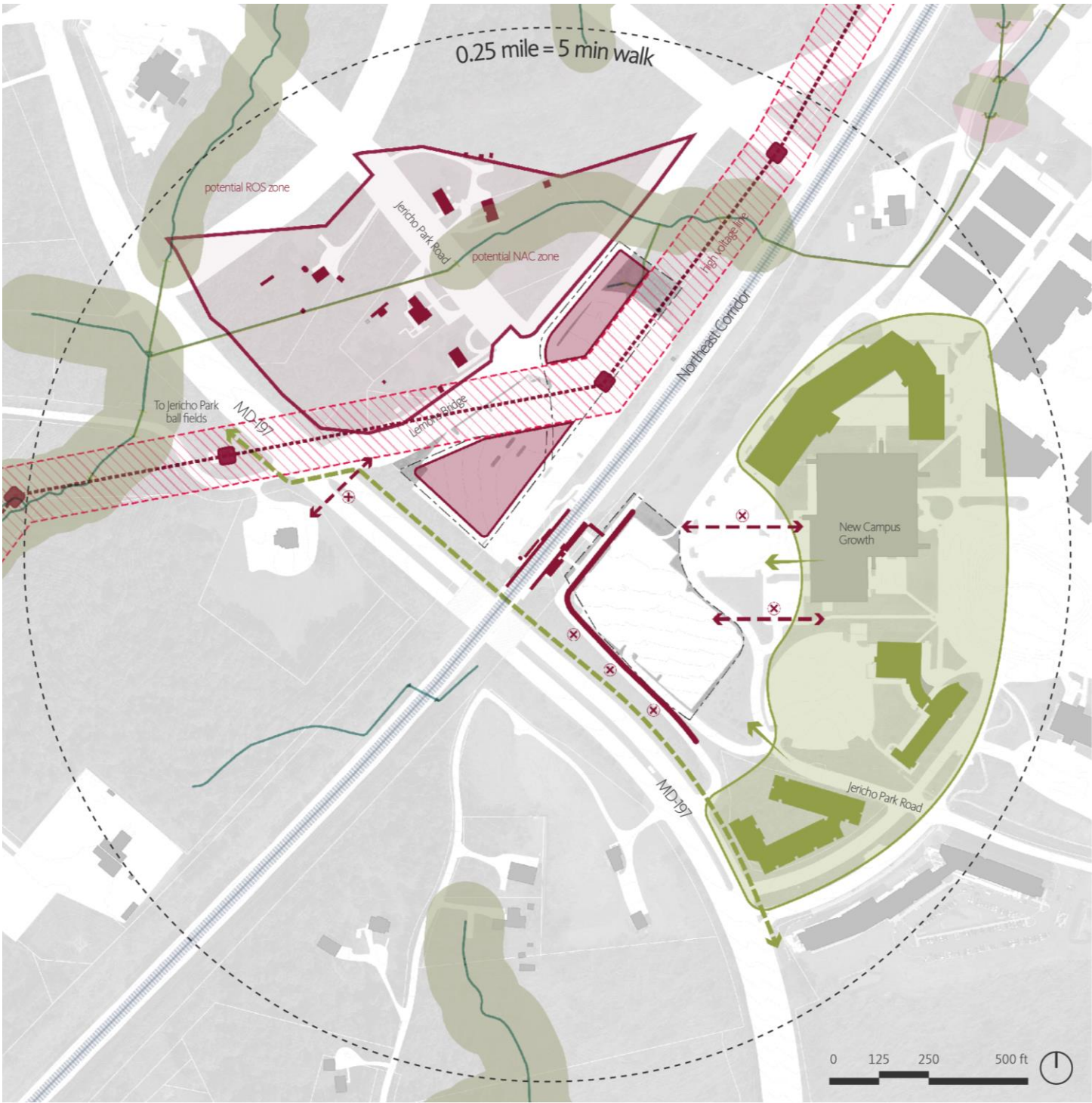
- Identify near-term infrastructure investments
- Conduct additional planning to maintain momentum as market improves
- Leverage partnerships to begin near-term placemaking efforts

Bowie State



Site Conditions

Opportunities & Constraints



- | | | |
|----------------------------|-----------------------|--------------------------------------|
| --- Off-street shared path | ■ Stream buffer zone | ▨ High voltage transmission easement |
| ■ Recent construction | --- Poor connectivity | ■ Fragmented redevelopment area |
| ■ BSU Campus Growth | --- Dead end access | ■ Disparate private land ownership |

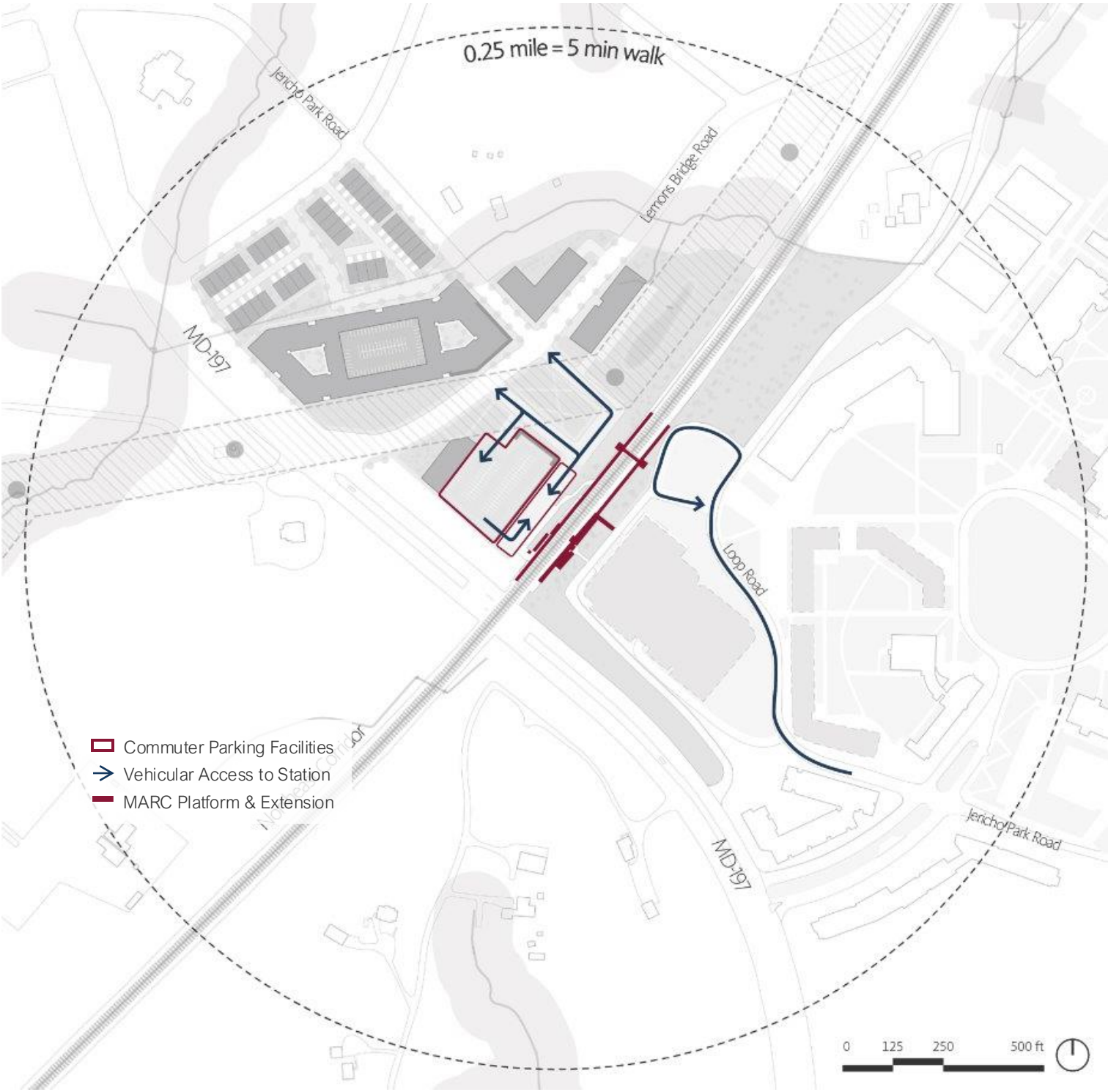
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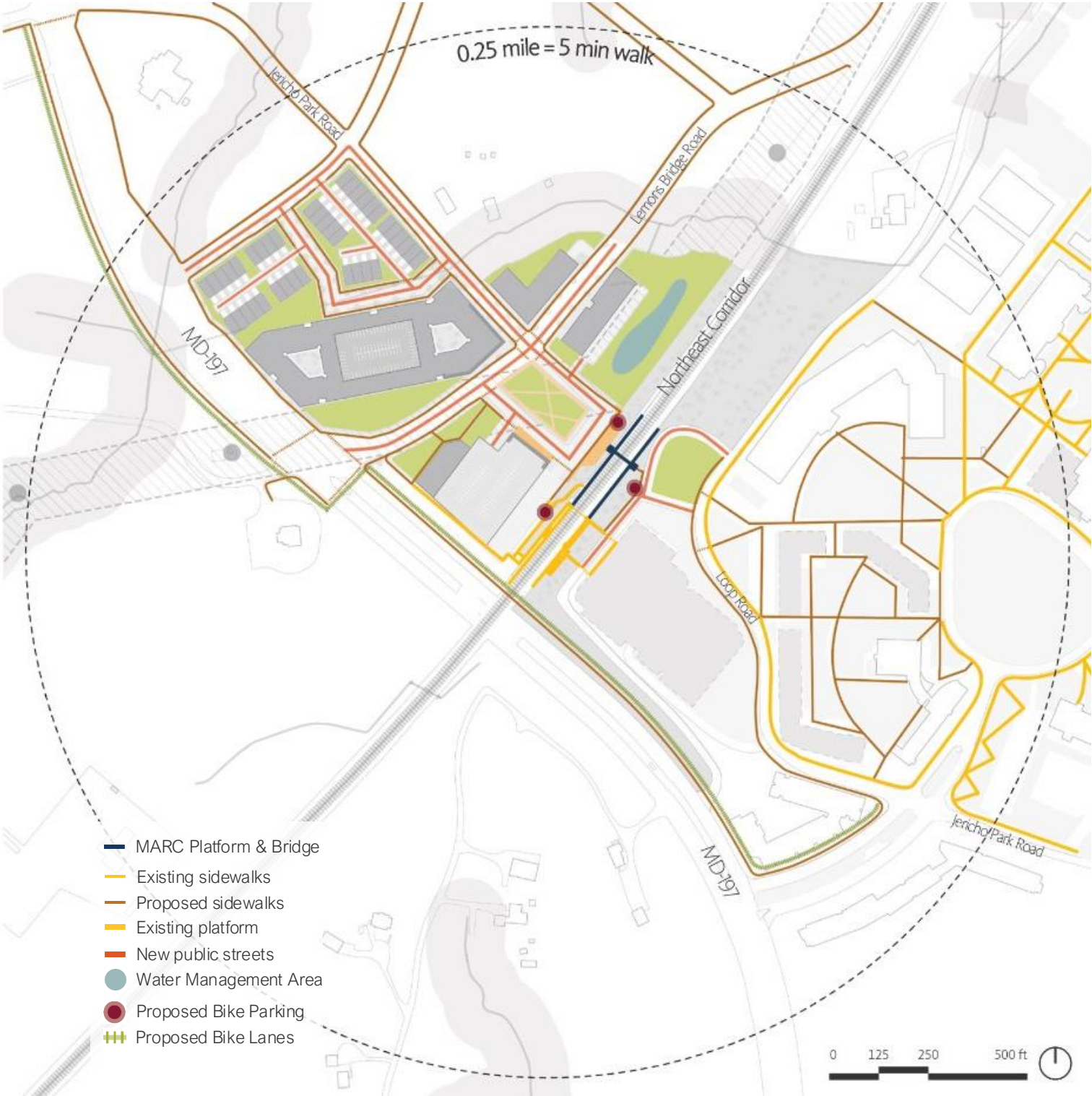
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| ■ Station Focus Area | ■ Designated park land | ■ Patuxent Research Refuge |
| ■ Old Town Bowie | ■ BSU MARC Campus Ctr. | |

Access & Connectivity

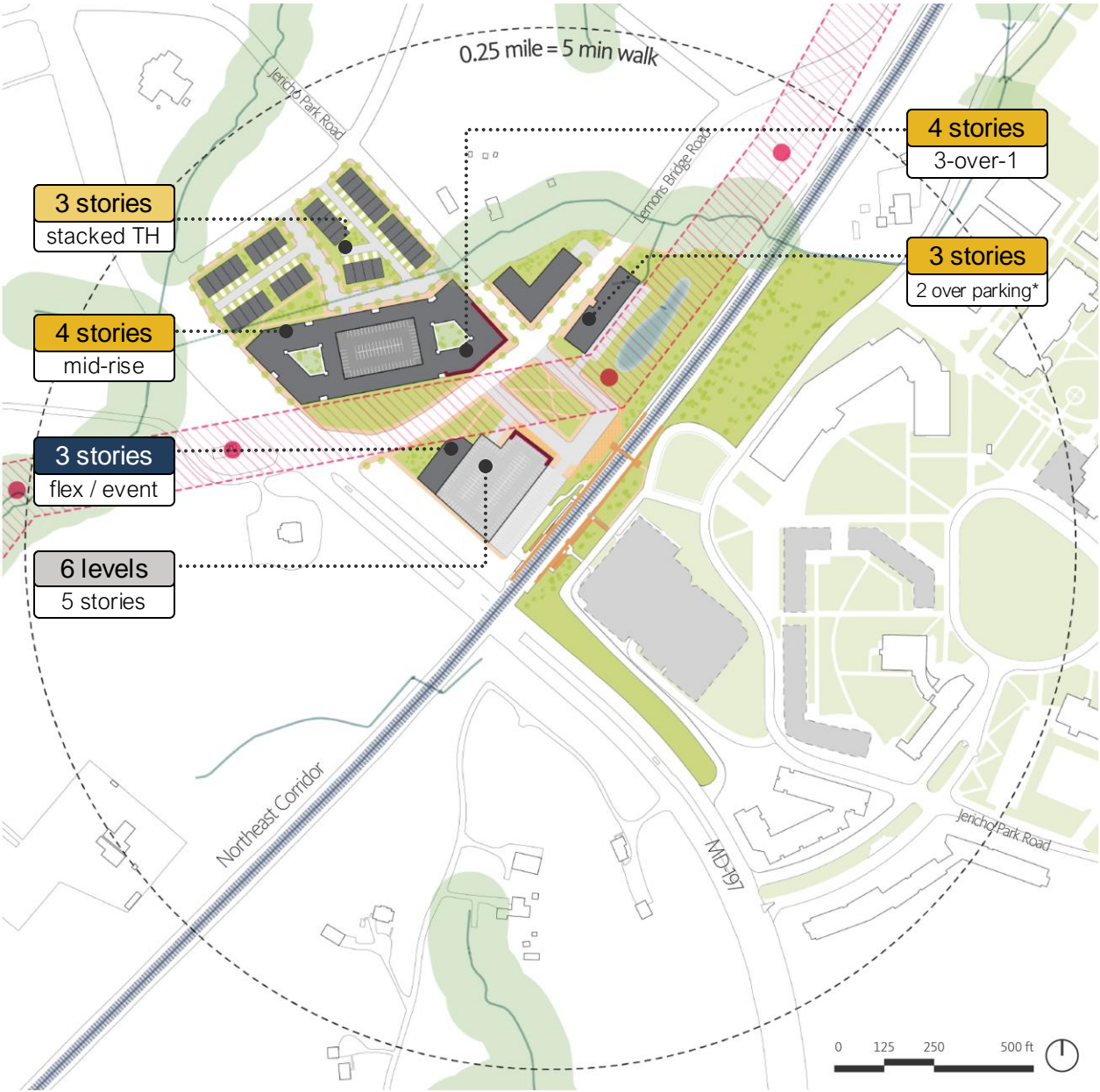
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Multimodal Connections



Conceptual Development Strategy

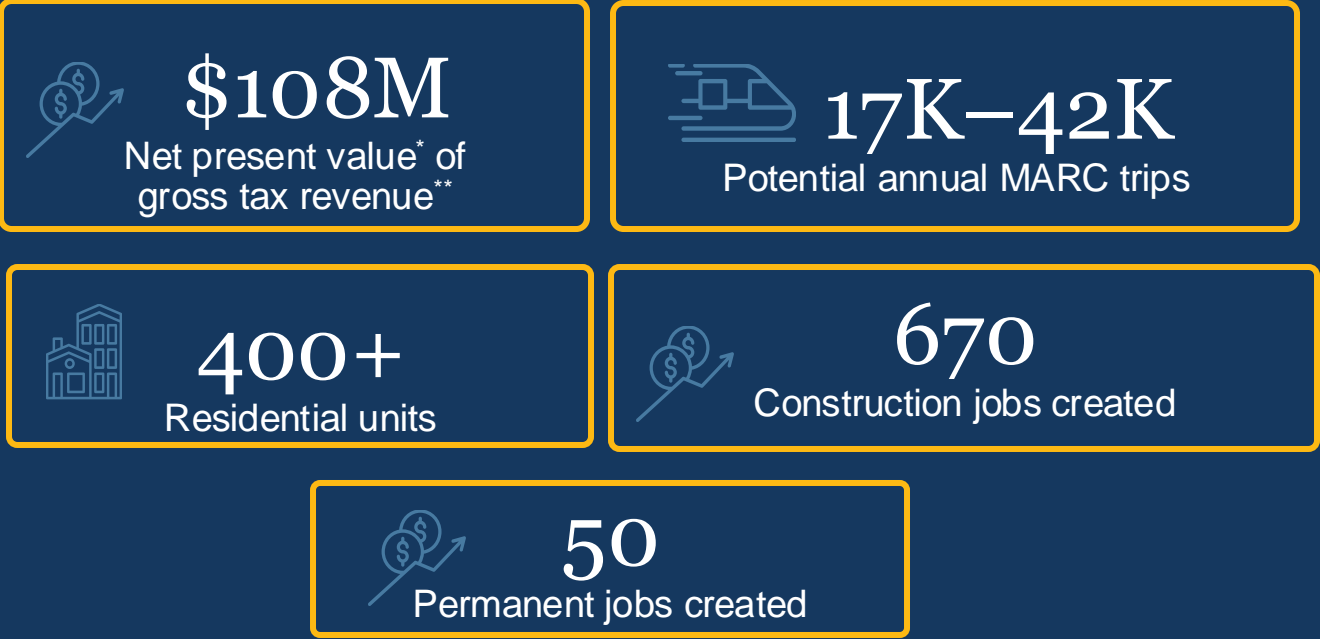


- New development
- Commuter garage (P)
- Private garage (P)
- Multifamily (mid-rise)
- Stacked Townhome
- Ground floor retail
- Planned BSU growth
- Office / flex space
- Paths / sidewalks
- Hardscape / plaza
- Open space / park land

Planning Strategies

- Transitional mixed-use zoning around university gateway and academic core
- Integrate new convocation center into new development plans around BSU
- Improve pedestrian connectivity, manage parking needs
- Rethink intersection of MD-197/Lemons Bridge Road
- Catalyze development of County-owned property

Impacts



Looking Forward

Assessment: **NEAR-TERM OPPORTUNITY**



Key Actions to Support TOD Potential

- Identify near-term infrastructure investments
- Explore development scenarios and phasing to increase feasibility
- Leverage partnerships to begin near-term planning and funding efforts to support development and University expansion

Next Steps on Penn Line

- Odenton Solicitation – Targeting October for RFQ
- Bowie State Coordination – MOU in Progress
- Advancement of other sites as identified

Related Next Steps

- Codify partnership with DHCD to leverage investment in affordability
- Explore partnerships and programs to fund needed infrastructure (Build America Bureau program, etc)





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