Unlocking the TOD Potential of the MARC Penn Line Corridor

MARYLAND DEPARTMENT OF TRANSPORTATION

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Transit-oriented development is an investment in an enhanced future for all Marylanders.

Increased traffic congestion, evolving transit ridership, and shifts in population towards more urban environments have generally increased the value of transit-proximate land throughout the U.S. At the same time, the need for solutions in support of sustainability, housing affordability, and equitable economic opportunity has continued to grow.

Transit-oriented development (TOD) lies at the intersection of these realities and is a key area of focus of the Moore-Miller State Plan, where it is a strategy to support economic development and housing. As the Maryland Area Rail Commuter (MARC) Growth and Transformation Plan considers plans to extend MARC Penn Line service into Virginia and Delaware in the coming years, the potential impact of TOD is even greater. The public sector, with the Maryland Department of Transportation's (MDOT's) leadership, can drive investment in TOD by repurposing its underutilized land with higher-value, dense, mixed-use development. TOD can promote and accelerate innovation, attract and incentivize economic growth and investment, and create neighborhood centers tailored to serving and enhancing the many unique communities along Maryland's transit corridors.

To advance TOD, MDOT will facilitate joint development, provide transit improvements, increase housing opportunities, and drive economic development. Along the MARC Penn Line specifically, TOD could drive more than 500K annual MARC trips, deliver more than 2,600 new housing units, create 400 permanent jobs, and deliver more than $800M* in gross tax revenue.

*Calculated as the NPV of a 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Sources: Costar, ESRI, Social Explorer, Claritas, MDOT, Cumming Analysis, Gensler Analysis, HR&A Analysis

Lansdowne MBTA Commuter Rail Station | Boston, MA
The Fenway Center, a multiphase, mixed-use development is located above the Lansdowne MBTA Commuter Rail Station as well as the Massachusetts Turnpike. The development will reestablish pedestrian access to multiple neighborhoods, retail, and Fenway Park directly from the station.

How TOD Creates Economic Opportunity

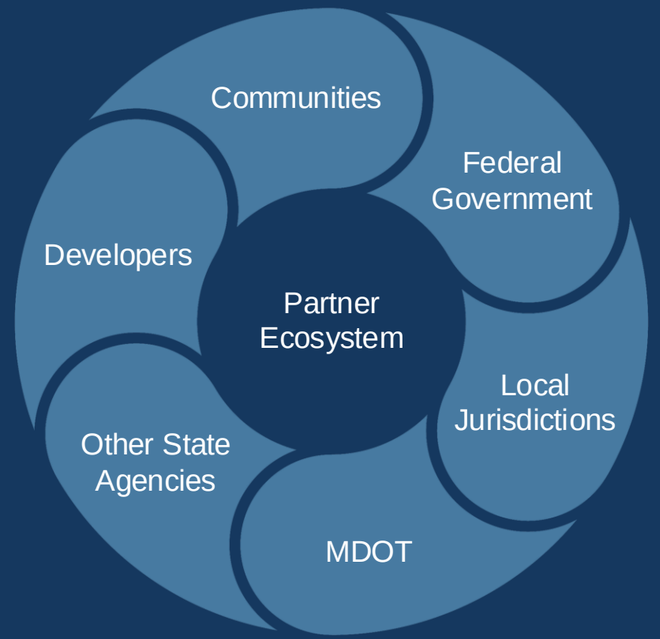
TOD is a major driver in the Moore-Miller state plan, advancing economic development opportunities by unlocking the full value of land for a greater density of uses that better respond to community needs.

	Goal	Role of TOD
Transit	Enhance transit connectivity and experience to increase ridership and add value to existing and future transportation investments.	Increase ridership by adding housing, jobs, retail, and recreational amenities near transit stations.
Economic Development	Generate $2.3B of tax revenue over the next 30 years.	Generate new property tax revenue via new development and new income. Generate sales tax revenue via new jobs and increased spending, all of which can be reinvested in Maryland. Additionally, enables businesses to better connect to the talent that can support long term business growth.
Housing	Increase Maryland's population through mixed income communities with a priority to create more affordable housing.	Provide new housing stock, including affordable units, by utilizing State-owned land near transit stations.
Climate Change	Reduce Vehicle Miles Traveled (VMT) per capita by 20% by 2050. Reduce statewide GHG emissions by 60% by 2031.	Increase access to alternative modes of transportation to reduce auto-dependency.
Bike, Pedestrian, Complete Streets	Design viable alternatives to driving by developing connected infrastructure.	Concentrate housing, jobs, retail, and recreational amenities near transit stations with enhanced multimodal infrastructure.
Equity & Opportunity	Enable transportation solutions that move the needle on the equity gap.	Equitable access to mass transit enhances access to key employment centers and destinations of interest and potentially reduces household expenditures.

Advancing TOD Through Partnerships

A range of stakeholders stand to benefit from achieving the goals of TOD. However, these benefits can only be realized fully through coordination and collaboration among these parties.

	Role	Benefits
Communities	Engage with the planning and development process.	Opportunity to shape the community's direction and gain new amenities.
Federal Government	Support implementation through technical assistance and funding opportunities.	Shared burden to construct and maintain infrastructure.
Other Mayland Agencies	Collaborate with MDOT to enhance public benefits.	Advance departmental goals through synergistic partnerships.
Local Jurisdictions	Control land use and align local planning efforts with TOD objectives.	Increased economic activity and tax revenue.
Developers	Pursue TOD opportunities along the MARC Penn Line.	Partnerships with the public sector to streamline and enhance development process.
MDOT	Lead TOD planning and development of State-owned land. Support local TOD planning and development efforts.	Enhanced station areas and ridership growth.
Maryland Transit Administration	Transit operator.	Increased ridership.



MDOT TOD Implementation Framework

Focus on meaningful density, connectivity, and feasibility.

Be a strong partner with local jurisdictions.

Organize state resources and provide clarity on process and requirements.

Seek long-term partnerships with the private sector.

Incorporate community engagement in all efforts.

Pursue a wide range of funding opportunities.

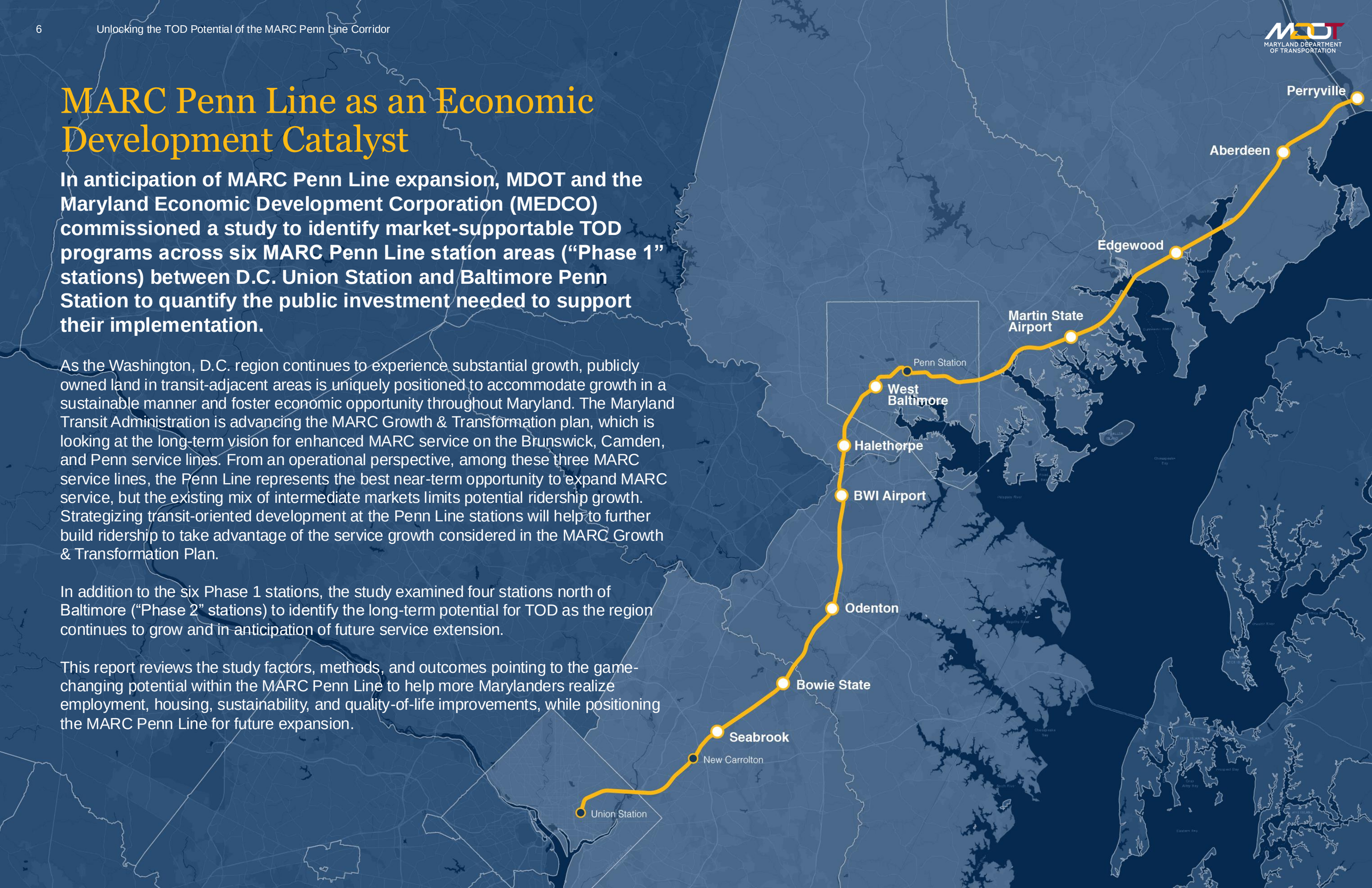
MARC Penn Line as an Economic Development Catalyst

In anticipation of MARC Penn Line expansion, MDOT and the Maryland Economic Development Corporation (MEDCO) commissioned a study to identify market-supportable TOD programs across six MARC Penn Line station areas ("Phase 1" stations) between D.C. Union Station and Baltimore Penn Station to quantify the public investment needed to support their implementation.

As the Washington, D.C. region continues to experience substantial growth, publicly owned land in transit-adjacent areas is uniquely positioned to accommodate growth in a sustainable manner and foster economic opportunity throughout Maryland. The Maryland Transit Administration is advancing the MARC Growth & Transformation plan, which is looking at the long-term vision for enhanced MARC service on the Brunswick, Camden, and Penn service lines. From an operational perspective, among these three MARC service lines, the Penn Line represents the best near-term opportunity to expand MARC service, but the existing mix of intermediate markets limits potential ridership growth. Strategizing transit-oriented development at the Penn Line stations will help to further build ridership to take advantage of the service growth considered in the MARC Growth & Transformation Plan.

In addition to the six Phase 1 stations, the study examined four stations north of Baltimore ("Phase 2" stations) to identify the long-term potential for TOD as the region continues to grow and in anticipation of future service extension.

This report reviews the study factors, methods, and outcomes pointing to the game-changing potential within the MARC Penn Line to help more Marylanders realize employment, housing, sustainability, and quality-of-life improvements, while positioning the MARC Penn Line for future expansion.



Study Overview

The MARC Penn Line is sited on 476 acres of publicly owned land spanning five jurisdictions from Washington, DC's Union Station through Baltimore's Penn Station to its terminus in Perryville. The land adjacent to the corridor presents significant opportunities for MDOT to advance economic development objectives through TOD.

The MARC Penn Line is comprised of 13 stations. Three of these stations – Union Station, New Carrollton, and Penn Station – have been the subject of extensive planning efforts and are already undergoing transformation into multimodal, mixed-use transit hubs, and as such have been omitted from this study. The remaining ten stations are the subject of this study.

The study evaluated the market conditions of these 10 stations. The six stations between Washington, DC and Baltimore (referred to as “Phase 1” stations throughout this report) received additional attention to identify potential development programs, assess financial feasibility, and highlight key implementation actions. These six stations were chosen for further study because of their potential to deliver TOD opportunities within a shorter time horizon relative to the four stations north of Baltimore (referred to as “Phase 2” stations), which at present have reduced levels of service.

Due to the range of ongoing West Baltimore planning initiatives, this study establishes a Planning Framework to support existing efforts rather than the Concept Development Strategy generated for the other Phase 1 stations.

Further TOD opportunities will be generated as MDOT looks to expand the MARC Penn Line into Delaware and Virginia, particularly for the four Phase 2 stations north of Baltimore.

MARC Penn Line Study Purview Today

10
Stations

210 acres
State & Public Lands

318K
Residents

140K
Jobs

$1.7B
Annual Retail Sales in Phase 1 Stations

11.5K
Daily Riders

Sources: ESRI, Social Explorer, Claritas, Lightcast, MDOT, Gensler Analysis, HR&A Analysis

Study Approach

MDOT and MEDCO worked to identify market-supportable development programs across the MARC Penn Line and, in turn, quantify the public investment needed to support their implementation. An initial market scan confirmed that the six Phase 1 stations between the Washington, DC and Baltimore regions have the best near-term opportunity for TOD and thus warrant further study.

The four Phase 2 stations north of Baltimore City have long-term potential for TOD as the region continues to grow. As the market for these stations shifts, they can be advanced through the same process the Phase 1 stations underwent.

In drawing on a range of relevant local planning strategies and documents, as well as MTA design standards, the study creates a deep understanding of the various funding and policy levers that the State and local jurisdictions can wield in support of dense mixed-use development along the MARC Penn Line.

The strategy will enable near-term implementation of the most immediate opportunities as well as medium and long-term planning for stations that may require more time to realize their respective potential.

The study prioritized strategies that:

- Develop meaningful density;
- Encourage transit ridership;
- Create walkable, mixed-use communities;
- Create housing opportunities at transit-oriented sites; and
- Use public properties as economic development drivers.

Process

1 Market Analysis
+ Existing Conditions Diagnostic

The six Phase 1 stations between Washington, DC and Baltimore were identified as near-term TOD opportunities and advanced for further study.

County Engagement

GOAL:
Confirm findings before station area planning.

2 Station Area Planning

County Engagement

GOAL:
Confirm and narrow station area concepts.

3 Financial Feasibility Analysis

County Engagement

GOAL:
Discuss implementation challenges and other opportunities.

4 TOD Implementation Strategy

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 begins 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.

Potential Benefits and Future Path

Potential Transit-Oriented Development Benefits

Implementing this TOD plan along the MARC Penn Line can generate numerous benefits for Marylanders. Additional benefits are likely to occur as public investments catalyze private development.

$800M+ Net Present Value (NPV)* of 30-Year Gross Tax Revenue**

4,510 Construction Jobs Created

920 Permanent Jobs Created

202K–546K Annual MARC Trips

2,600+ New Housing Units

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Sources: Costar, ESRI, Social Explorer, Claritas, MDOT, Cumming Analysis, Gensler Analysis, HR&A Analysis

Positioning for Transit-Oriented Development Benefits

Achieving these impacts requires a reimagination of commuter rail, public investments in infrastructure, and local collaboration on TOD goals.

Reimagining the Value of Commuter Rail

Transforming commuter rail stations from a place where people park and ride to a place for people to live, work, and access the region in accordance with the ongoing MARC Growth and Transformation Plan.

Public Investment

Leveraging State resources across multiple departments to advance infrastructure investments, increased affordable housing development, equitable economic development, and enhanced mobility.

Local Collaboration

Coordination with local jurisdictions, institutions, private developers, businesses, and residents to advance an ambitious TOD vision across the MARC Penn Line.

Phase 1 Stations

The denser population of the six Phase 1 stations, with proximity to a range of major federal employers across the MARC Penn Line, establish the station areas as nearer-term opportunities to support TOD and the associated economic benefits. Given the range of geographies, jurisdictions, and surrounding real estate markets associated with each station area, a phased approach to TOD is required and should prioritize stations that:

- Have favorable market and land use conditions,
- Generate the greatest return on public investment, and
- Provide financially feasible development programs.

Odenton and Bowie State present the strongest opportunity to successfully deliver TOD that contributes to the State of Maryland's priorities and generates wide-ranging economic benefits. Investment in Odenton can accelerate Anne Arundel County's vision for a more active town center, while TOD at Bowie State can serve as a catalyst for additional investment and expansion of Bowie State University, a public HBCU.

Station	Net Present Value[1] of Gross Tax Revenue[2]	Potential Annual MARC Trips	Residential Units	Market & Land Use	Financial Feasibility	Return on Public Investment	Station Outlook
Seabrook	$ 239M State $ 125M Local $ 114M	39K – 96K	700+	LOW	LOW	LOW	Near-Term Challenges and Long-Term Opportunity
Bowie State	$ 108M State $ 52M Local $ 56M	17K – 42K	400+	HIGH	LOW	MEDIUM	Near-Term Opportunity to Catalyze Economic Development at BSU
Odenton	$ 271M State $ 129M Local $ 142M	46K – 117K	900+	HIGH	MEDIUM	HIGH	Near-Term Opportunity with Public Support
BWI Airport	$ 153M State $ 65M Local $ 88M	63K – 200K	450+	LOW	LOW	LOW	Near-Term Challenges and Long-Term Opportunity
Halethorpe	$ 55M State $ 28M Local $ 27M	12K – 29K	150+	MEDIUM	MEDIUM	LOW	Near-Term Challenges and Long-Term Opportunity
West Baltimore***	N/A	N/A	N/A	N/A	N/A	N/A	Opportunity for Collaborative, Community Centered Planning and Placemaking

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels
***While there is positive momentum around West Baltimore resulting from a range of studies and funding commitments to remedy longstanding connectivity challenges and foster equitable economic opportunity and quality of life for current residents, the area still faces uniquely challenging economic and real estate conditions resulting from a long history of urban renewal and disinvestment. Given the range of ongoing planning efforts, this study contemplates guiding principles and next steps that could support successful planning efforts rather than a specific development plan and associated impacts for the area around the West Baltimore Station.

Sources: Costar, ESRI, Social Explorer, Claritas, MDOT, Cumming Analysis, Gensler Analysis, HR&A Analysis

Phase 2 Stations

The Phase 2 stations north of Baltimore are long-term priorities for MDOT. They have similar market constraints and limited State-owned land available for TOD, which limits the ability to advance joint development in the near-term.

MDOT can help position these stations for future TOD by supporting planning efforts that identify necessary infrastructure investments and placemaking strategies that strengthen the market. Additionally, the expansion of the MARC Penn Line into Delaware can enhance the market appeal of these stations. Many residents in the respective Phase 2 study areas already commute to Delaware for work. The combination of service extension and additional amenities can support future growth.

Of all Phase 2 stations, the Aberdeen MARC Station represents the best opportunity for TOD. The Town of Aberdeen has advanced numerous TOD planning and implementation efforts, including successfully securing a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant to fund safety and Americans with Disabilities Act (ADA) improvements. MDOT can continue to support this momentum through collaboration with local stakeholders, reduction of barriers to TOD, and aim to improve market conditions.

Station	Population	Projected Population Growth (2023-2028)	Multifamily Deliveries (2018-2023)	Multifamily Rents	Market Strength	Zoning Alignment	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

Sources: Costar, ESRI, Social Explorer, HR&A Analysis

Phase 1 Stations

Seabrook

Opportunity

As the second stop north of Washington Union Station, Seabrook shows potential for growth as a new neighborhood center along the Lanham-Severn corridor, offering alternative housing choices and walkable amenities near transit for the local community.

Planning Context

The Seabrook station is the station north of New Carrollton. The Study Area is adjacent to the **NASA Goddard Space Flight Center**, the **future FBI Headquarters** at the Greenbelt Metro Station, and the **potential site of a U.S. Bureau of Engraving and Printing production facility**.

Seabrook is characterized by **limited multifamily development but has the potential to capture demand for households** looking to locate near the NASA, FBI, Bureau of Engraving, and adjoining facilities. The study area falls within the 2010 Prince George's County's Glenn Dale — Seabrook — Lanham & Vicinity Sector Plan.

Planning Principles

- Create a pedestrian-friendly destination with a mix of land uses to promote neighborhood gathering.
- Promote alternative housing options that support MARC ridership and neighborhood retail and services.
- Improve connectivity to adjacent neighborhoods.
- Elevate the pedestrian experience of Lanham Severn Rd. as a neighborhood main street.
- Densify underutilized properties to create a cohesive neighborhood "center."
- Explore land banking of smaller properties along Lanham Severn Rd. near the existing north lot to unlock long-term (20-year) TOD opportunities that best leverage public lands.

Sources: Costar, Gensler Analysis, HR&A Analysis

Site Conditions

Property Ownership

Sources: Gensler Analysis

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Study Area

The Seabrook Station Area includes primarily auto-oriented retail and light industrial uses surrounded by established single-family neighborhoods. The site presents an opportunity to establish a village center, anchored by existing and future neighborhood-serving retail supported by higher-density multifamily housing and townhomes offering a pathway to homeownership.

Opportunities

1. The site is already zoned Neighborhood Activity Center (NAC), aligning with the mixed-use TOD vision for this Station Area.
2. Large, privately owned parcels with low-density development.
3. Sidewalks along the southern segment of Seabrook Rd. provide safe pedestrian access to Annapolis Rd.
4. Carter Ave. provides vehicular and pedestrian connectivity across the Northeast Corridor (NEC) near the Station Area.

Constraints

1. Station Area is marked by a fractured street network and diverse parcel ownership requiring significant long-term investment and coordination to execute TOD.
2. Limited amount of publicly owned land around the station and irregular parcel dimensions limit redevelopment potential without additional acquisition.
3. Legacy industrial uses and auto-oriented businesses suggest that new development would require some degree of environmental remediation of contaminated sites.
4. Lanham Severn Rd. lacks sidewalks or bike lanes and has few and poorly marked crossings.

Existing Mobility Infrastructure

Seabrook Station has limited multimodal access despite its proximity to a neighborhood shopping center and residential subdivisions to the north and south.

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- Limited station amenities; no public restrooms or ticketing available on-site.
- Short platform length limits train boarding access.
- Bus stops do not currently transfer at the station; stops are located one block in either direction from the north parking lot.
- The only pedestrian crossing for the Northeast Corridor in the Station Area is an unwelcoming tunnel connection below the station.

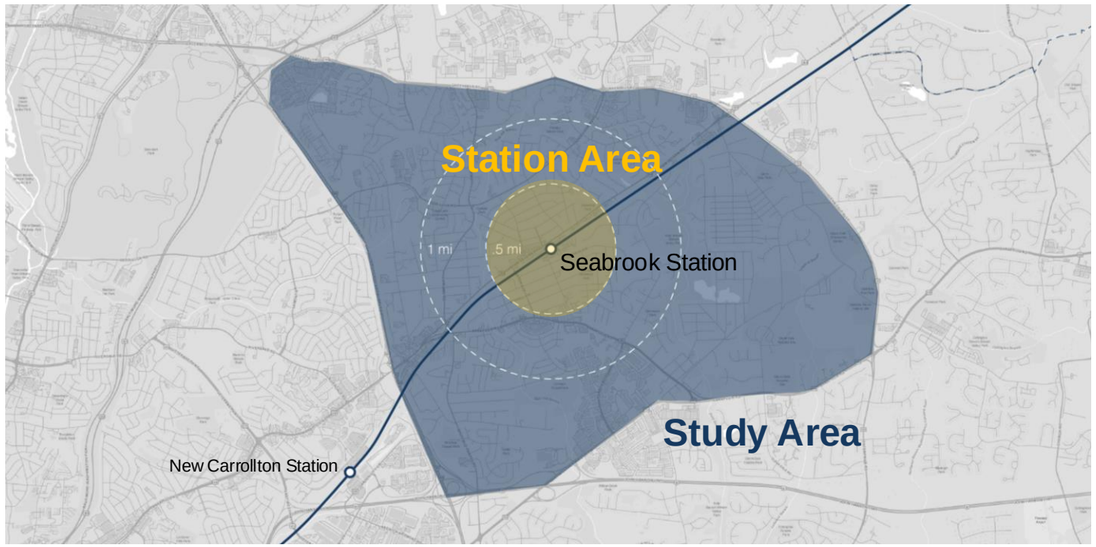
Parking Counts

284	Total Spaces
8	ADA Spaces
0	Electric Vehicle Charging (EVC) Stations
18	Bicycle Spaces
20	Bicycle Lockers

Transit Service

MARC	Train Routes
Route B27 New Carrollton	Bus Routes
No	Trail Access

Market Context



Seabrook is a constrained market with limited development opportunity in the near term.

In the long term, as New Carrollton is built out and expansions of MARC Penn Line service are implemented, Seabrook has market potential for greater multifamily housing development, including providing affordable housing and some small-scale retail. Additionally, given the extensive physical constraints present at Seabrook Station, TOD will require a focused, long-term effort.

Demand

Despite limited near-term demand for additional housing and retail, there is long-term potential for demand for multifamily housing, including affordable housing, and neighborhood-serving retail.

The development surrounding the Seabrook Station can leverage existing retail strip centers and create opportunity for new neighborhood-serving retail by leveraging greater activity spurred by expanded MARC Penn Line service. The range of retail options could also facilitate greater density that enables a more mixed-use environment.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

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Demographic Overview*

Seabrook has the second highest population density among the Phase 1 stations; however, there are no multifamily units within a half-mile of the MARC Station.

+5,100
Study Area population change (2010–2023), a 14% increase**

$84,000
Station Area median income

28%
Station Area population with a bachelor's degree or higher

17%
Share of renters in the Station Area

Station Area Multifamily

Currently, there are no existing or pipeline multifamily properties in the Station Area.

Station Area Retail

172K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
1.5%	Vacancy
$22.50	Average Rent PSF
+13%	Rent Growth ('18-'23)
None	Pipeline

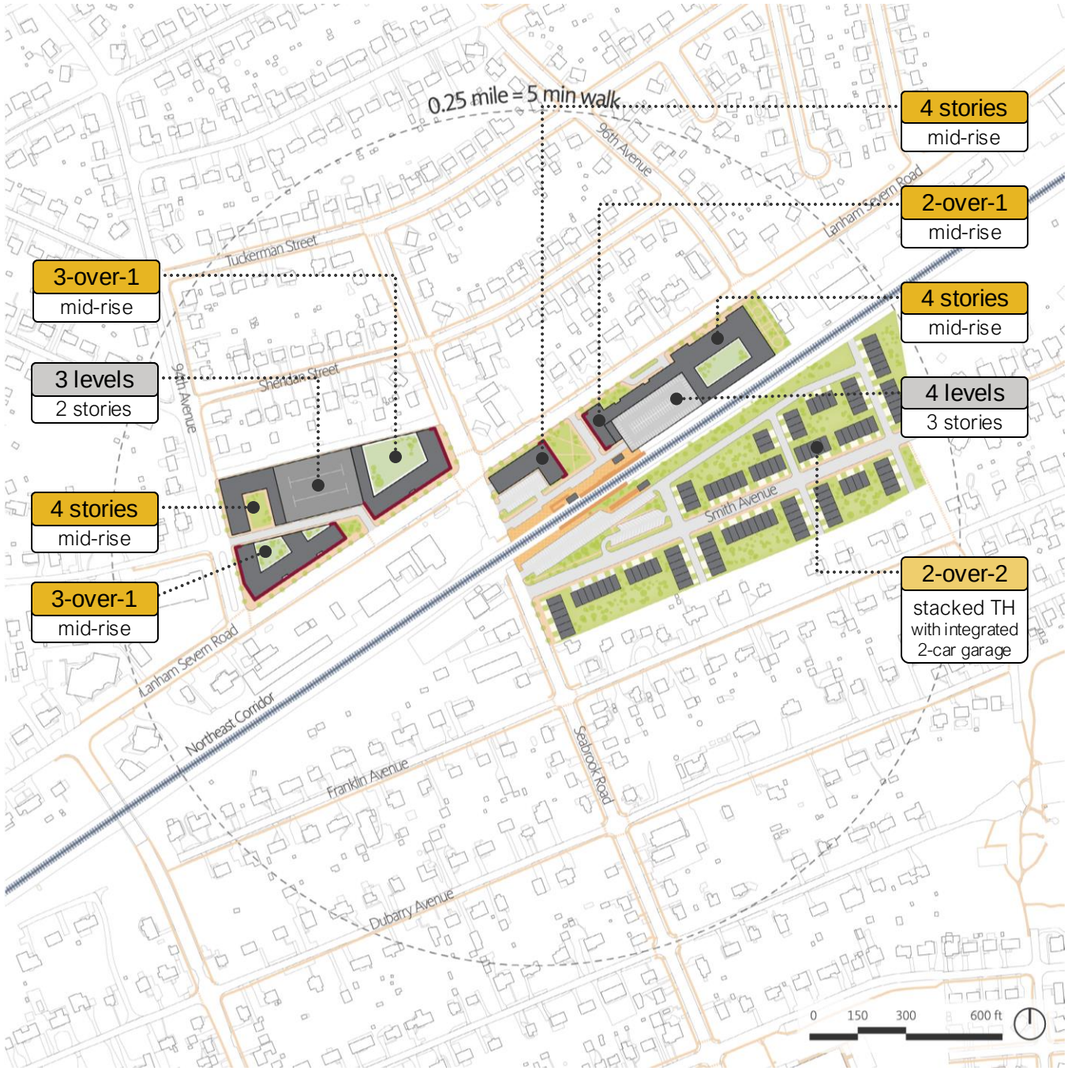
*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Station Area population change not included due to unreliable data.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (10 square miles) based on local market dynamics, and Prince George's County for regional context.

Conceptual Development Strategy

A new center for the local community with safe and walkable streets, alternative housing choices, and unique neighborhood amenities.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

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Plan Facts & Features

- Multifamily development and station plaza along Lanham Severn Rd. with street-oriented retail and rear-loaded parking.
- Townhome development adjacent to the existing neighborhood.
- Signalized intersection and enhanced pedestrian crossing at Lanham Severn Rd/ and Seabrook Rd.
- Improved sidewalks, street trees, and designated off-street cycling routes.

70,100 SF
Retail space

12,500 SF
Station plaza

280+
Commuter parking spaces

Impacts

$240M
Net present value* of gross tax revenue**

39K–96K
Potential annual MARC trips

700+
Residential units

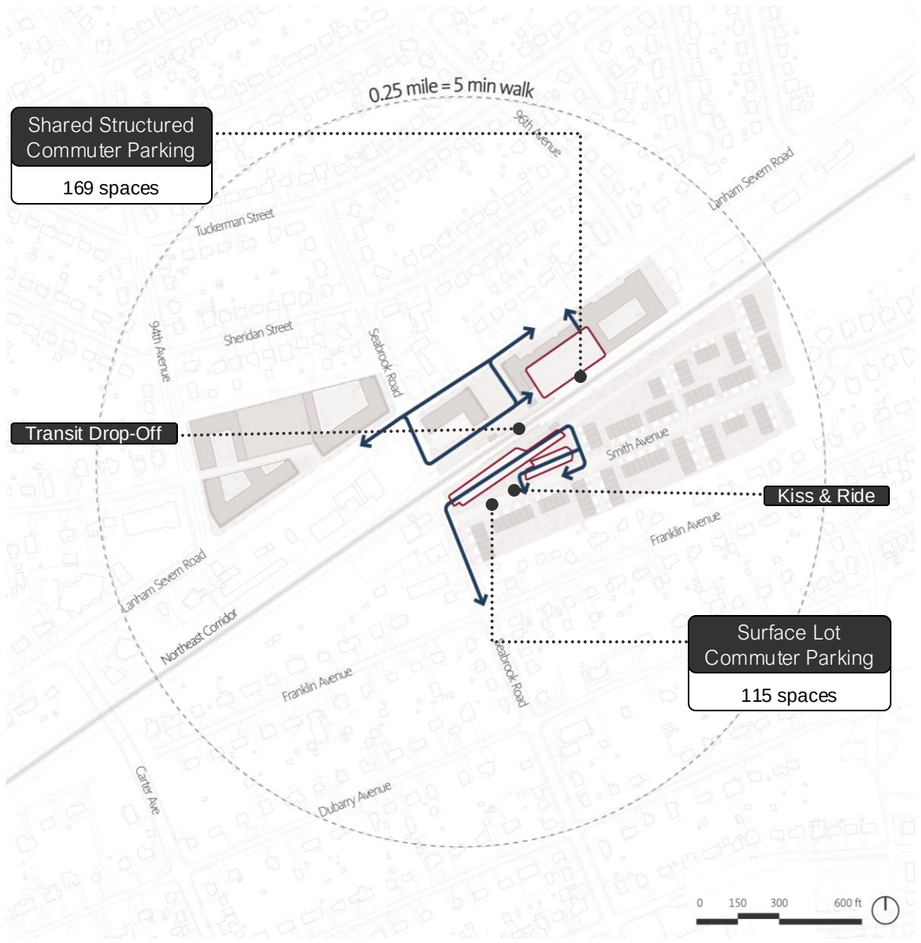
960
Construction jobs created

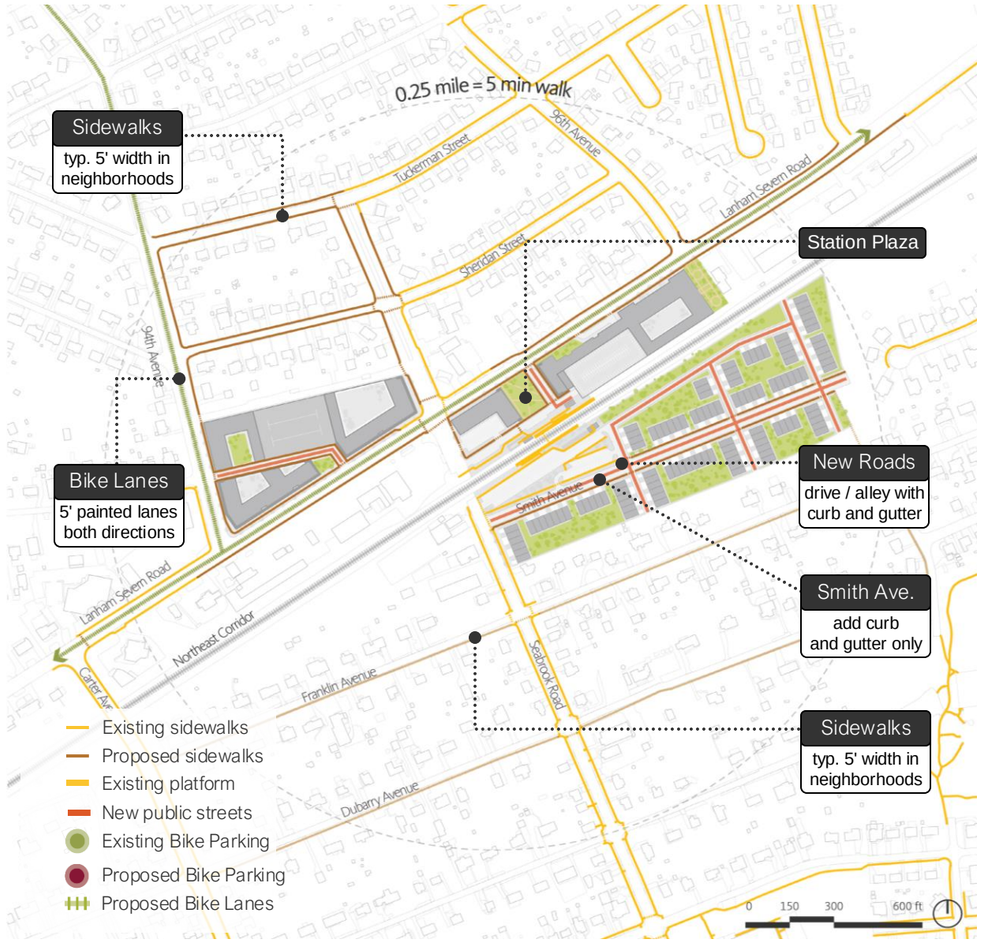
130
Permanent jobs created

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Access & Connectivity

Leveraging planned bike and pedestrian improvements and integrating station access via transit and parking will provide improved connectivity and rider experience.





Station Access

- Prioritize safe and convenient station access for pedestrians.
- Replace all existing parking capacity north of the platform in a shared parking structure providing dedicated spaces for commuters as well as residents with access points from a new Kiss & Ride loop road and directly from Lanham Severn Rd.
- Total number of existing commuter parking spaces maintained in the long-term growth vision.
- Retain existing surface commuter parking lot south of the platform as-is to serve commuters from the adjacent neighborhood.

Multimodal Connections*

- Leverage planned bike and pedestrian improvements along 94th Ave. and Lanham Severn Rd. to encourage greater share of active transportation modes.
- Connect fragmented sidewalk network throughout the neighborhoods surrounding the MARC station.
- Enhance the visibility and safety of pedestrian crossings along Lanham Severn Rd. and introduce buffered mobility / bicycle lanes on designated routes.
- Add a bus stop along Lanham Severn Rd. at the station plaza for direct transfers for commuters.

Any advancement of proposed concepts would require detailed design development and planning that would account for the need to accommodate a 4th track along the NEC.

Sources: Gensler Analysis

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Looking Forward

TOD at Seabrook can generate long-term revenue growth for Prince George's County and the State of Maryland. However, several steps must be taken to prepare the station for TOD, including placemaking efforts.

As such, MDOT views Seabrook as a long-term opportunity for TOD. Continued momentum at New Carrollton and near-term investments at Odenton could shift the medium-term TOD landscape at Seabrook.

Market & Land Use	Financial Feasibility*		Return on Public Investment	
LOW	LOW		LOW	
Soft Real Estate Market	**Development Value**	**$247M**	**NPV of 30-year Tax Revenue**	**$239M**
Lack of Public Site Control	**Development Cost**	**-$383M**	**Tax Revenue Summary**	
Public Opposition to Increased Density	**Project Surplus or Gap**	**-$136M**	*State*	*Local*
Zoning	Gap Components		*Property Tax*	*$7M* / *$65M*
	*Infrastructure***	*-$86M*	*Sales Tax*	*$47M* / *$0*
	*Market Gap****	*-$50M*	*Income Tax*	*$71M* / *$49M*

$247M Development Value + $136M Project Gap YIELDS $239M Tax Revenue

Assessment: **LONG-TERM OPPORTUNITY**

Unlocking Seabrook's Potential

Given limited publicly owned land at Seabrook, MDOT will seek to work with Prince George's County to improve the public realm–streetscape improvements, pedestrian safety, and multimodal connectivity–to strengthen the market viability for TOD in the long term.

More specifically, the existing shopping center north of the station could deliver meaningful density and serve as a catalyst for the rest of the Station Area and could be a target for public acquisition and redevelopment.

While these efforts progress, time will allow for shifts to broader capital market trends, including more advantageous cap rates, to enable feasible development.

Key Actions to Support TOD Potential

Identify Near-Term Infrastructure Investments	
In coordination with Prince George's County and local property owners, plan and implement initial placemaking efforts to enable higher rents.	MDOT, Prince George's County
Determine phasing of and align funding sources to enable station improvements.	MDOT
Perform initial site work and deliver site infrastructure and parking to position priority sites for vertical development.	MDOT
Conduct Additional Planning to Maintain Momentum as Market Improves	
Identify local property owners and conduct engagement on station vision.	MDOT
Prioritize townhome development on the parcels south of the tracks to make progress while multifamily market improves.	MDOT & MTA
Explore opportunities for assemblage of existing parcels surrounding the Station	MEDCO
Leverage Partnerships to Begin Near-Term Placemaking Efforts	
Enable lower interest rates and reduce profit requirements by replacing a portion of private financing with lower-cost public financing	MDOT, MEDCO, & Prince George's County

*The financial feasibility analysis does not account for the cost to acquire private land and assumes a public land value of $0.
**Infrastructure may include private infrastructure needs (e.g., site work, utilities, and private parking) as well as elements of public infrastructure that are necessary for vertical development (e.g., public portion of a shared parking garage, open space serving private developments, etc.)
***Market Gap refers to financial feasibility challenges created by macroeconomic trends (e.g., interest rates, capitalization rates, etc.) and local real estate dynamics (e.g., attainable rents, operating expenses, etc.).

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Bowie State

Opportunity

As Bowie State University grows to include more on-campus housing for students, the MARC Penn Line will provide a critical connection to opportunities and amenities in both Washington, DC and Baltimore. With this steady ridership, the Bowie State Station Area can become a new campus node and catalyze the development of county-owned land.

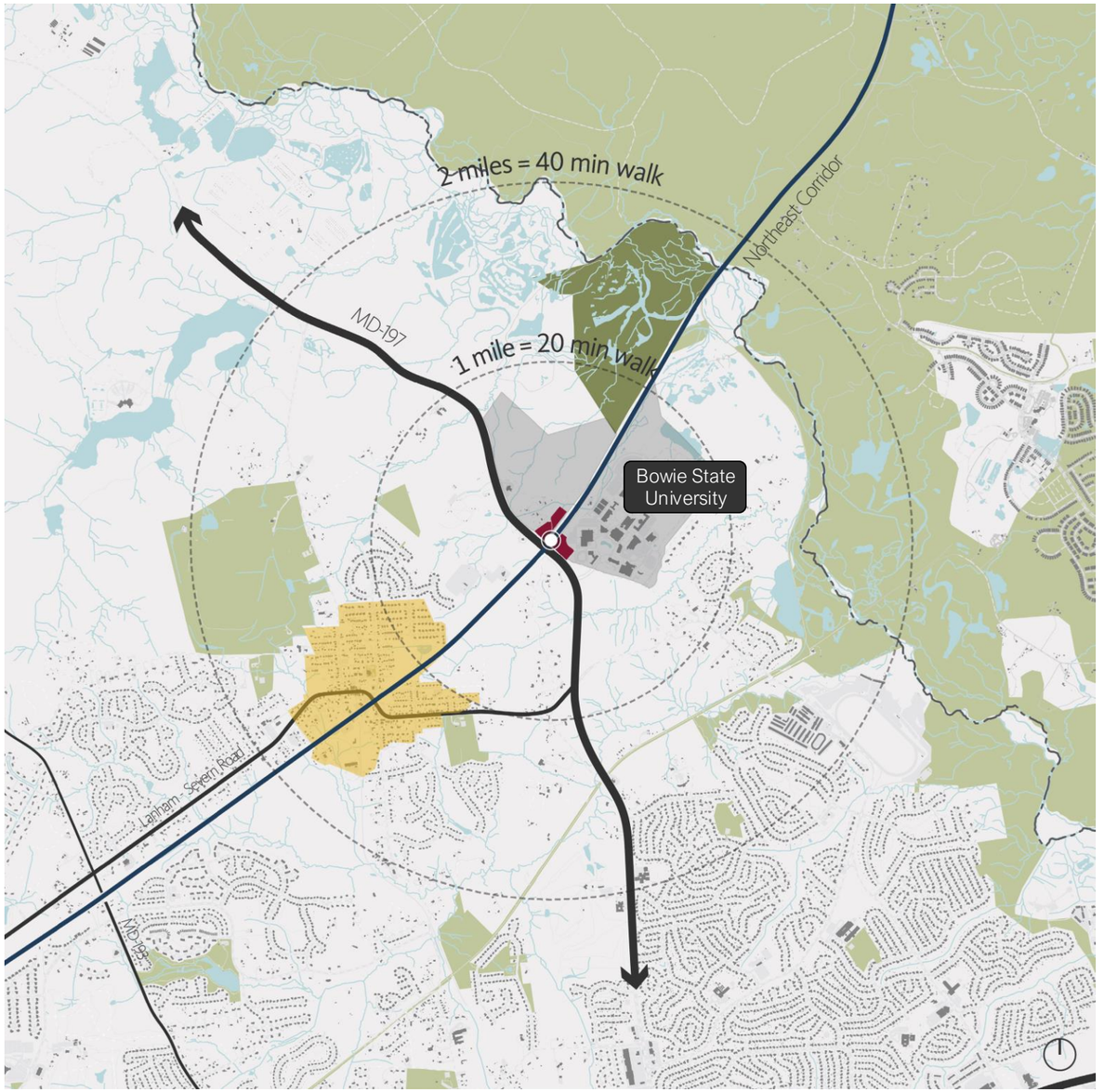
Planning Context

The Bowie State Station is **anchored by the Historically Black College and University (HBCU), Bowie State University (BSU),** but includes very **little development or job centers independent of the University.**

While there is little existing development, **continued investments and strategic efforts by Bowie State** to elevate its research status, increase the percentage of students living on campus, and leverage almost $100M in State funding from the Maryland HBCU lawsuit settlement should **generate greater demand for multifamily and retail in the near term and potentially generate demand for office space or hotel in the long term.** Continued collaboration between MDOT, Prince George's County, and Bowie State University can support a cohesive vision for development west of the Northeast Corridor. Additionally, alignment with the City of Bowie planning efforts under the State Sustainable Communities Designation can facilitate further investment in the area.

Planning Principles

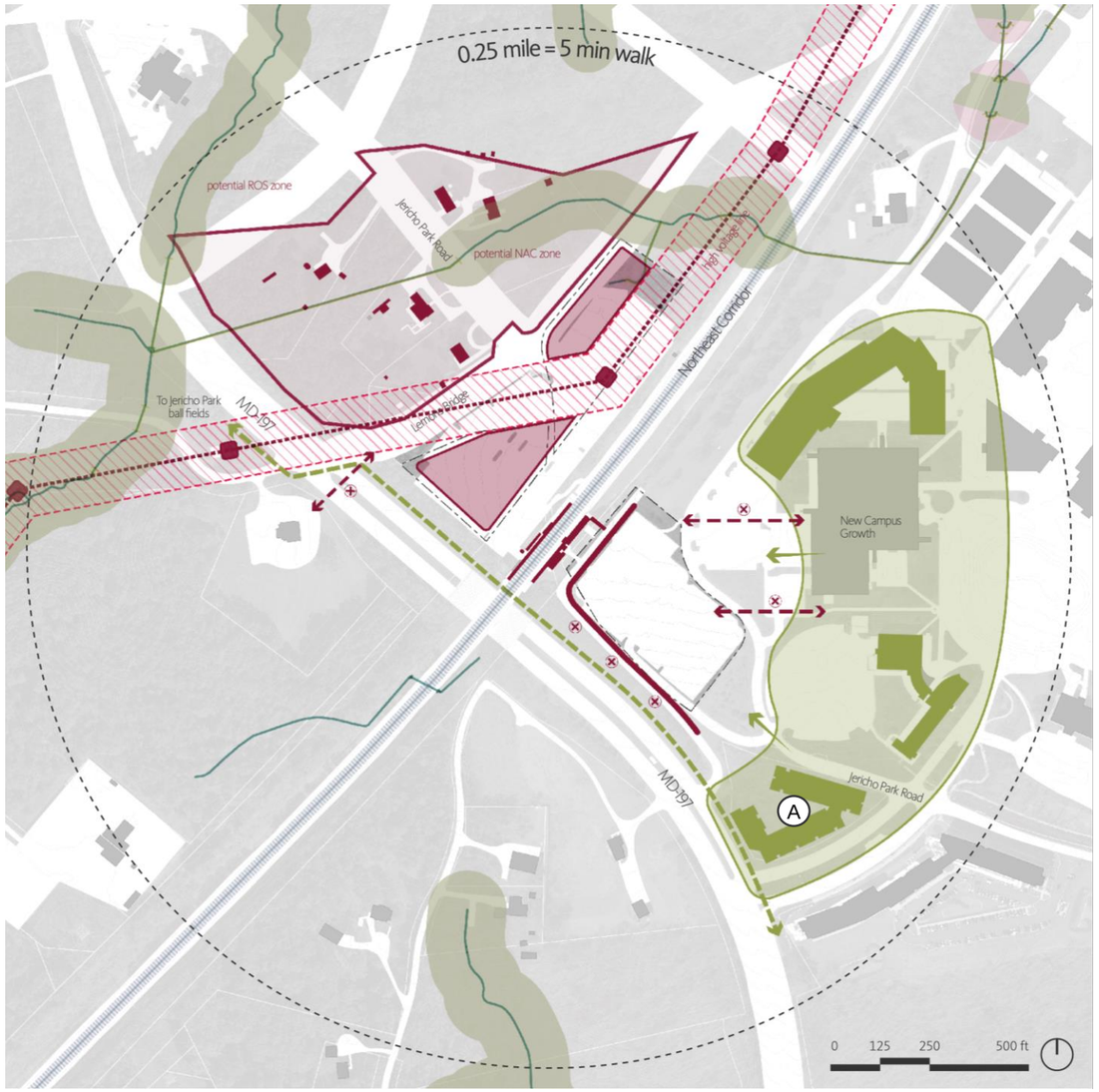
- Establish a transitional mixed-use zone between the university gateway, academic core, and potential innovation district on county land west of the Northeast Corridor.
- Integrate the convocation center into new development towards the Bowie State campus (to be sited and designed as part of future studies).
- Create a clear and direct pedestrian and bicycle connection from the station to the campus core.
- Improve east-west pedestrian connectivity by improving facilities on the MD 197 bridge.
- Manage student and commuter parking needs.
- Re-think intersection of MD 197 and Lemons Bridge Rd. to better integrate the Alumni House into the west Marc Center Expansion and create a presence on MD 197.
- Catalyze and coordinate development of county-owned property
- Integrate local bus service into future joint development planning to facilitate vibrant new development where public transit is a first-choice for users.



Sources: Costar, Gensler Analysis, HR&A Analysis

Site Conditions

Opportunities & Constraints



Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Study Area

Bowie State University, the Bowie State MARC station, and the Prince George's County-owned land north of the station all have undergone extensive planning efforts with thoughtful energy and time invested.

Opportunities

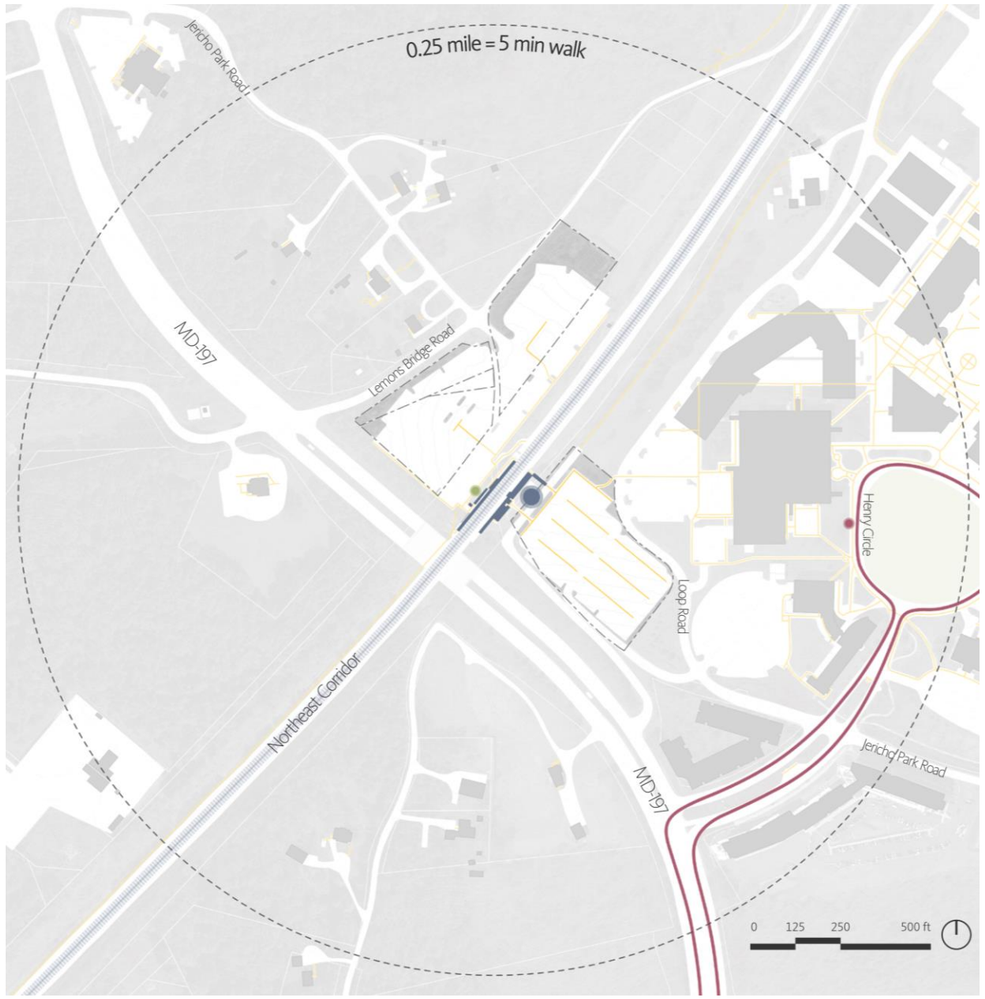
1. Build upon the development momentum underway at the Gateway parcel (A) and leverage the proximity of programs such as the Graduate College and other cultural amenities near the east lot.
2. Enhance pedestrian access to the BSU campus from the MARC station with protected or marked pedestrian connections.
3. Expand pedestrian and cycling facilities along MD 197 to connect to the existing recreation facilities at Jericho Park.
4. Shifting commuter rail ridership patterns offers a chance to consolidate parking spaces provided on-site and increase potential developable areas.
5. Leverage BSU activity, MARC ridership, future Washington Metropolitan Transit Authority (WMATA) Metrobus, and other land uses to create an intermodal transit hub.

Constraints

1. As currently configured, the BGE access road constrains the redevelopment potential of the east lot and fails to provide direct vehicular access from MD 197; if redesigned, this could become an opportunity to improve access and visibility of new development.
2. High voltage transmission lines and towers, utility easements, and other overhead utilities disrupt the continuity of developable areas in the west lot.
3. The lack of pedestrian infrastructure along Lemons Bridge Rd. and the intersection of MD 197 isolates the Alumni House from campus and potential TOD.
4. The proximity of private landowners to the west lot complicates potential near-term TOD and/or possible utility re-routing;
consider purchase/assemblage.

Existing Mobility Infrastructure

Bowie State Station, while adjacent to the University, is in a largely rural, undeveloped area of the county. In the future, planned trail connections and development will help to better integrate the station into the community.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- Rural context provides few existing multimodal connections to the station.
- Bus service currently serves the core of Bowie State's campus at Henry Circle, between a 5–10-minute walk from the Bowie State Station MARC platform.
- The existing east parking lot hosts 230 spaces that are located on an MDOT easement within the Bowie State University campus.
- Future trail extensions will connect the station area and campus to the Patuxent Research Refuge and other greenway networks.

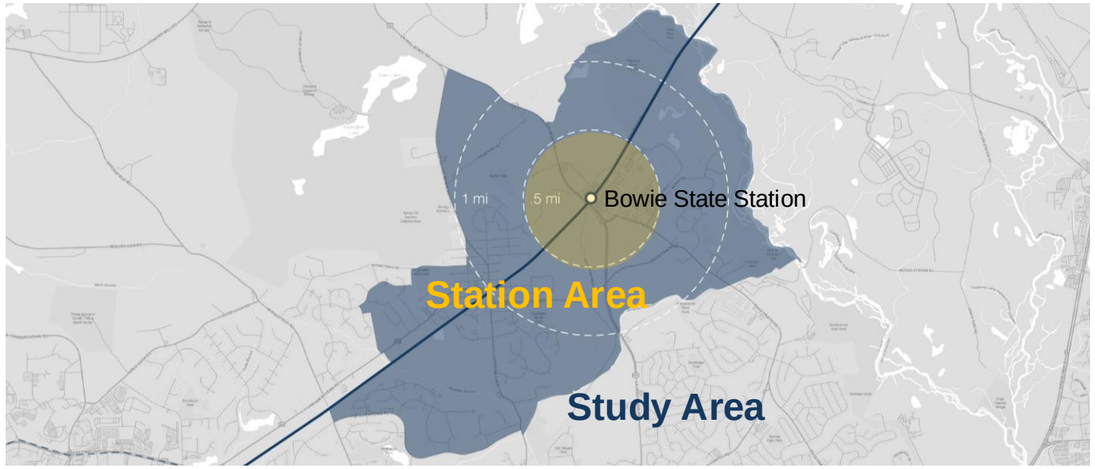
Parking Counts

632	Total Spaces
16	ADA Spaces
0	EVC Stations
16	Bicycle Spaces
0	Bicycle Lockers

Transit Service

MARC	Train Routes
Route B21	Bus Routes
Route B22	Bus Routes
Route B27	Bus Routes
Route C29	Bus Routes
No	Trail Access

Market Context



Aside from the Bowie State University campus, the area surrounding the Bowie State MARC station is comprised of high-value single-family homes that serve a resident base frequently commuting to Washington, DC or Baltimore.

Bowie State University is currently pursuing expansion, leveraging almost $100M in funding from the Maryland HBCU lawsuit settlement and pursuing Research 2 (R2) designation. R2 institutions must award 20 doctoral research degrees and have at least $5M in research expenditures. BSU's FY2024 budget includes $1.5M in research expenditures, meaning elevation to R2 status will include increased research funding and the graduation of even more PhDs. The range of investments by BSU necessitating campus growth plus an upcoming solicitation by the Prince George's County Revenue Authority to develop approximately 93 acres of nearby county-owned land will position the Bowie State MARC station to catalyze TOD opportunities west of the tracks.

Demand

Typically, the lack of an active real estate market as indicated by the nonexistent multifamily and retail markets would indicate a lack of demand for new real estate space. However, even before BSU pursues expansion by leveraging state funding, there is latent demand for student housing and a variety of restaurants and grocery stores as student applications will exceed new beds at the Gateway development and students express interest in a greater range of dining options.

Sources: Costar, ESRI, Social Explorer, JLL, Bowie State University, Carnegie Classifications, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Demographic Overview*

Most of the population surrounding the Bowie State MARC Station are students, but the University's history as a commuter school means the student population has not been a driver of multifamily development. Outside of the student population, residents are high-income and typically work in the educational-services industry.

6,408
Fall 2023 student body population at Bowie State University (82% of whom are undergraduates)

$187,000
Station Area median income

72%
Share of Study Area jobs in the educational services industry

63%
Share of Station Area residents under 35 years of age

Station Area Multifamily and Retail

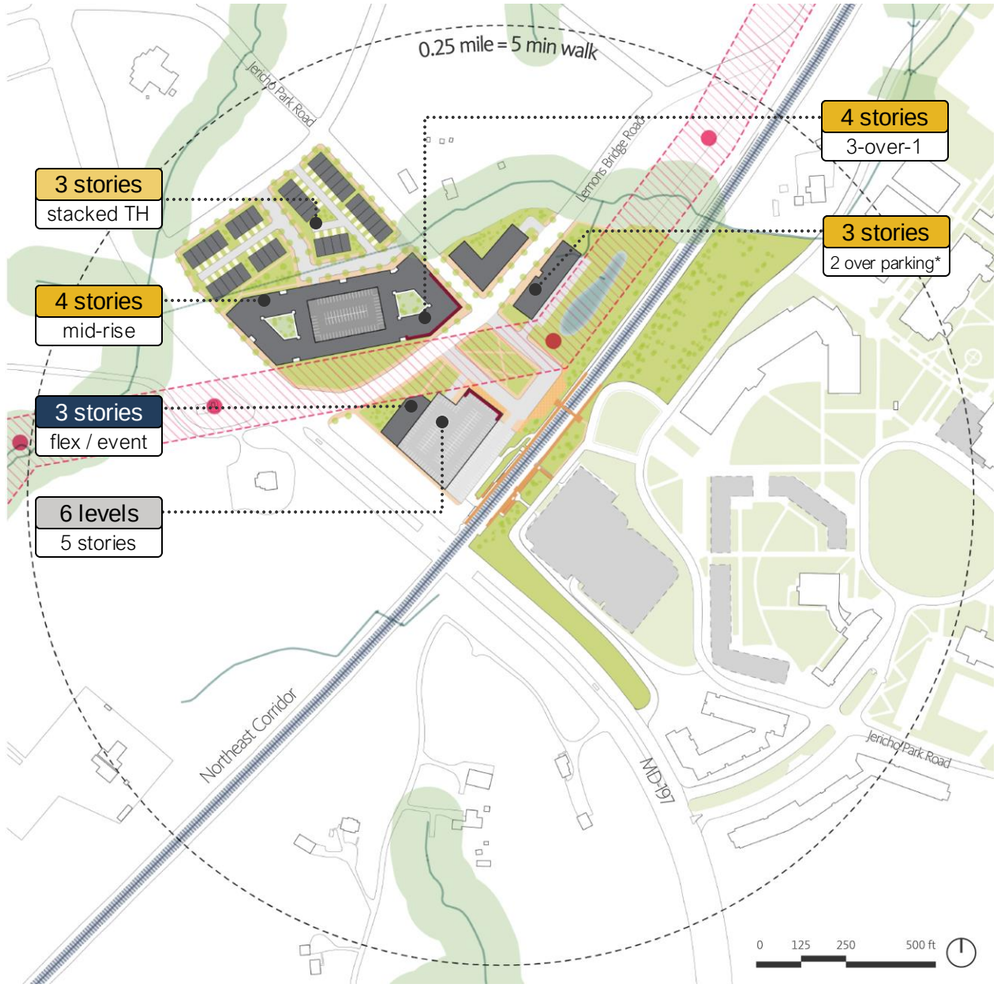
Currently, there are no existing multifamily or retail properties (apart from University-owned dorms and campus retail) in the Station Area. Bowie State University is actively developing The Gateway, a 613-bed upperclassmen dorm that will also include 9K SF of retail.

*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (6 square miles) based on local market dynamics, and Prince George's County for regional context.

Conceptual Development Strategy

Development of State land for a multimodal facility, public space, and development can catalyze county land development and the growth of Bowie State University. Consolidated commuter parking unlocks additional redevelopment potential for BSU.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Plan Facts & Features

- Low-rise residential along Lemons Bridge Rd. could be an attractive campus-adjacent location for graduate students and visiting scholars.
- Commuter garage wrap dedicated to university flex-space that could function as an alumni event and/or industry partnership space.
- Long-term platform extension, pedestrian bridge connection, and multiple vehicular drop-off points enhance access to and from the campus core.

22,000 SF
Retail space

29,400 SF
Station plaza

630+
Commuter parking spaces

Impacts

$108M
Net present value* of gross tax revenue**

17K–42K
Potential annual MARC trips

400+
Residential units

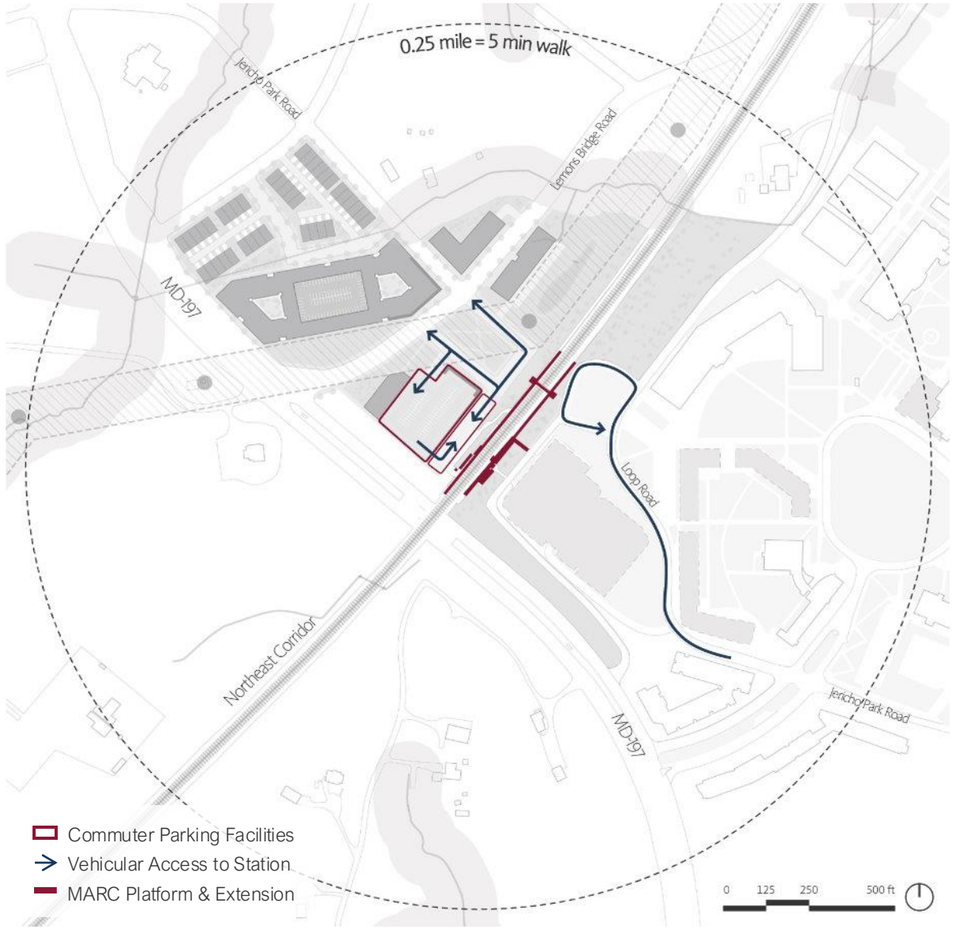
670
Construction jobs created

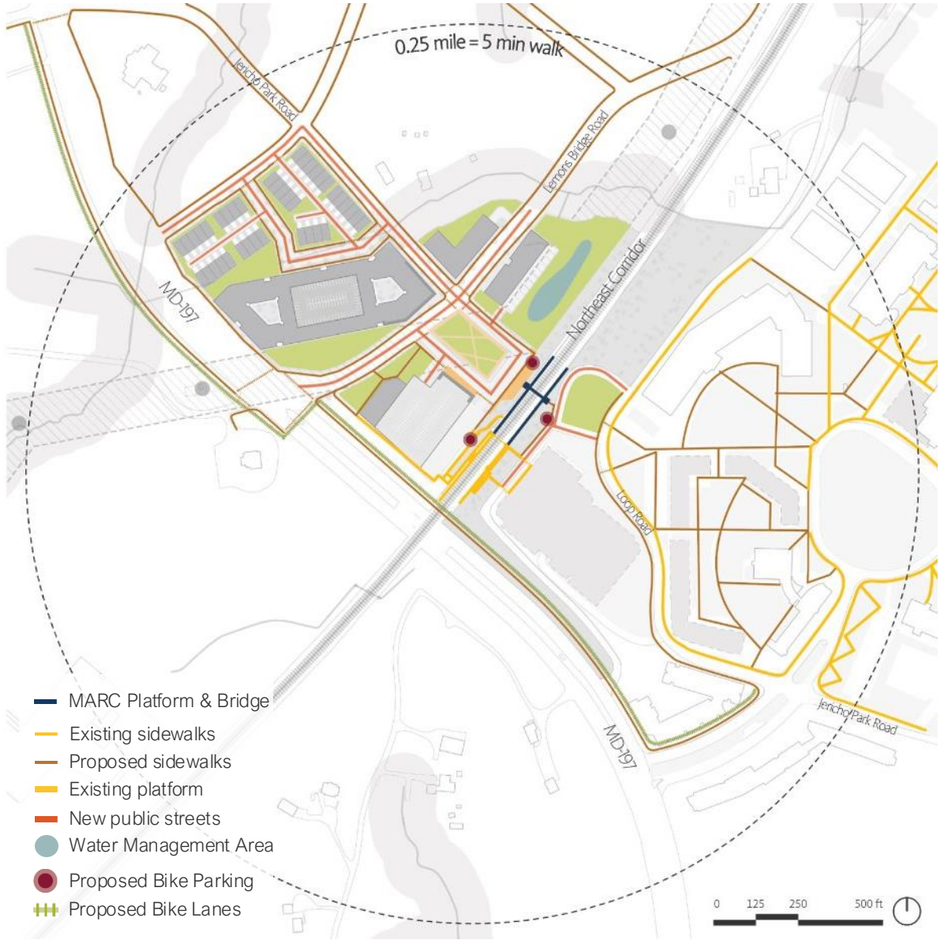
50
Permanent jobs created

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Access & Connectivity

Consolidated parking provides room for Bowie State to grow and pulls existing campus vibrancy to the station and the west side of the NEC.





Station Access

- Prioritize safe and convenient station access for pedestrians.
- Consolidated MARC parking west of the NEC will provide 100% replacement of existing commuter parking capacity.
- Consolidation allows for the redevelopment of the existing MARC parking easement on campus for other University uses.
- Long-term platform extension and bridge connection provides enhanced access from multiple vehicular drop-off points and proximity to the campus core.
- WMATA Metrobus extension and potential additional modes enable greater site access.

Multimodal Connections*

- Extend existing campus paths directly to the station.
- Add sidewalks along Lemons Bridge Rd. and introduce a marked and signalized pedestrian crossing between the MARC station and the Alumni House.
- Build a shared-use path along MD 197 to connect Bowie State to the Alumni House and new development.
- Ensure that sidewalks and trails are integrated into all development between the station and the county-owned lands to the north to encourage transit ridership.
- Engage key stakeholders to develop a plan to accommodate new WMATA Metrobus routes with bus bays.

**Any advancement of proposed concepts would require detailed design development and planning that would account for the need to accommodate a 4th track along the NEC.*

Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Looking Forward

Bowie State University's ambitions paired with local and State economic development goals will establish a foundation for future development that can surpass any limitations in the current market while enhancing the profile of the University.

With public, private, and institutional stakeholders in alignment on vision and objectives, MDOT views Bowie State as a near-term opportunity that unlocks the potential for future expansion of Bowie State University's economic impact.

Market & Land Use	Financial Feasibility*	Return on Public Investment
HIGH	LOW	MEDIUM
Emerging multifamily market based on demand from current BSU student population and future growth.	**Development Value** **$121M**	**NPV of 30-year Tax Revenue** **$108M**
Connectivity challen ges with BSU.	**Development Cost** **-$267M**	**Tax Revenue Summary**
Reliance on BSU as generator of activity in the Station Area.	**Project Surplus or Gap** **-$146M**	*State* / *Local*
	Gap Components	*Property Tax* $4M / $32M
	*Infrastructure*** -$92M	*Sales Tax* $14M / $0
	*Market Gap**** -$54M	*Income Tax* $34M / $24M

$121M Development Value + $146M Project Gap YIELDS $108M Tax Revenue

Assessment: **NEAR-TERM OPPORTUNITY**

Unlocking Bowie State's Potential

Bowie State University can drive population growth with significant State funding and its pursuit of R2 designation. Demand for student housing and campus-oriented retail supports further development.

Historically a commuter school, there is no existing development around the station and University, making alignment with the University essential for initial mixed-use projects. MDOT, Prince George's County, and a development partner may form a formal partnership with Bowie State, aligning development with the University's growth timeline.

MDOT will prioritize support for smaller-scale multifamily housing and the attached flex/event space, retail, and parking (near the MARC Penn Line tracks. These developments can attract Bowie State students across the tracks and create a vibrant environment for students and MARC riders. Given the high costs of structured parking, MDOT will consider reducing the garage size or planning for wrap-around multifamily development in the long term if existing commuter parking capacity is retained.

Key Actions to Maximize Value Prior to JD Solicitation

Identify Near-Term Infrastructure Investments	
Extend existing Bowie State campus paths directly to the station.	MDOT & BSU
Extend bike and pedestrian infrastructure connecting BSU to the proposed development sites and Jericho Park along MD 197.	MDOT
Explore Development Scenarios and Phasing to Increase Feasibility	
Align the plans for the flex event space with BSU's final plans for the Convocation Center to ensure connectivity and programmatic alignment.	MDOT & BSU
Fund site due diligence and conduct any required mitigation to prepare the MDOT and MTA sites for joint development.	MDOT & MTA
Advance the portion of development on MDOT and MTA land (smaller scale multifamily and attached flex/event space, retail, and parking) in the near term to increase density while the market for larger scale multifamily improves.	MDOT & MTA
Leverage Partnerships to Begin Near-Term Placemaking Efforts	
Establish a programming strategy for the flex/event space to support immediate activation once the project is delivered.	MDOT & BSU
Explore opportunities for block leases of initial multifamily developments with BSU to supplement the existing supply of student and/or faculty housing to meet the demand for on campus housing.	MDOT, MTA, BSU
Continue to collaborate with the County on the ongoing solicitation process to advance a long-term cohesive development vision and approach to horizontal infrastructure improvements.	MDOT, Prince George's County Revenue Authority

*The financial feasibility analysis does not account for the cost to acquire private land and assumes a public land value of $0.
**Infrastructure may include private infrastructure needs (e.g., site work, utilities, and private parking) as well as elements of public infrastructure that are necessary for vertical development (e.g., public portion of a shared parking garage, open space serving private developments, etc.)
***Market Gap refers to financial feasibility challenges created by macroeconomic trends (e.g., interest rates, capitalization rates, etc.) and local real estate dynamics (e.g., attainable rents, operating expenses, etc.).

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

As Bowie State University grows to include more on-campus housing for students, the MARC Penn Line will provide a critical connection to opportunities and amenities in both Washington, DC and Baltimore. With this steady ridership, the Bowie State Station Area can become a new campus node and catalyze the development of county-owned land.

MARYLAND DEPARTMENT OF TRANSPORTATION

Odenton

Opportunity

With significant publicly owned land, connection to local transit, and a strong residential market, the Odenton MARC Station is positioned to be the vibrant heart of Anne Arundel County's plan for the Odenton Town Center. Building on the site's natural features and access to open space, Odenton's diverse housing options and retail core will provide a unique offering in the region.

Planning Context

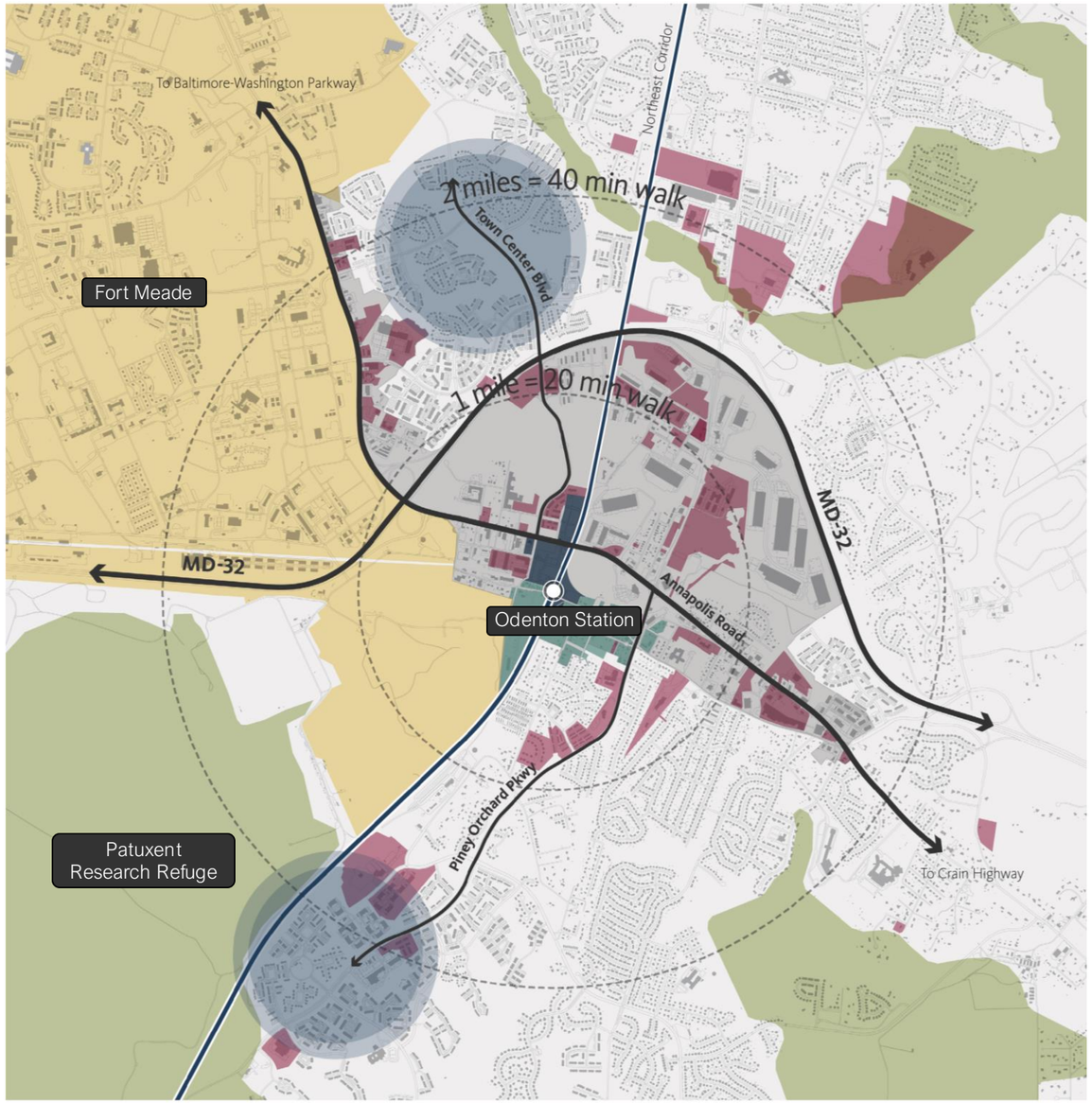
Odenton Station is surrounded by a **mix of newer multifamily development, single-family neighborhoods, retail, and Fort Meade.** Recent multifamily development is increasingly mixed-use, offering **ground-floor neighborhood-serving commercial space.**

The Station Area has the potential to capture some of this near-term multifamily demand and, in the long term, has the potential to capture additional office or hotel demand should Fort Meade expand.

The proximity to Fort Meade will continue to serve as a critical base of steady economic activity that is likely to generate additional future housing, supportive retail, and office needs. At the same time, the Anne Arundel County Plan2040 and the Odenton Town Center Master Plan emphasize the crucial role that Odenton Station plays in advancing transit-oriented development in the county. By investing in smart growth at the station, Odenton's Town Center will be well-positioned to become a unique destination that preserves the community's history and sense of place.

Planning Principles

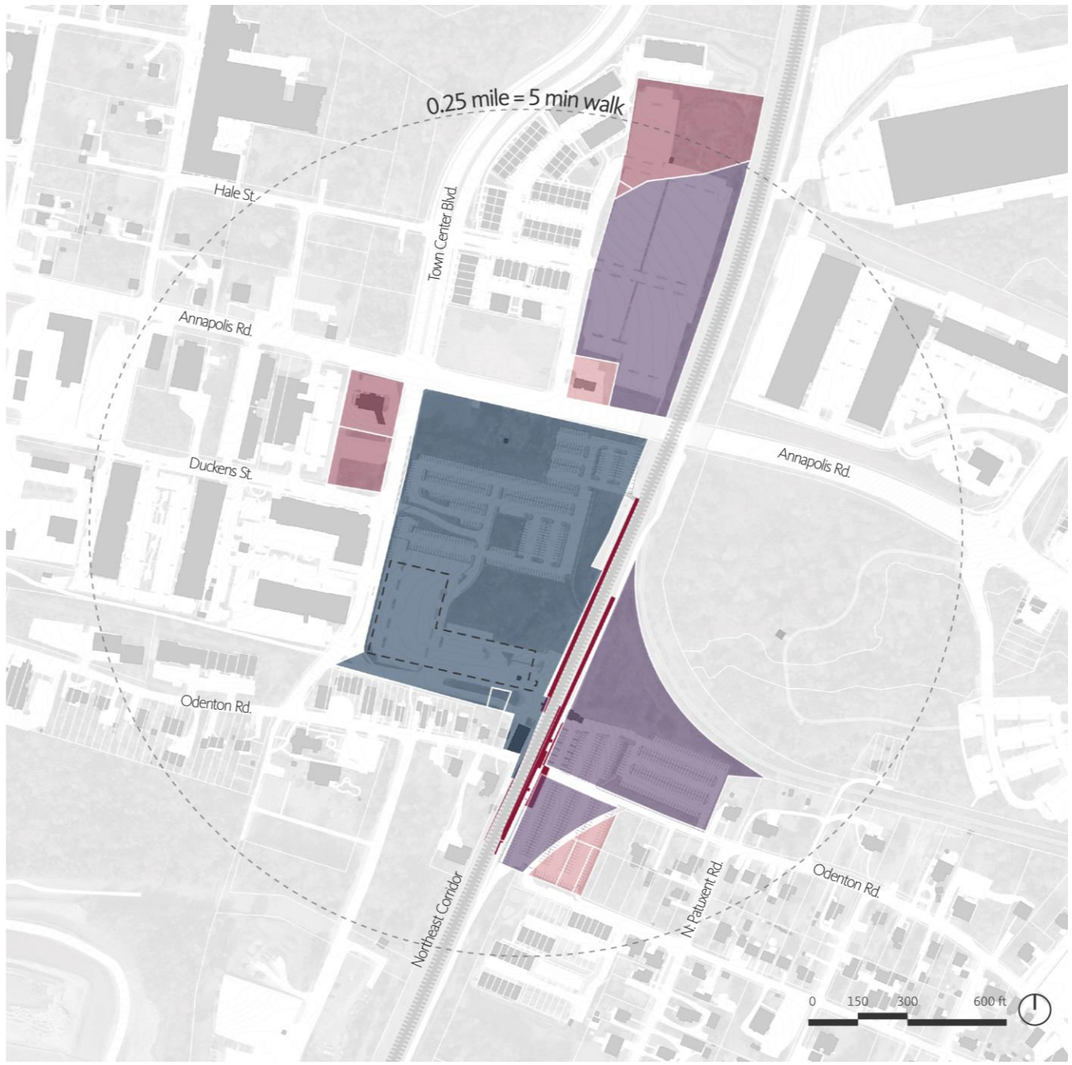
- Support Odenton Town Center character goals (east & west core):
  - create higher density mixed-use focus area on the west lot.
  - hold neighborhood-focused transition areas to the north and east.
  - provide appropriate scale transition to historic district.
- Improve connectivity and access between development and the proposed Odenton Town Center Park; coordinate with planning agencies.
- Streamline access between the station and multimodal connections.
- Create significant on-site open space and attraction adjacent to the station.
- Establish active frontages along Town Center Blvd. and Annapolis Rd.



Sources: Costar, Gensler Analysis, HR&A Analysis

Site Conditions

TOD-Readiness



TOD-ready with minor investment
TOD-ready with major investment
TOD-ready with moderate investment
Limited TOD potential

Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Study Area

The Odenton station is surrounded by a significant amount of State-owned surface parking lots. These parking lots are positioned well to support mixed-use TOD as parking is consolidated into a commuter parking deck.

Opportunities

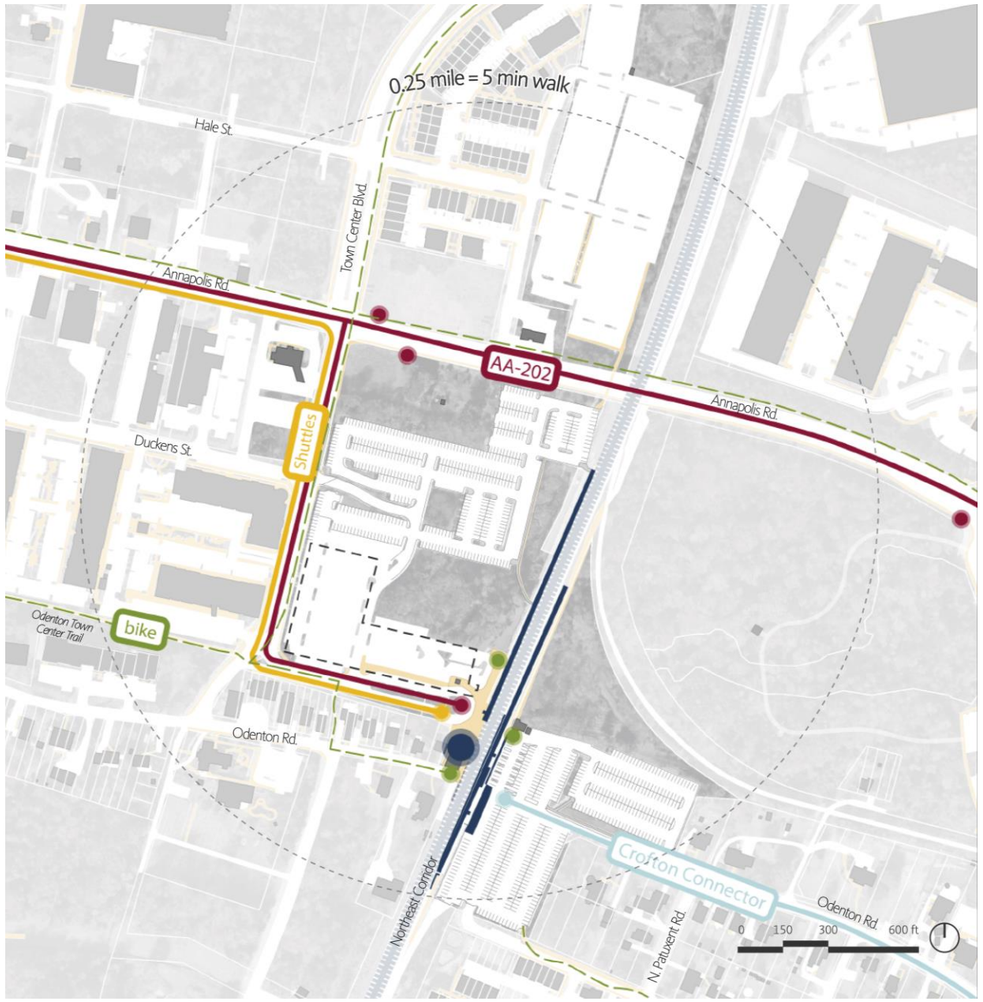
1. Leverage recently approved Town Center zoning to provide walkable, transit-oriented development and reduce parking provided for private development to the greatest extent possible.
2. Improve north-south pedestrian connections between the west and north lots.
3. Create new and improved east-west pedestrian connections across the Northeast Corridor to the east lot and the proposed Odenton Community Park.
4. Improve bike and ped infrastructure on Annapolis Rd. and Odenton Rd. east of the station by leveraging the WB&A trail via Becknel Ave. and former spur railroad north of Odenton Rd.
5. Leverage funding pipelines enabled by State TOD designation, Sustainable Communities Designation, and Tax Increment Financing.

Constraints

1. Development parcels are fragmented by major roads, topography, delineated wetland areas, and the Northeast Corridor.
2. Proposed Odenton Community Park lacks access from the development sites.
3. Fragmented pedestrian and cycling networks limit connectivity beyond the immediate Station Area.
4. Primary discharge point from western platform limits access to the west core.
5. Existing stormwater ponds and wetlands on the west side of the tracks limit station platform access.

Existing Mobility Infrastructure

Odenton Station hosts one of the more robust existing multimodal transportation networks for the station areas studied in Phase 1, with bus, shuttle, and bicycle networks connecting to the rail station.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- Historic station provides shelter, seating, restrooms, ticketing, public phone, and schedule and route information.
- Planned parking garage on the southern half of the west lot would replace some surface parking but would provide approximately 1,100 spaces.
- Planned Odenton Park to the east of the station will have an internal trail system.
- Nearby trail access via the Odenton Town Center Trail and WB&A Trail.

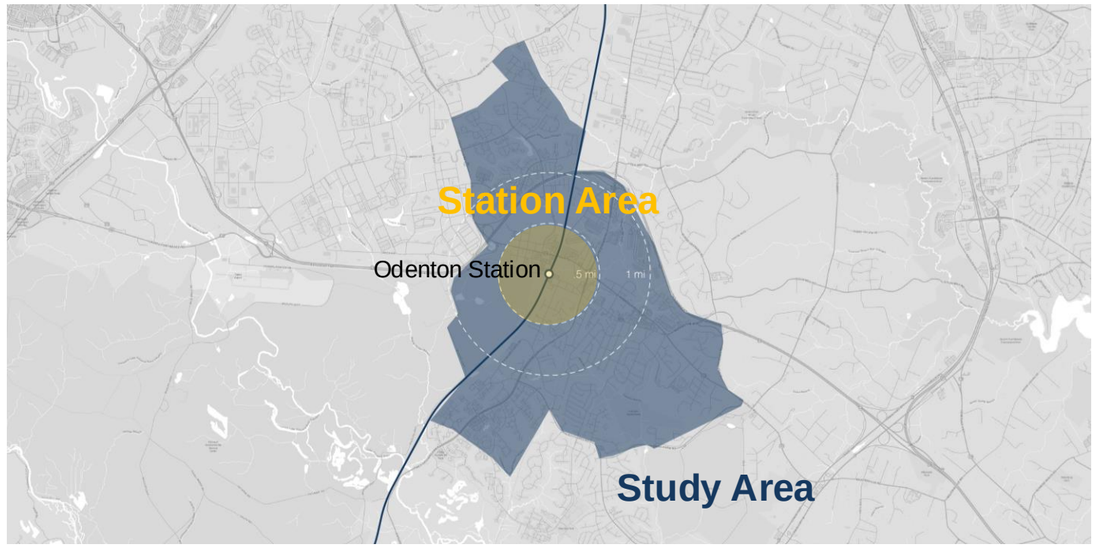
Parking Counts

2,015	Total Spaces
29	ADA Spaces
2	EVC Stations
43	Bicycle Spaces
32	Bicycle Lockers

Transit Service

MARC	Train Routes
Route 504	Bus Routes
AA 202	Bus Routes
Crofton	Bus Routes
NSA	Shuttles
Yes	Trail Access

Market Context



The market surrounding Odenton is predominantly suburban in nature. However, development and planning efforts indicate a shift towards more mixed-use, transit-supportive development.

Within the last decade, multiple multifamily projects in the surrounding neighborhoods opted for a midrise typology with ground floor retail and surface parking as opposed to the more suburban garden-style apartment.

Demand

While the number of multifamily units in the Station Area remained unchanged in recent years, it grew rapidly in the Study Area (+270 units in the last five years). Vacancy remains healthy even as rents have increased likely due to significant population growth. Due to the small pipeline of units in the Study Area, the Station Area can capture demand, particularly with strategic public interventions that can create a dynamic transit-oriented environment.

Existing retail is primarily oriented around traditional strip malls. However, the recently delivered Villages at Odenton, adjacent to the MARC Station, includes ground-floor retail, suggesting growing demand for mixed-use developments that include neighborhood-serving retail (e.g., coffee, restaurants, personal care).

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Demographic Overview*

The area surrounding Odenton Station is densely populated by a highly educated, high-earning population with a high share of renters relative to the rest of the MARC Penn Line.

+500
Station Area population change (2010-2023), a 33% increase

$101,000
Station Area median income

52%
Station Area population with a bachelor's degree or higher

40%
Share of renters in the Station Area

Station Area Multifamily

691 units	Inventory
+0 (+0%)	New Deliveries ('18-'23)
3.6%	Vacancy
$2.18	Average Rent PSF
+24%	Rent Growth ('18-'23)
179 units	Pipeline

Station Area Retail

168K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
11.9%	Vacancy
$25.91	Average Rent PSF
+20%	Rent Growth ('18-'23)**
5K SF	Pipeline

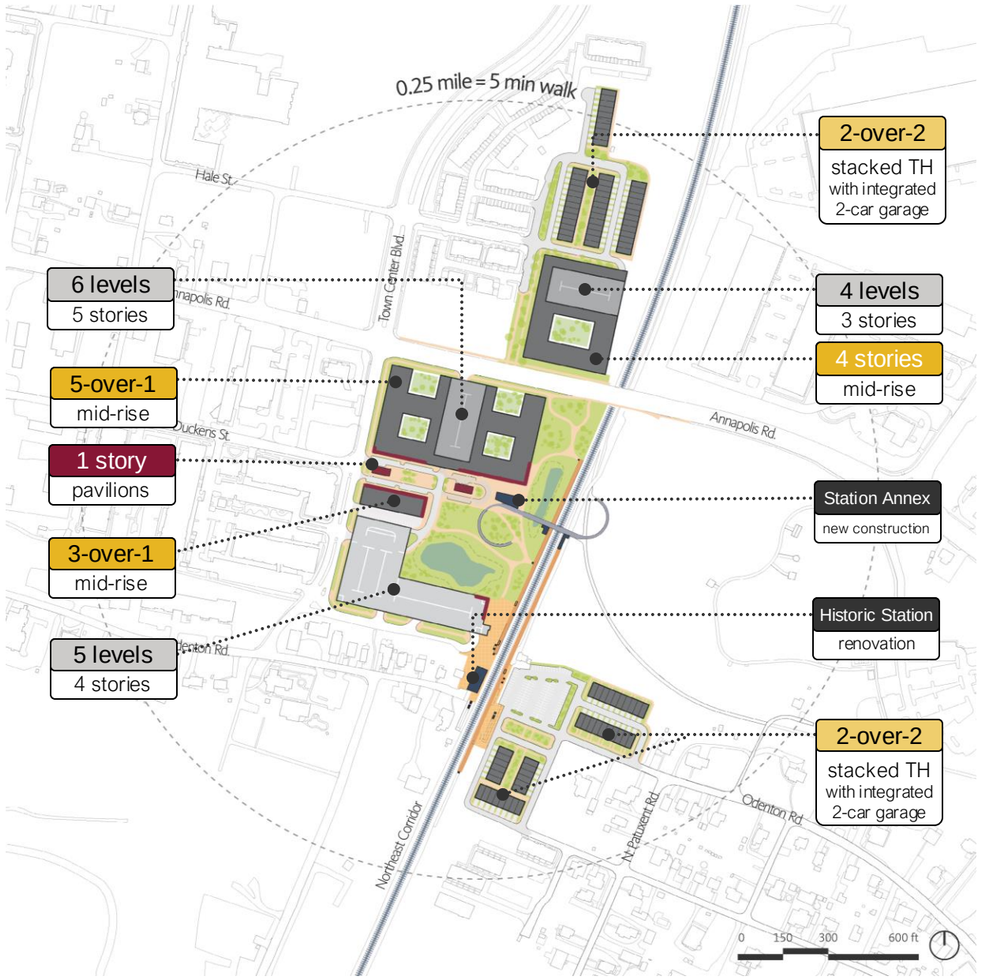
*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Due to insufficient data, rents, rent growth, and pipeline developments are indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (seven square miles) based on local market dynamics, and Anne Arundel County for regional context.

Conceptual Development Strategy

The Town Center is organized around a "retail row" on Duckens St. anchored by a new station annex at its terminus, bringing transit into the heart of the project. Trails link wetland areas to the new proposed Odenton Community Park and new townhome communities to the north and east.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Plan Facts & Features

- 2.5+ miles of new pedestrian-safe public sidewalks, trails, and bike paths.
- A curbless, shared street that terminates the Duckens St. extension and can be closed for public gatherings and special community events.
- A pedestrian bridge over the Northeast Corridor linking the station to the planned Odenton Community Park (long-term potential).
- A new 2,600 SF Station Annex that provides passenger ticketing and waiting.

38,000 SF Retail space

42,00 SF Station plaza

1,240+ Commuter parking spaces

Impacts

$270M Net present value* of gross tax revenue**

46K–117K Potential annual MARC trips

900+ Residential units

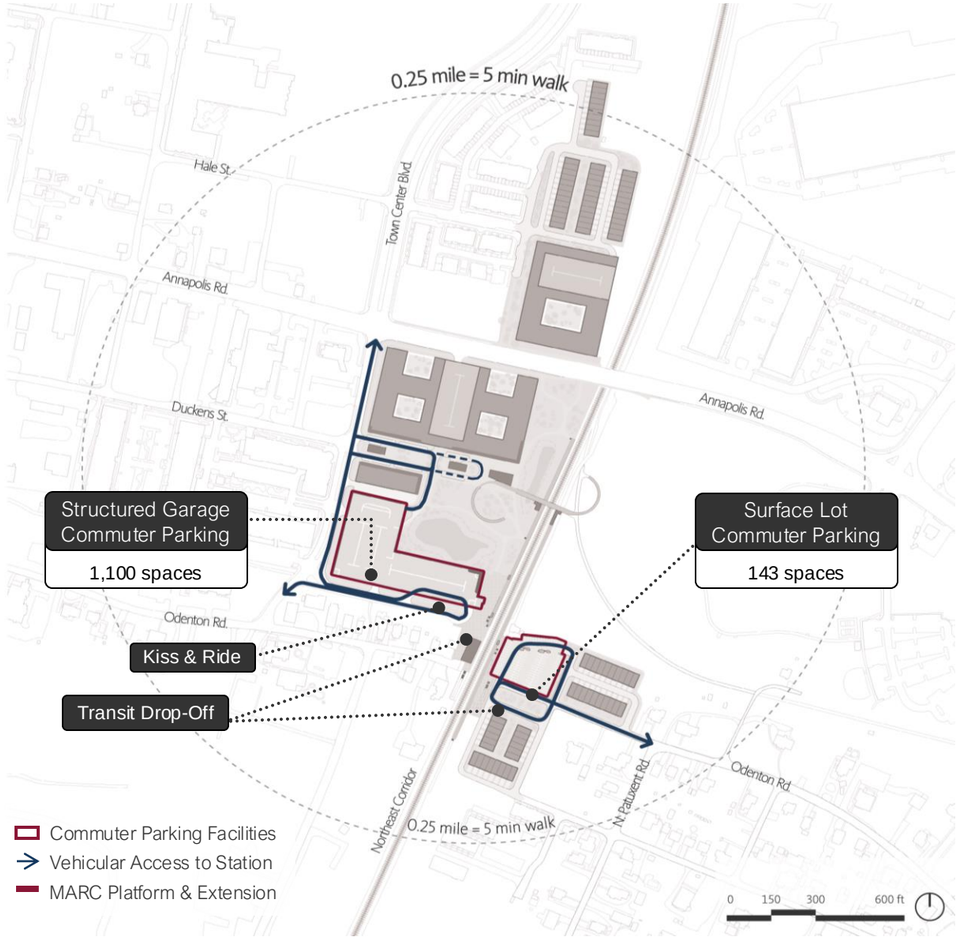
1,250 Construction jobs created

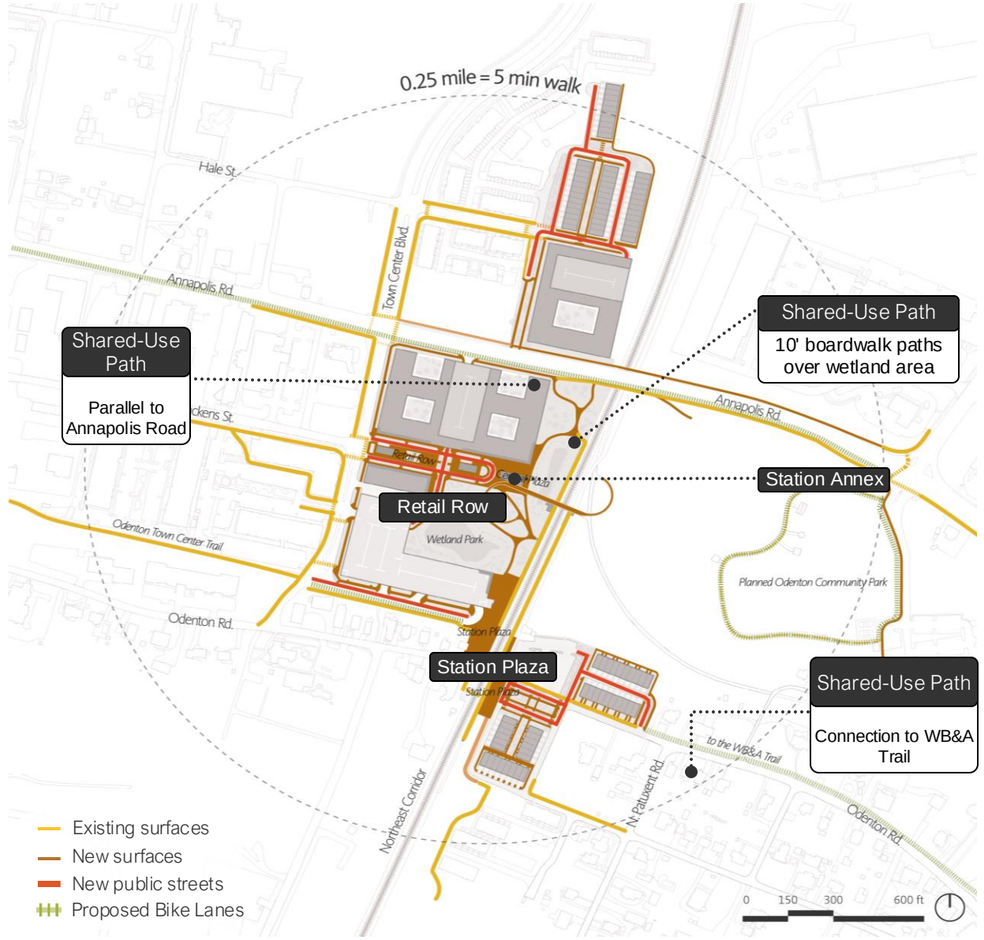
110 Permanent jobs created

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Access & Connectivity

A new garage can deliver an integrated transit facility while public spaces and pedestrian pathways improve the experience of current and future residents.





Station Access

- Prioritize safe and convenient station access for pedestrians.
- Incorporates 1,100 spaces in planned MARC commuter parking garage (37.5% increase in West Lot parking capacity) with potential to expand parking capacity within the garage as needed in the future.
- Retains 143 spaces (30% of current capacity) in the long term in the East Lot.
- EV charging spaces will be provided in the planned MARC commuter garage.
- Designated Kiss & Ride zone integrated with the new garage at the South Loop.
- Transit (bus / shuttle) drop-offs on both sides of the NEC adjacent to the historic station building.

Sources: Gensler Analysis

Multimodal Connections*

- Fill critical gaps in the existing pedestrian network and enhance visibility and safety of at-grade pedestrian crossings.
- Implement proposed State Highway Administration (SHA) improvements to Annapolis Rd. including new 5' sidewalk on the northern street edge and a shared-use path on the southern edge.
- Provide hardscape plazas around the historic station and new station annex for gathering and passenger waiting.
- Provide 10' - 12' shared-use path through the wetland features in the West Lot.

**Any advancement of proposed concepts would require detailed design development and planning that would account for the need to accommodate a 4th track along the NEC.*

Looking Forward

TOD at Odenton can generate long-term revenue growth for Anne Arundel County and the State of Maryland. However, several steps need to be taken to prepare the station for TOD, including investment in station parking and plaza improvements.

As such, MDOT views Odenton as a near-term opportunity for TOD. Townhome and small-scale multifamily projects are the most feasible and should be prioritized first to keep momentum while market conditions further improve and policy solutions are devised for larger-scale development.

Market & Land Use	Financial Feasibility*	Return on Public Investment
HIGH	MEDIUM	HIGH
Growing multifamily market	**Development Value** $351M	**NPV of 30-year Tax Revenue** $271M
Significant investment in commuter parking	**Development Cost** -$500M	**Tax Revenue Summary**
Connectivity challenges with surrounding neighborhoods	**Project Surplus or Gap** -$149M	
Town Center zoning	Gap Components	
	*Infrastructure*** -$149M	
	*Market Gap**** $0M	

	State	Local
Property Tax	*$10M*	*$88M*
Sales Tax	*$26M*	*$0*
Income Tax	*$93M*	*$54M*

$351M Development Value + $149M Project Gap YIELDS $271M Tax Revenue

Assessment: NEAR-TERM OPPORTUNITY

*The financial feasibility analysis does not account for the cost to acquire private land and assumes a public land value of $0.
**Infrastructure may include private infrastructure needs (e.g., site work, utilities, and private parking) as well as elements of public infrastructure that are necessary for vertical development (e.g., public portion of a shared parking garage, open space serving private developments, etc.). At Odenton, the listed infrastructure costs includes an estimated $56M for the planned MTA commuter parking garage.
***Market Gap refers to financial feasibility challenges created by macroeconomic trends (e.g., interest rates, capitalization rates, etc.) and local real estate dynamics (e.g., attainable rents, operating expenses, etc.).

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Unlocking Odenton's Potential

Odenton has the greatest opportunity for near-term TOD among any station on the MARC Penn Line. Recent examples of mixed-use development, along with continued population growth, make it the strongest market for increased development.

There remain market challenges, particularly related to large-scale multifamily development. In the meantime, MDOT will seek to position land around the station to advance townhome and mid-to-large-scale multifamily development. Additionally, MDOT will assess elements of the site plan that are long-term aspirations to stagger infrastructure developments or that can be adjusted to reduce cost.

Key Actions to Maximize Value Prior to JD Solicitation

Identify Near-Term Infrastructure Investments	
Leverage low-cost financing to reduce the appropriation needed to support the development of the shared street surrounding the station plaza.	MEDCO
Pursue grant funding opportunities for public transit infrastructure (e.g., plaza, ramp/station bridge).	MDOT
Conduct Additional Planning to Prepare for Solicitation as Market Improves	
Conduct environmental assessments and conduct any required mitigation to prepare the MDOT and MTA sites for joint development.	MDOT & MTA
Engage with local government partners to identify additional scenarios for multifamily projects to advance, such as reduced parking requirements.	MDOT & Anne Arundel County
Conduct market sounding to define the parameters for a solicitation process.	MDOT
Leverage Partnerships to Deliver a Range of Housing Options	
Coordinate with Maryland Department of Housing and Community Development (DHCD) to identify funding sources and incentives that can support affordable housing.	MDOT & DHCD

With significant publicly owned land, connection to local transit, and a strong residential market, the Odenton MARC Station is positioned to be the vibrant heart of Anne Arundel County's plan for Odenton Town Center. Building on the site's natural features and access to open space, Odenton's diverse housing options and retail core will provide a unique offering in the region.

BWI Airport

Opportunity

BWI Airport offers the potential to establish a globally connected mixed-use hub anchored by office with quick local and regional connections and strong appeal to businesses.

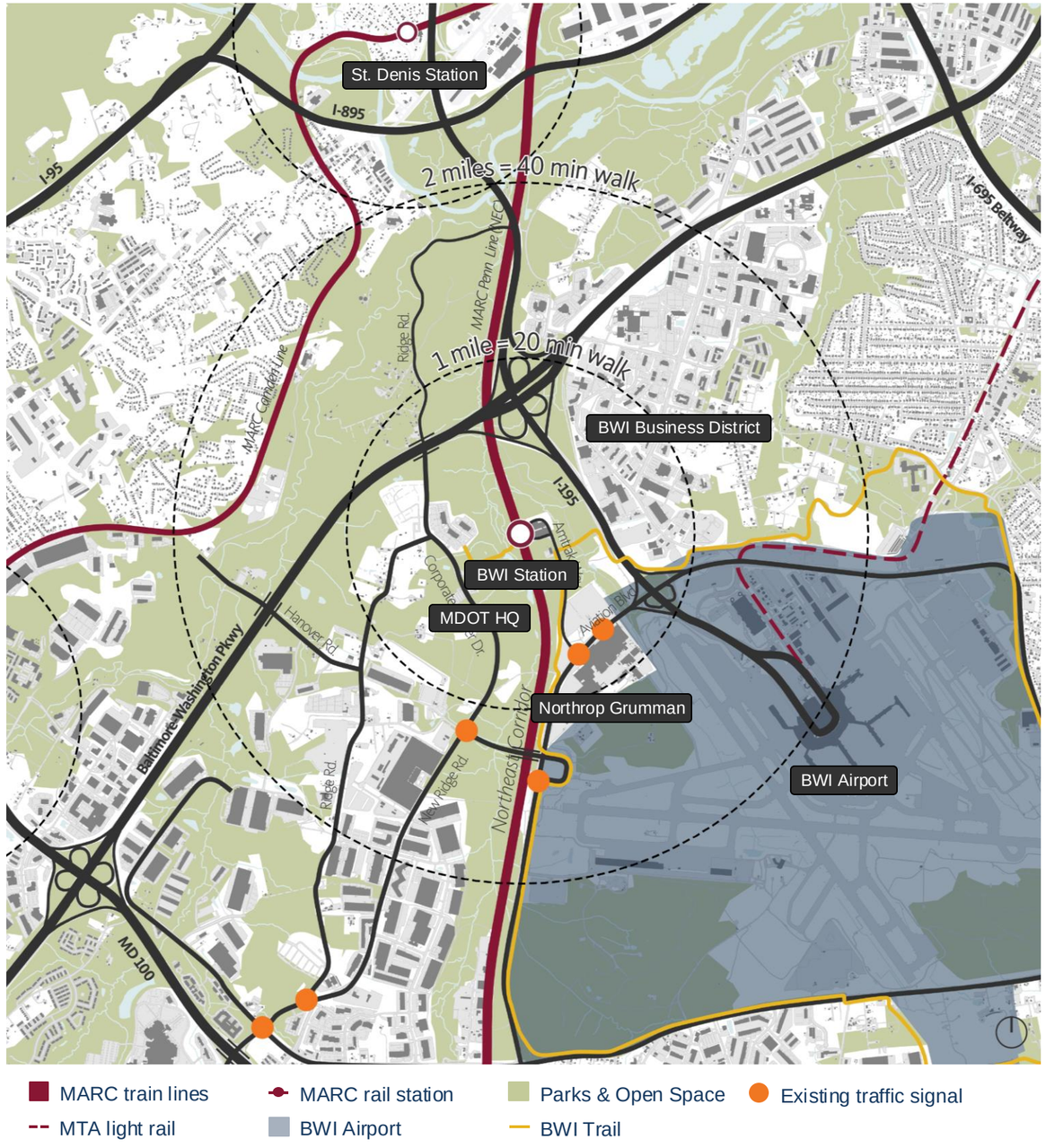
Planning Context

Located just outside the **Baltimore Washington International (BWI) Thurgood Marshall Airport**, the BWI Airport Station sits at the **intersection of a range of transit options** including the **airport, Northeast rail corridor, and the MARC Penn Line.**

The land immediately surrounding the station hosts very little existing development, partially limited by the wetland designations of much of the area. Ultimately, the proximity to BWI Marshall Airport, frequent rail service, and the presence of MDOT's headquarters provide a unique mix of connectivity and anchor users unique along the MARC Penn Line.

Planning Principles

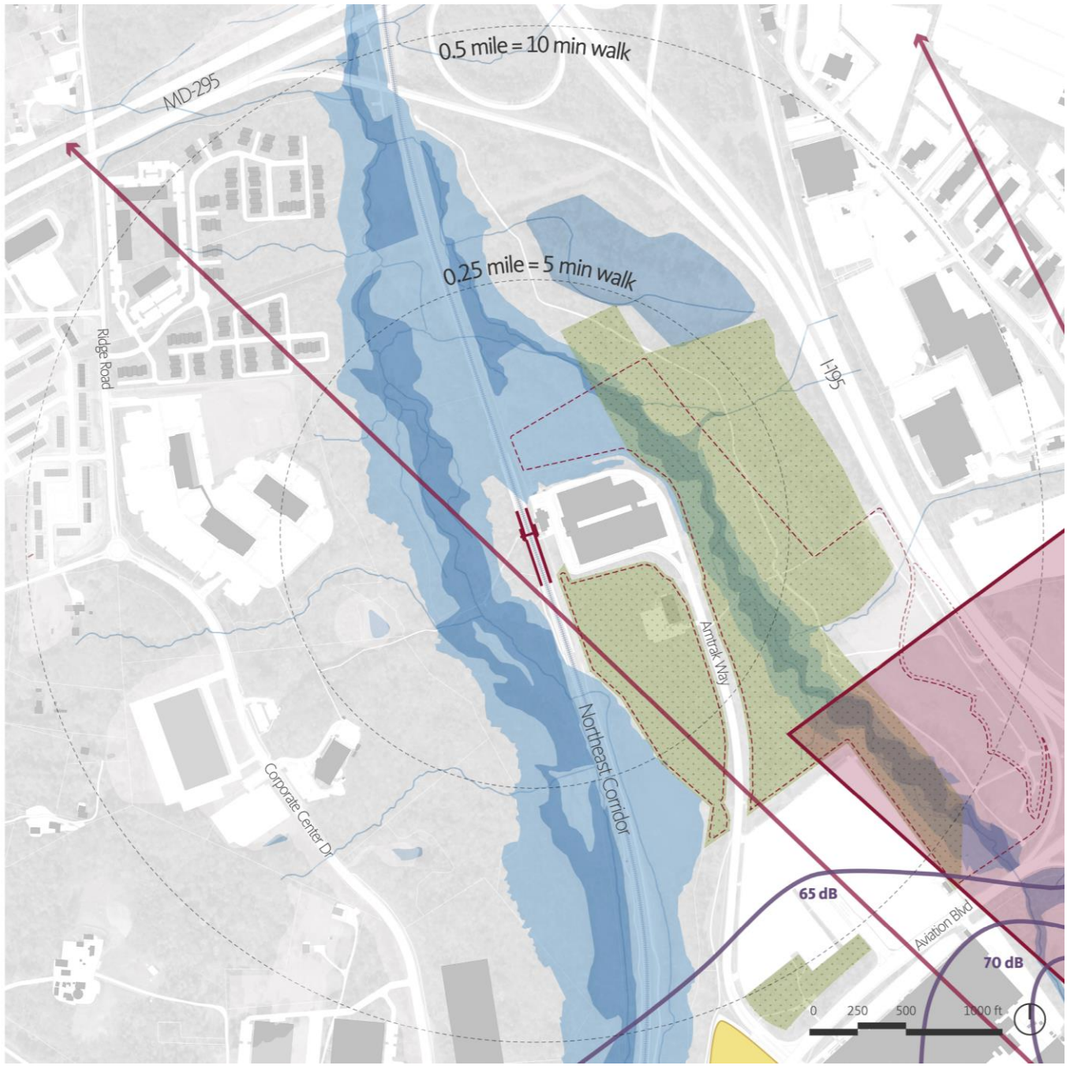
- Respect sensitive Station Area environment by preserving conservation areas, wetlands, and other low-lying zones with high flooding prevalence.
- Leverage larger, undeveloped sites towards the half-mile boundary from the station for mixed-use development opportunities.
- Attract 21st century office tenants who value proximity and direct access to/from BWI Marshall Airport and the Northeast Corridor by investing in:
    - Creating walkable mixed-use districts with a mix of office, retail, and, residential.
    - Extending the existing network of trails and boardwalks to adjacent parcels through new paths.
    - Provide a trail spur from the existing east bridge directly towards Elkridge Furnace Road.
    - Adding local bus service between adjacent MARC stations and other key transit hubs to incentivize public transit use.
    - Sustaining and expanding Amtrak service (long-term).
    - Creating an opportunity on MDOT land by redeveloping the current headquarters and surrounding sites.



Sources: Costar, Gensler Analysis, HR&A Analysis

Site Conditions

Environmental Constraints



Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Study Area

While proximate, the BWI Airport Rail Station is physically separated from BWI Thurgood Marshall Airport and the BWI Business District.

Non-vehicular access to the airport is provided via circulator bus service along Amtrak Way to Aviation Blvd. and the BWI Trail. New office, industrial, and residential growth has been occurring along New Ridge Rd. / Corporate Center Dr. during the past several decades. Newer office development along Corporate Center Dr. directly connects to the BWI Airport Rail Station via elevated boardwalks.

Opportunities

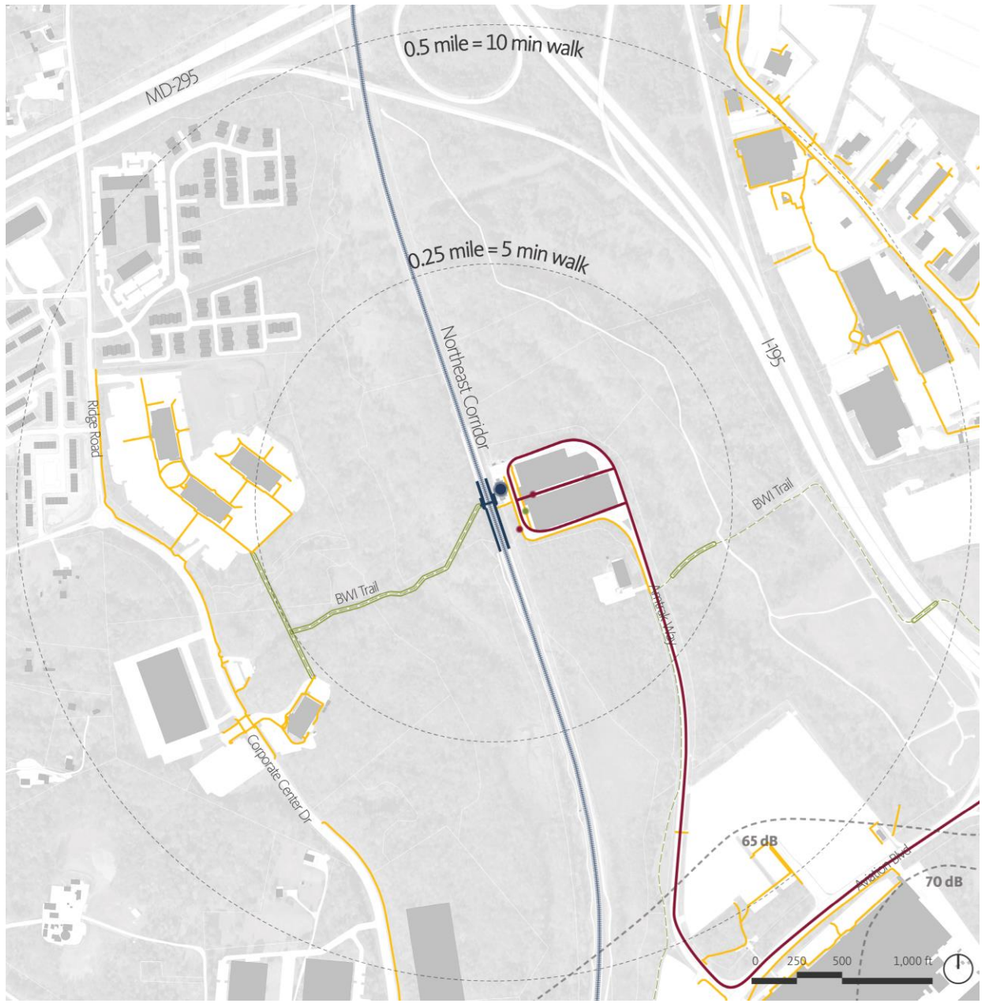
1. BWI Trail loop, spurs, and boardwalk system connect many of the adjacent development sites to the station.
2. Large acreage parcels amassed under several key owners (predominantly Stoney Run Rd. Investment Co. and the Maryland Aviation Administration (MAA) within the half-mile boundary of the station.
3. Development energy at BWI Business District and along Ridge Rd. / Corporate Center Dr.
4. Large, consolidated parking structure existing at the station.
5. MDOT headquarters and developable State-owned land adjacent to the Station.

Constraints

1. Extensive and overlapping environmental constraints including floodplains, wetlands, conservation easements, and protection areas related to proximity to BWI Marshall Airport.
2. Parcels sited along the Northeast Corridor are split-zoned between low-density residential and open space and light industrial zoning along Corporate Center Dr.; rezoning would be required for redevelopment.
3. Limited MDOT / MTA-owned land in the immediate Station Area.
4. Limited road network connectivity throughout the Station Area.

Existing Mobility Infrastructure

Despite its isolated location in a largely preserved natural area, BWI Airport Station is one of the most connected stations studied in Phase 1 due to its direct ability to transfer to Amtrak and BWI Thurgood Marshall Airport.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- High level of amenities due, in part, to the presence of a shared Amtrak station building with waiting room and vending on-site.
- Multimodal access is present, but with limited frequency for scheduled buses.
- Station access exclusively via Amtrak Way and BWI loop trail spur; limited connectivity to other adjacent developments such as the BWI Business District.

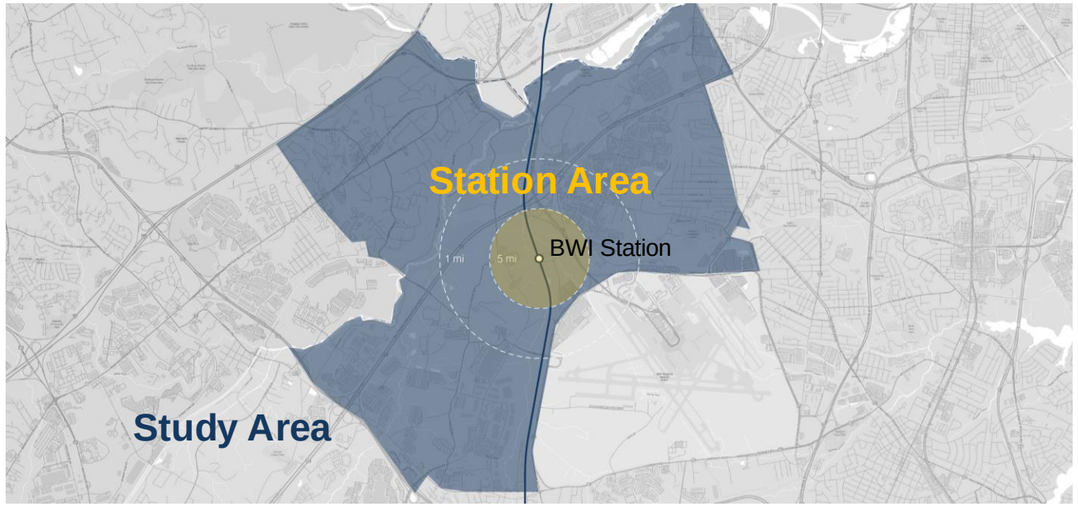
Parking Counts

3,187	Total Spaces
52	ADA Spaces
6	EVC Stations
27	Bicycle Spaces
28	Bicycle Lockers

Transit Service

MARC	Train Routes
Amtrak	Train Routes
LocalLink 75	Bus Routes
Commuter 201	Bus Routes
BWI - MARC	Shuttles
Bay Runner	Shuttles
Yes	Trail Access

Market Context



The Station Area's exceptional local, regional, and global connectivity coupled with the adjacent BWI Business District make it attractive for future office development.

Demand

Although the Study Area has undergone a recent surge in population growth, the Station Area has just nine current residents according to American Community Survey (ACS) data. While that number will grow modestly in 2025 with the delivery of an under-construction townhouse development, the proximity to the airport, wetland designations, and limited amenities makes it challenging for the Station Area to capture a significant share of the Study Area demand for multifamily residential.

The combination of existing professional services and logistics employers in the BWI Business District (including Northrup Grumman) and proximity to MARC as well as Amtrak's Northeast Corridor could generate demand for office space. In the short term, capital markets could prove office development challenging, but in the long term, the Station Area could be positioned as a hyper-connected mixed-use employment hub, anchored by MDOT headquarters. While office markets stabilize, the proximity to BWI Marshall Airport paired with successful investments in infrastructure, placemaking could increase demand for supporting retail and a hotel.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Demographic Overview*

The Study Area population has grown significantly since 2010, characterized as highly educated and with a higher share of renters relative to Anne Arundel County. However, the increase in population and existing real estate market throughout the Study Area has not yet translated to a multifamily or retail market within the Station Area.

+5,000
Study Area population change (2010-2023), a 44% increase

#2
Ranked as second most utilized MARC Penn Line station between Washington, DC and Baltimore

44%
Study Area population with a bachelor's degree or higher

34%
Share of Renters in the Study Area

Station Area Multifamily and Retail

Currently, there are no existing multifamily or retail in the Station Area.

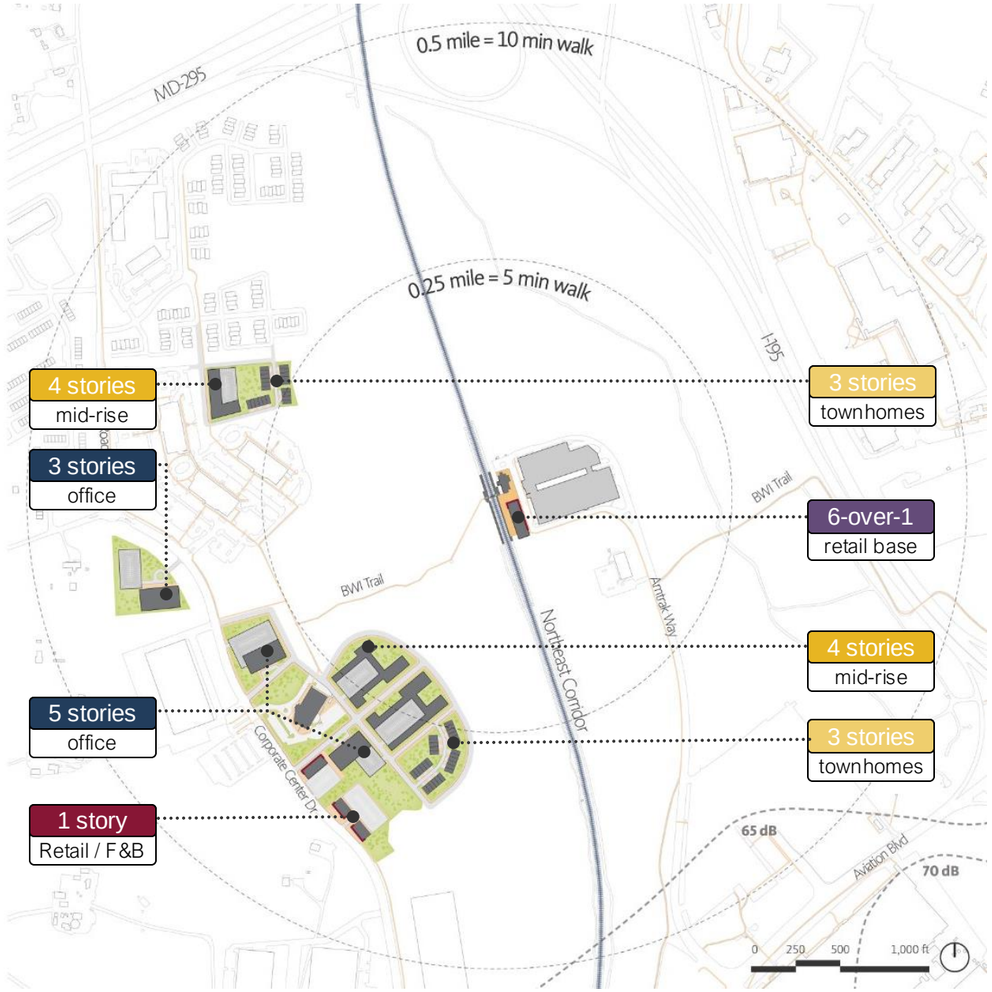
*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Due to a significantly limited Station Area population, demographics were primarily assessed for the Study Area.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (13 square miles) based on local market dynamics, and Anne Arundel for regional context.

Conceptual Development Strategy

The site of MDOT's headquarters serves as a mixed-use office and supportive retail hub, buffered by new single and multifamily residential along the environmental zone. A new hotel at the station hosts business visitors.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Plan Facts & Features

- Boardwalk trail extension provides direct access between the station and Corporate Center Dr.
- Continuous sidewalks within and between the office campus and residential communities to maximize connectivity to the existing boardwalk network.
- Adaptive reuse of MDOT headquarters for flexible office space and centralized amenity space for BWI office campus tenants.

26,900 SF
Retail space

Enhanced
station plaza

3,130+
Commuter parking spaces

Impacts

$153M
Net present value* of gross tax revenue**

63K–200K
Potential annual MARC trips

450+
Residential units

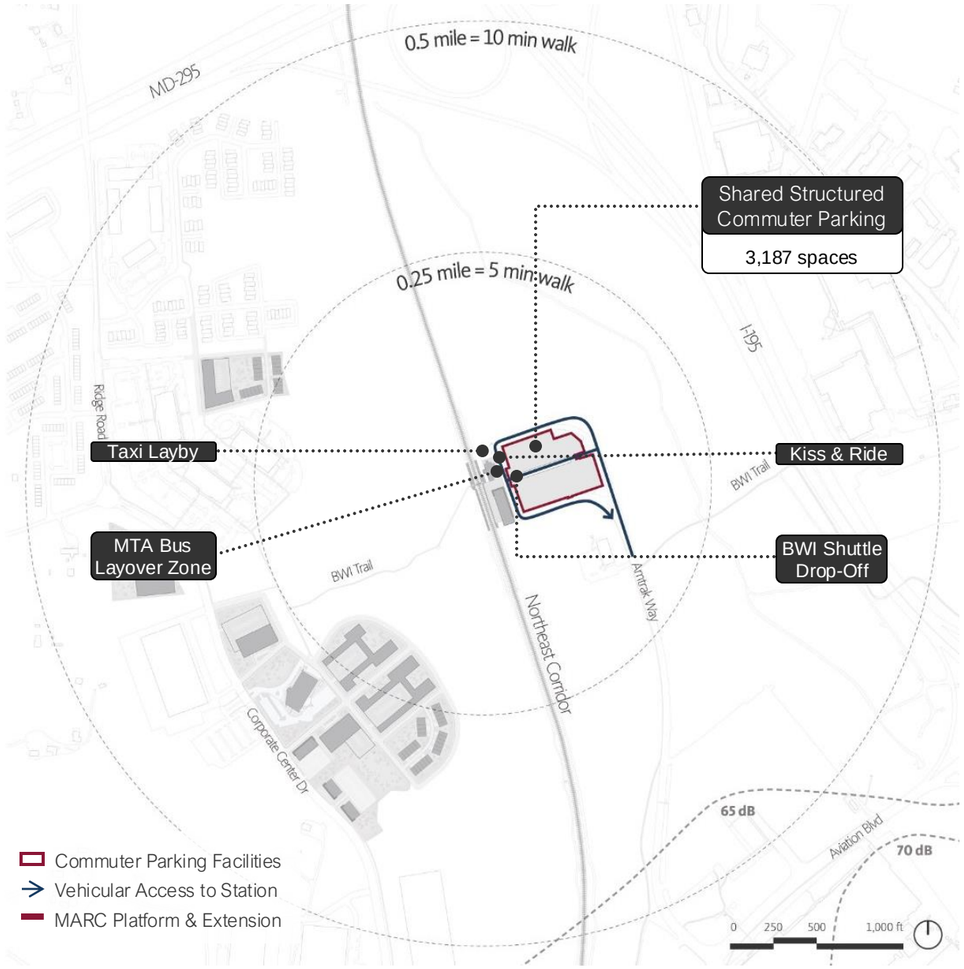
1,240
Construction jobs created

590
Permanent jobs created

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Access & Connectivity

Maintaining current bus circulation and increasing bike and pedestrian mobility will ensure continued ease of access to BWI and future access to new development.



Station Access

- Prioritize safe and convenient station access for pedestrians.
- Total parking supply in the garage adjacent to the station remains unchanged.
- The garage would also support the required hotel spaces (55 spaces) slightly reducing total commuter parking to 3,132 spaces.

Multimodal Connections*

- Minimal additional Station Area mobility improvements; retain existing circulator bus access and add 360’ of additional sidewalks to connect to the existing station plaza area.
- Ensure implementation of bicycle and pedestrian infrastructure in development areas to connect residents and workers even where roadways aren’t present or proposed

**Any advancement of proposed concepts would require detailed design development and planning that would account for the need to accommodate a 4th track along the NEC.*

Sources: Gensler Analysis

Looking Forward

Given site constraints and limited multifamily demand, near-term TOD at BWI is tied to demand for office and hotel space. Over the long term, BWI can continue to expand as an employment center, increasing TOD viability.

As such, MDOT views BWI as a long-term opportunity for TOD. Continued employment momentum and airport expansion could enhance the demand for TOD. Additionally, connectivity improvements to the station can generate additional development opportunity.

Market & Land Use	Financial Feasibility*	Return on Public Investment
LOW	LOW	LOW
Lack of developable land	**Development Value** $249M	**NPV of 30-year Tax Revenue** $153M
Soft multifamily demand	**Development Cost** -$498M	**Tax Revenue Summary**
Challenging office and hotel markets	**Project Surplus or Gap** -$246M	*State* / *Local*
Proximity to airport easement limits developable space	Gap Components	*Property Tax* $7M / $64M
	*Infrastructure*** -$125M	*Sales Tax* $18M / $0
	*Market Gap**** -$124M	*Income Tax* $40M / $24M

$249M Development Value + $246M Project Gap YIELDS $153M Tax Revenue

Assessment: **LONG-TERM OPPORTUNITY**

Unlocking BWI's Potential

While near-term development is unlikely, MDOT can take near-term action to advance the vision for the BWI Airport Station as an employment hub by aligning publicly owned sites, exploring future redevelopment opportunities of its headquarters, and prioritizing pedestrian connectivity improvements. This planning and investment can generate momentum for a potential mixed-use development anchored by office.

In the short term, national capital markets will present a challenge to any office developments, but the combination of professional services and logistics employers nearby, State control of land in the Station and Study Area, and proximity to multimodal transit could increase development feasibility.

Actions to Support TOD Potential

Identify Near-Term Infrastructure Investments	
Enhance connectivity between the MARC Station, airport, MDOT headquarters, and BWI Business District.	MDOT, MTA, MAA
Pursue grant funding opportunities for improved and extended walkway between the MARC Station and broader Station Area.	MDOT
Conduct Additional Planning to Position BWI for Long-Term TOD	
Conduct initial market sounding with hotel developers and operators to determine product viability.	MDOT
Monitor development progress of adjacent properties over time to adapt planning efforts for compatibility.	MDOT
Rezone light industrial Corporate Center Dr. parcels to support viability of future mixed-use development anchored office development.	MDOT, Anne Arundel County
Study potential for future adaptive reuse of MDOT headquarters for flexible office space.	MDOT
Leverage Partnerships to Enhance TOD Viability	
Coordinate local and regional economic development initiatives to identify opportunities for employment growth and office space to support that growth.	MDOT, BWI Business District, Commerce

*The financial feasibility analysis does not account for the cost to acquire private land and assumes a public land value of $0.
**Infrastructure may include private infrastructure needs (e.g., site work, utilities, and private parking) as well as elements of public infrastructure that are necessary for vertical development (e.g., public portion of a shared parking garage, open space serving private developments, etc.)
***Market Gap refers to financial feasibility challenges created by macroeconomic trends (e.g., interest rates, capitalization rates, etc.) and local real estate dynamics (e.g., attainable rents, operating expenses, etc.).

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Halethorpe

Opportunity

Increased diversity of housing products can establish Halethorpe Station as a new and convenient neighborhood hub with commuter-oriented retail and amenities for Baltimore County residents with easy transit access to Washington, DC and Baltimore.

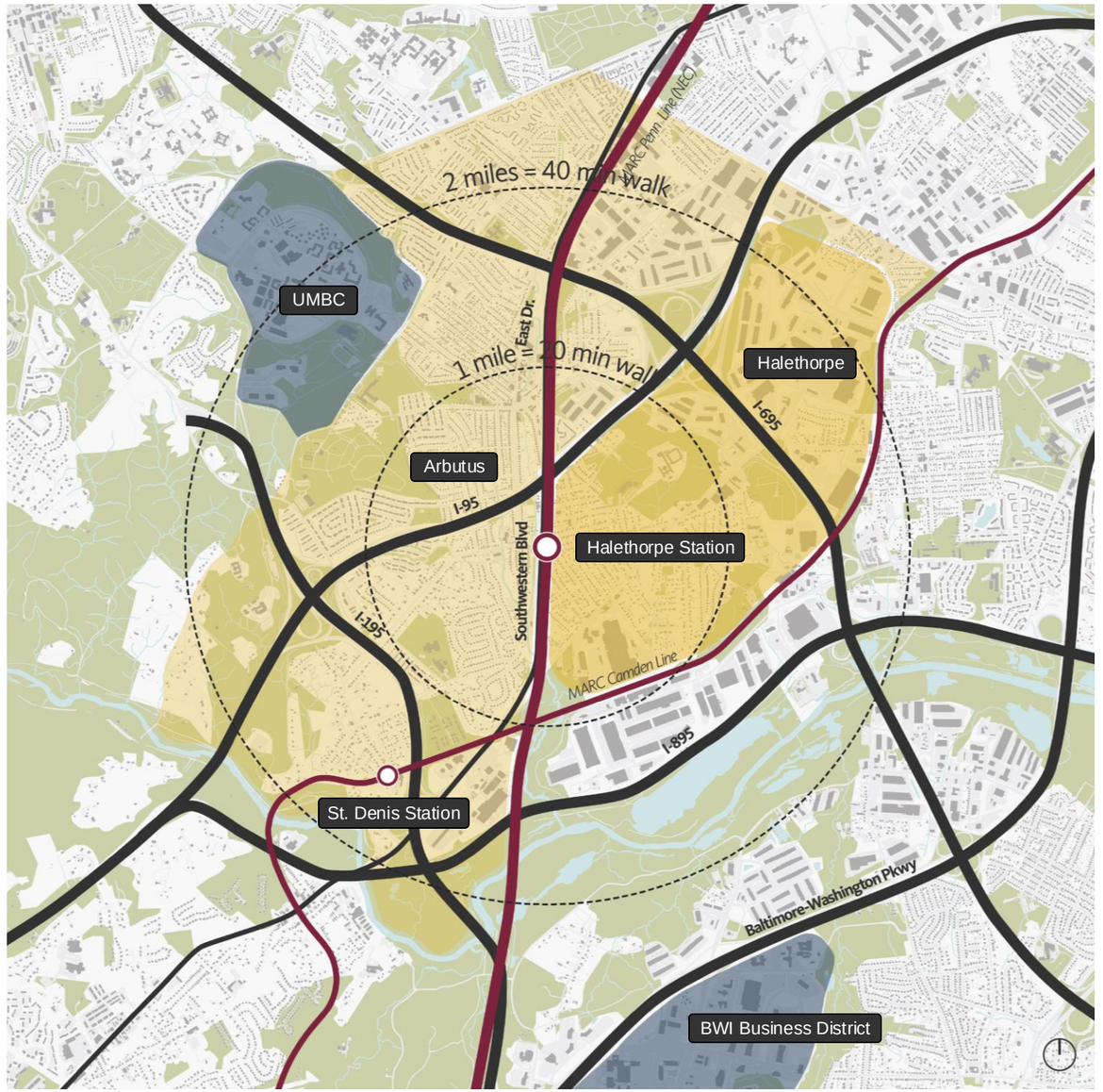
Planning Context

Halethorpe Station is between the stations at BWI Airport and West Baltimore. The Study Area contains the **South Baltimore Medical Center** and is adjacent to the **University of Maryland Baltimore County (UMBC)** and the **BWI Business District**.

The area immediately surrounding the Halethorpe MARC Station is largely single-family communities but has the potential to capture multifamily demand as the Baltimore-Washington Parkway and BWI areas densify. Moreover, the nearby unincorporated community of Arbutus has received a Sustainable Communities Designation from the State of Maryland, unlocking loans, grants, tax credits, and other support for community-revitalization projects that could improve demand and development feasibility.

Planning Principles

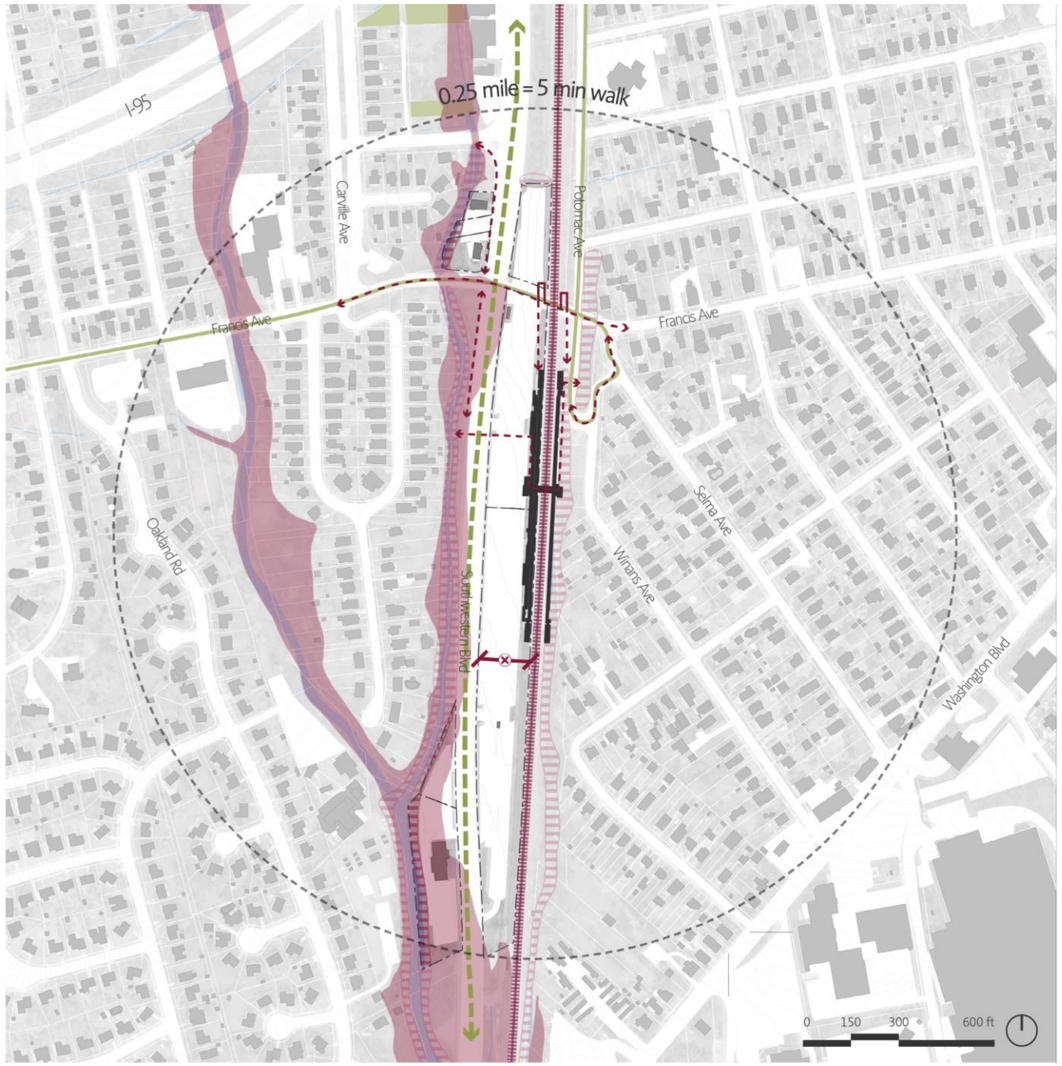
- Create a sense of arrival with a gateway public space that preserves and enhances station views.
- Activate Southwestern Blvd. by orienting development to the street edge.
- Prioritize a safe and continuous pedestrian and cycling network throughout the Station Area.
- Promote community-serving retail that complements, rather than competes with, existing local businesses along East Dr.
- Enhance multimodal connectivity beyond the Station Area for nearby residents.
- Concentrate higher densities towards the center of the station platform.
- Improve pedestrian and cycling wayfinding signage to help navigate the existing network, particularly at the Francis Ave. bridge.
- Support attainable and affordable housing options.
- Support mixed-use development.



Sources: Costar, Gensler Analysis, HR&A Analysis

Site Conditions

Opportunities & Constraints



Streetscape Investments
Poor ped. wayfinding
Steep Slopes
UMBC Shuttle (existing)
Narrow parcel depth
High-risk Flood Zone (AE)

Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Study Area

The Halethorpe Station Area is dominated by surface parking. Land is constrained by US 1 and numerous single-family subdivisions. The site can provide a more efficient parking structure to serve commuters, while adding community amenities and increased connectivity.

Opportunities

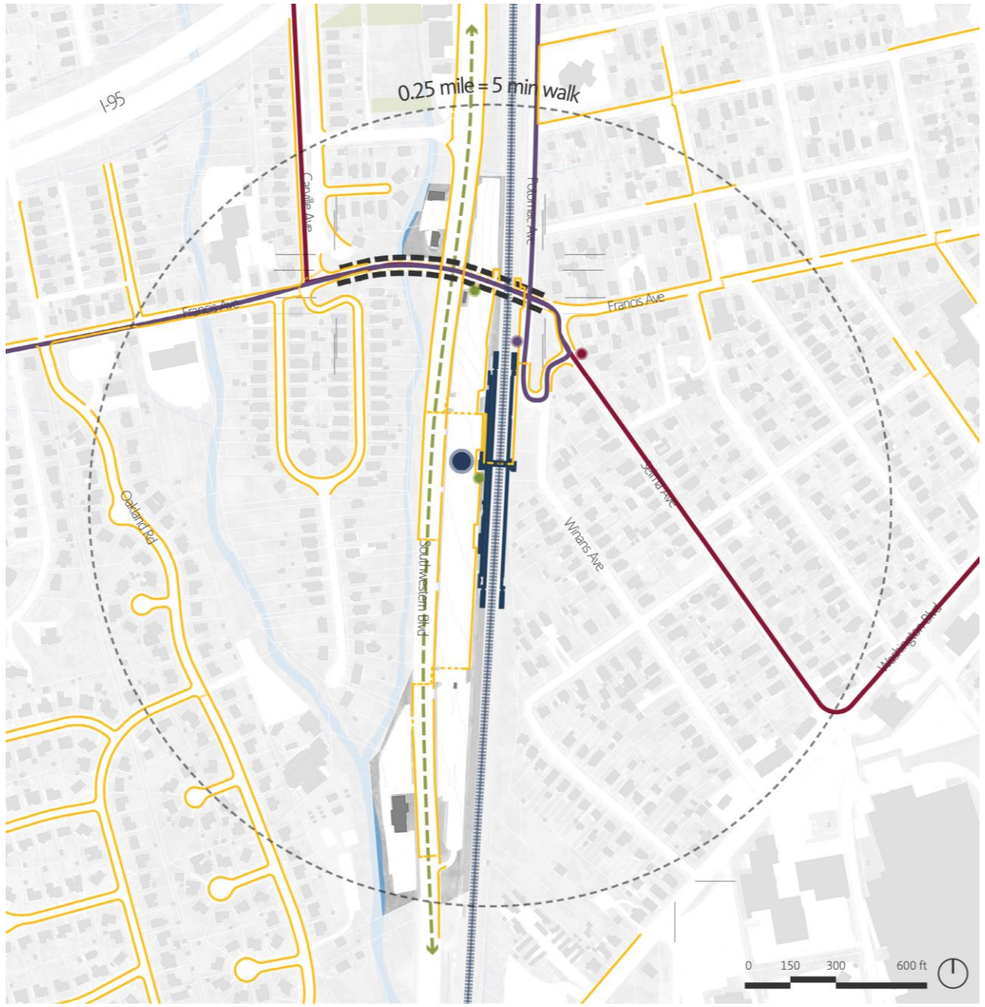
1. Low utilization rates permit consolidation of on-site parking to unlock new development sites near the station.
2. Enhanced streetscape investments along Southwestern Blvd. to offer a safer and more walkable pedestrian environment.
3. UMBC shuttle service expansion between the station and UMBC's technology and STEM center could create new synergies.
4. Nearby neighborhoods permit some "missing middle“ housing, including duplexes and compatible lower density multifamily buildings.
5. Large platform can accommodate additional station.

Constraints

1. Landlocked Station Area with hard, defined edges.
2. Convoluted pedestrian network to access the site, including elevated crossing at Francis Ave.
3. Parcel dimensions limit residential, retail development types.
4. Dimensions limit structured parking placement, efficiency.
5. Stream corridor on the western side of Southwestern Boulevard limits redevelopment potential due to existing flood plain.
6. Current station zoning does not permit residential uses by-right.

Existing Mobility Infrastructure

Halethorpe Station lies in an urbanized area but remains physically isolated from the surrounding development. This lack of physical connectivity limits transit access and opportunities to better integrate the station into its context.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- No public restrooms or shelters are located on-site.
- Current parking counts reflect both on- and off-street parking; on-street parking spaces total 270 spaces along Southwestern Blvd. and throughout the adjacent neighborhoods.
- Streetscape investments on Southwestern Blvd. provide improved infrastructure for safer pedestrian and cyclist access to the station.
- Station access from Francis Ave. bridge is present but limited from nearby neighborhood subdivisions.

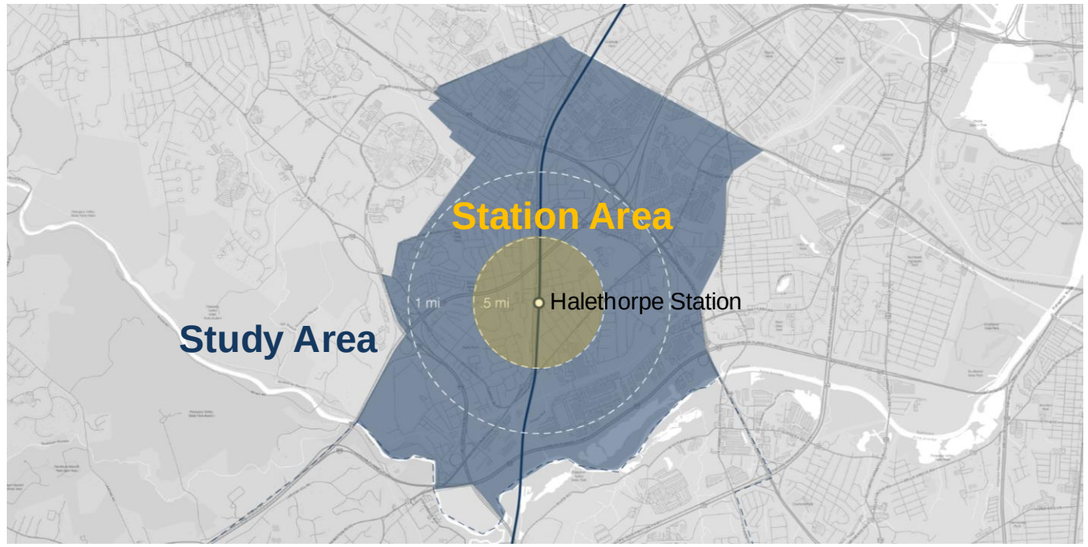
Parking Counts

1,075	Total Spaces
47	ADA Spaces
2	EVC Stations
40	Bicycle Spaces
0	Bicycle Lockers

Transit Service

MARC	Train Routes
LocalLink 32	Bus Routes
UMBC	Shuttles
No	Trail Access

Market Context



Limited demand coupled with site and zoning constraints make meaningful TOD in the short-term unlikely at Halethorpe. Placemaking efforts – such as a new underpass park beneath the Francis Ave. bridge and improved pedestrian connectivity – could help accelerate Halethorpe's market-readiness for TOD.

Moreover, the current zoning of the largest development sites (MTA-owned parking lots) does not permit residential use or mixed-use, so successful TOD will require rezoning.

Demand

While there is limited near-term demand for additional housing or retail space, there is potential long-term demand for multifamily housing, including affordable housing. Redevelopment of existing parking lots and small retail properties adjacent to the Halethorpe MARC station could be spurred by enhanced infrastructure. Housing demand from UMBC students could support greater density and a more mixed-use environment.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

Demographic Overview*

Among the Phase 1 stations, Halethorpe has the second highest median income, but also the second lowest median home value and renter share.

+125
Station Area population change (2010–2023), a 5% increase

$102,000
Station Area median income

$281,000
Median Station Area home value

14%
Share of renters in the Station Area

Station Area Multifamily

Currently, there are no existing or pipeline multifamily properties in the Station Area.

Station Area Retail

40K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
3.0%	Vacancy
$15.68	Average Rent PSF**
-26%	Rent Growth ('18-'23)**
None	Pipeline

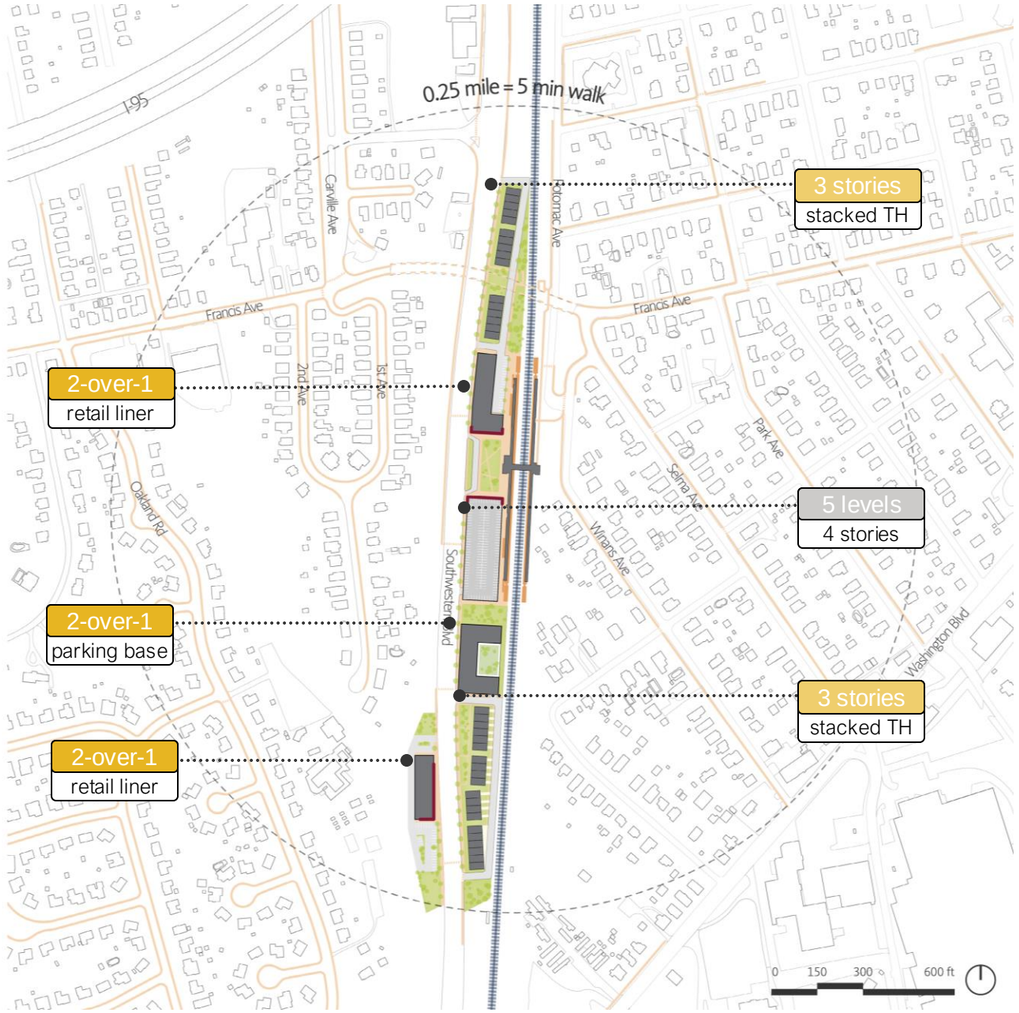
*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Due to insufficient data, rent data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (7 square miles) based on local market dynamics, and Baltimore County for regional context.

Conceptual Development Strategy

Halethorpe could accommodate a consolidated commuter parking facility wrapped with ground level retail that activates a new central station plaza. Low density single family and multifamily residential surround the extent of the Station Area.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Plan Facts & Features

- Redevelopment is facilitated by a new mixed-use overlay zoning district in Baltimore County aimed at promoting transit-oriented development viability.
- Proposed development does not permeate into any existing residential neighborhoods but does provide enhanced pedestrian access to the station.
- Underpass park at Francis Ave. bridge for local families for recreation.

19,100 SF
Retail space

11,500 SF
Station plaza

805+
Commuter parking spaces

Impacts

$55M
Net present value* of gross tax revenue**

12K–29K
Potential annual MARC trips

150+
Residential units

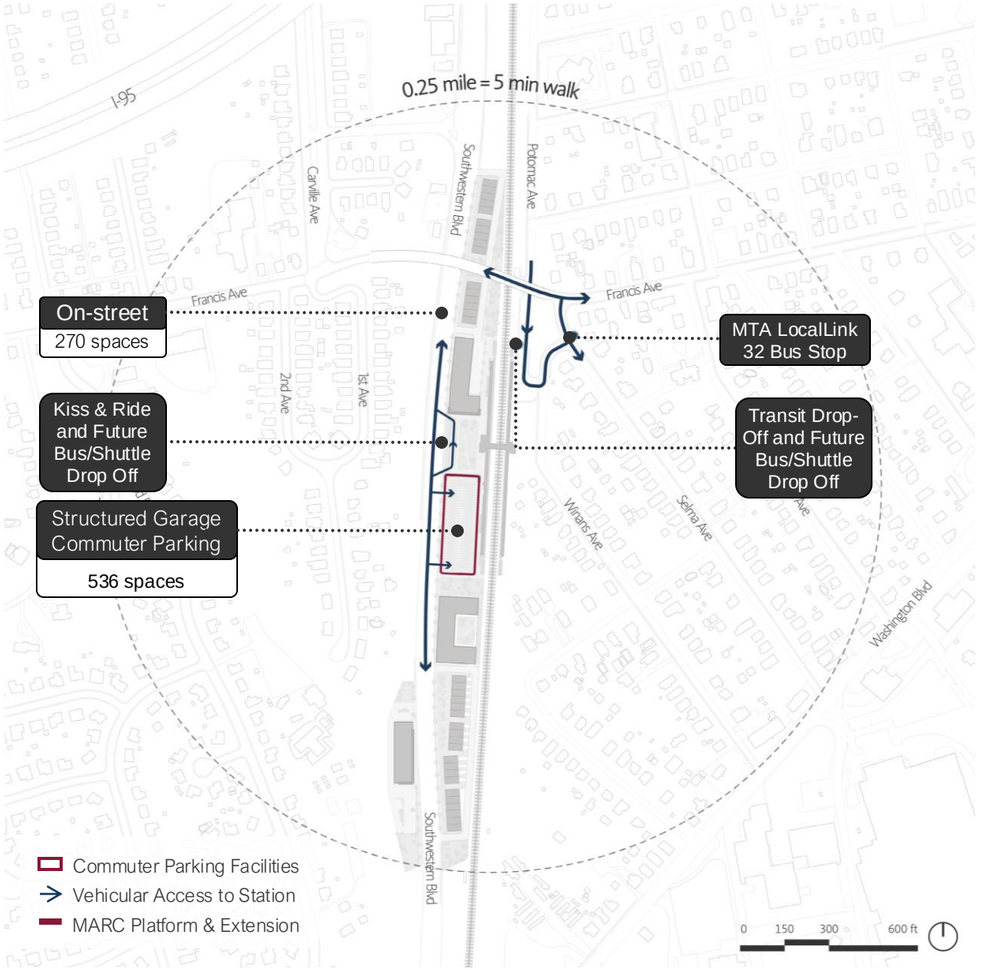
390
Construction jobs created

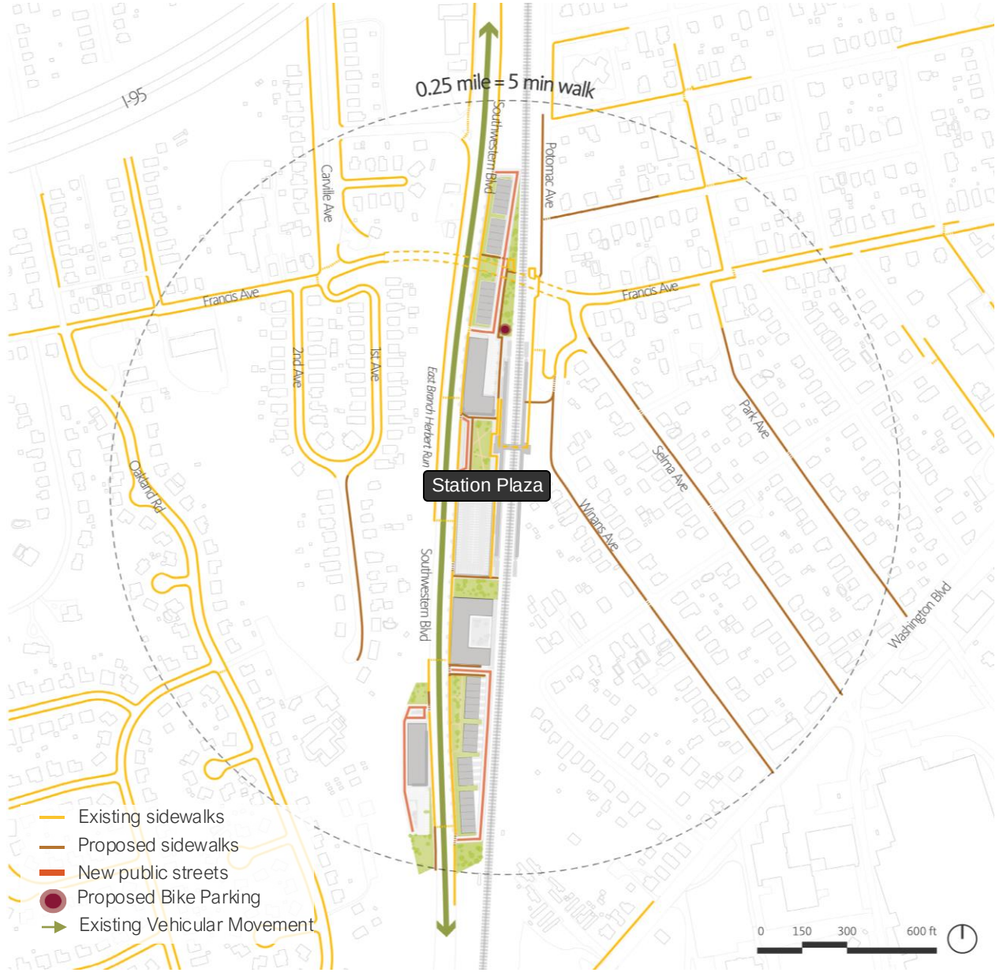
40
Permanent jobs created

*NPV based on 30-year projection of tax revenue following completion of project
**Gross Tax Revenue includes property tax, sales tax, and income tax generated at the State and County levels

Access & Connectivity

Consolidated parking and drop-off zones will enable neighborhood-serving pedestrian and bike-focused infrastructure that promote a safe, accessible station.





Station Access

- Prioritize safe and convenient station access for pedestrians.
- New four-story parking structure provided on-site combined with existing street parking creates 806 spaces, or about 75% of the current supply.
- New Kiss & Ride drop-off zone provided at the center of the existing station platform.
- Improved signage and drop-off zone for bus and shuttles due east of the station platform.

Multimodal Connections*

- Focused neighborhood investments in pedestrian infrastructure to improve station access and encourage active mobility.
- New bike parking and lockers complement the recent mobility lane / streetscape investments made along Southwestern Blvd.
- Improved pedestrian signage and wayfinding aid commuters arriving by foot or by bus / shuttle to the Station Area.
- Enhanced crosswalks safely connect development along Southwestern Blvd.

**Any advancement of proposed concepts would require detailed design development and planning that would account for the need to accommodate a 4th track along the NEC.*

Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Looking Forward

To position Halethorpe for TOD that drives economic development, MDOT will collaborate with Baltimore County to amend zoning and land use regulations and invest in public infrastructure that will improve market conditions.

As such, MDOT views Halethorpe as a long-term opportunity for TOD. Development at the BWI Business District, as well as the expansion of UMBC shuttle service could shift the medium-term TOD landscape at Halethorpe.

Market & Land Use	Financial Feasibility*	Return on Public Investment
MEDIUM	MEDIUM	LOW
Soft real estate market	**Development Value** $56M	**NPV of 30-year Tax Revenue** $55M
Limited pedestrian connectivity	**Development Cost** -$154M	**Tax Revenue Summary**
Narrow parcel dimensions	**Project Surplus or Gap** -$99M	*State* / *Local*
Zoning limitations	Gap Components	*Property Tax* $2M / $16M
	*Infrastructure*** -$63M	*Sales Tax* $11M / $0
	*Market Gap**** -$36M	*Income Tax* $15M / $11M

$56M Development Value + $99M Project Gap YIELDS $55M Tax Revenue

Assessment: **LONG-TERM OPPORTUNITY**

Unlocking Halethorpe's Potential

Given that the existing zoning of MTA's property at Halethorpe does not permit residential or mixed-use by right, MDOT could collaborate with Baltimore County to amend zoning to align with TOD objectives. MDOT can partner with Baltimore County to engage the community regarding the potential benefits of TOD and determine the appetite for increased density and mixed-use development.

MDOT will also collaborate with Baltimore County to implement public infrastructure as well as placemaking efforts to improve pedestrian connectivity.

While these efforts progress, time will allow for shifts to broader capital market trends, including more advantages cap rates, to enable feasible development.

Key Actions to Support TOD Potential

Leverage Partnerships to Position Halethorpe for TOD	
Conduct engagement with nearby community to align TOD vision with community needs and garner support for TOD.	MDOT & Baltimore County
Rezone priority parcels – especially the parking lot area – to permit dense mixed-use residential development and deliver community needs.	MDOT & Baltimore County
Identify Near-Term Infrastructure Investments	
Evaluate priority pedestrian and bike infrastructure and wayfinding to better connect the Station Area with the Arbutus core and UMBC.	MDOT & Baltimore County
Implement initial placemaking efforts, such as an underpass park beneath the Francis Ave. bridge, to increase achievable rents.	MDOT & Baltimore County
Perform initial site work and deliver site infrastructure and parking to position publicly owned priority sites for vertical development.	MDOT
Coordinate enhanced UMBC shuttle service and related bus stop improvements.	MDOT, MTA, UMBC
Conduct Additional Planning to Maintain Momentum as Market Improves	
Fund environmental assessments and conduct any required mitigation to prepare sites for joint development	MDOT

*The financial feasibility analysis does not account for the cost to acquire private land and assumes a public land value of $0.
**Infrastructure may include private infrastructure needs (e.g., site work, utilities, and private parking) as well as elements of public infrastructure that are necessary for vertical development (e.g., public portion of a shared parking garage, open space serving private developments, etc.)
***Market Gap refers to financial feasibility challenges created by macroeconomic trends (e.g., interest rates, capitalization rates, etc.) and local real estate dynamics (e.g., attainable rents, operating expenses, etc.).

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

West Baltimore

Opportunity

Close coordination with MTA's bus network hub and future Red Line light rail connection at West Baltimore presents a once-in-a-generation opportunity to deliver exceptional local and regional transit access and much-needed infrastructure improvements to provide an equitable foundation for housing, retail, and jobs that serve current and future residents.

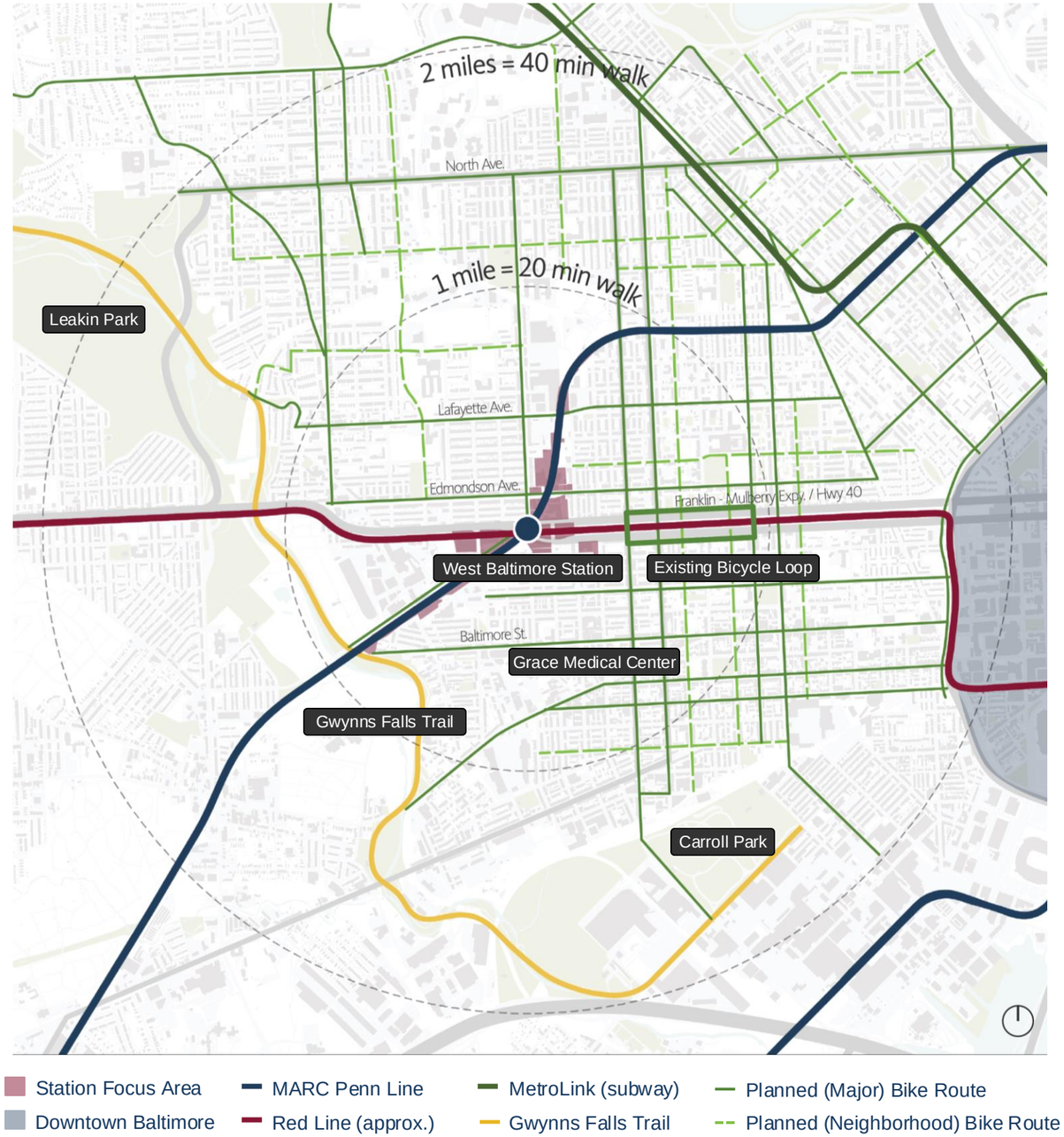
Planning Context

The West Baltimore Station is the third-most **dense, urban environment** along the MARC Penn Line **after Union Station in Washington, DC and Penn Station in Baltimore**. While the existing urban fabric aligns with that of typical transit-oriented development, a **long history of urban renewal and disinvestment establishes uniquely challenging economic and real estate conditions.**

In the face of significant challenges, there is strong momentum among local, regional, and even federal actors as a range of studies and funding pipelines are under development to remedy connectivity challenges and foster an environment capable of delivering long term economic benefits and improved quality of life for current residents.

On-Going Initiatives

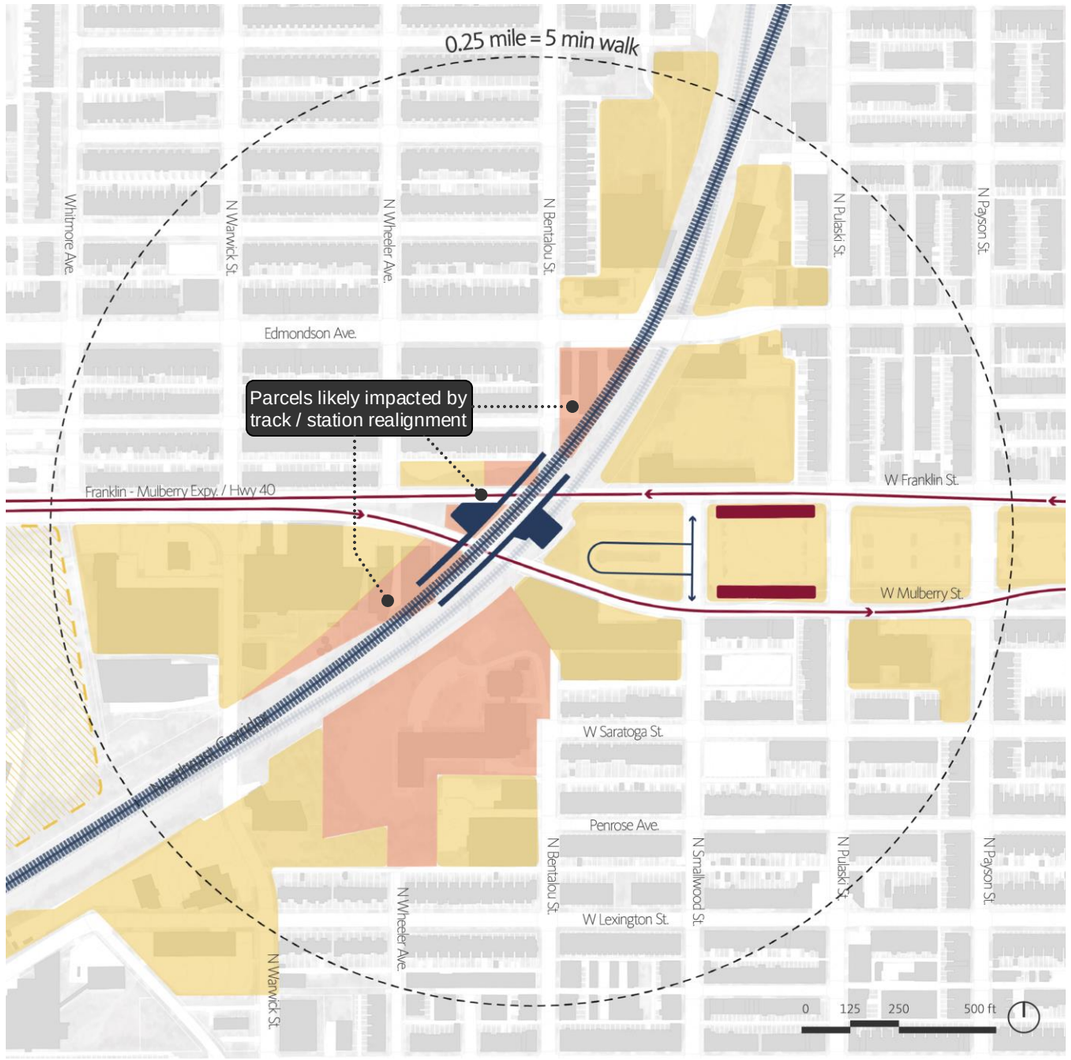
- West Baltimore United and the Reconnecting Communities Pilot Program Grant provides significant funding for project implementation (2023 - 2025).
- Reconnecting Communities in West Baltimore Coalition (RCWBC) is a coalition of leaders from surrounding neighborhoods to direct positive community change and reinvestment in greater West Baltimore.
- The proposed Red Line light rail (the preferred mode to enable convenient, sustainable travel that will unlock the economic potential of the region, as identified by Governor Moore) along the Route 40 right-of-way, connecting to the MTA bus transfer hub and MARC station.
- Amtrak's West Baltimore MARC Station upgrades and NEC track realignment and tunnel construction will impact the long-term redevelopment viability of certain parcels.
- Planned major bicycle routes through West Baltimore will connect the Gwynns Falls Trail to the west with Downtown Baltimore to the east.
- Station parcels along Route 40 are currently held by the City of Baltimore.
- United States Department of Transportation (USDOT) Thriving Communities Program to enhance safe multimodal access, improve connectivity to transit, and foster equitable TOD.
- State of Maryland Sustainable Community Designation for Baltimore City.



Source(s): Costar, Local planning sources, Gensler Analysis, HR&A Analysis

Site Conditions

Opportunities & Constraints



Sources: Gensler Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Study Area

The Station Area lies at the crossroads of Route 40 and the Northeast Corridor in a predominantly single-family rowhome area of West Baltimore.

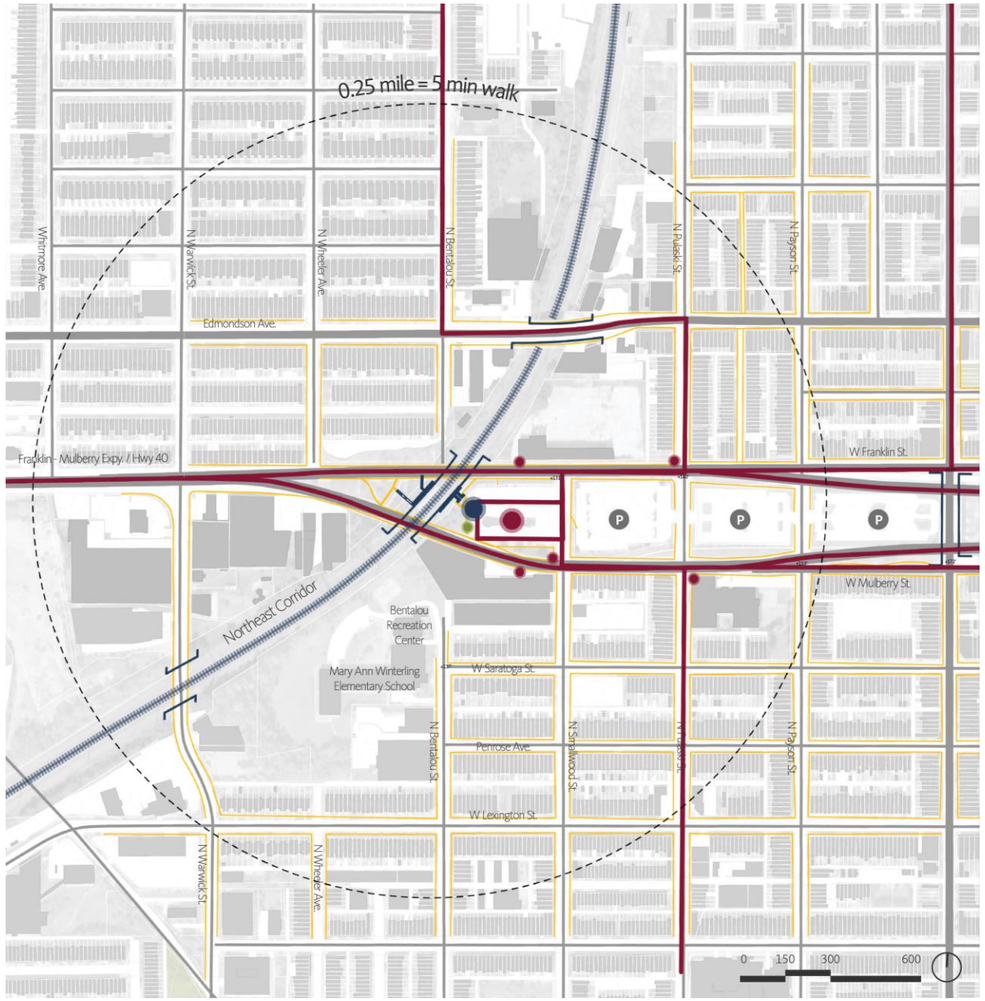
Former industrial manufacturing and warehouse sites flank the rail corridor and are zoned to permit adaptive reuse where possible. The Route 40 right-of-way is currently leased from the City by MTA to host commuter parking and the MTA bus transfer hub at the station.

Preliminary TOD Planning Principles

1. **Support Transit Ridership**
   Expand ridership by developing vibrant, walkable, and densely populated mixed-use communities, and enhancing access for existing residents.
2. **Enhance Multimodal and Neighborhood Connectivity**
   Seamlessly link neighborhoods by redesigning transit infrastructure to empower the use of non-vehicular modes of transportation, public transit, and pedestrians to enable a sustainable transport shift.
3. **Respect Local Character**
   Embrace design elements that harmonize with the neighborhood's history and scale.
4. **Coordinate Local Land Use Policies**
   Collaborate with Baltimore City to achieve TOD and mixed-use development within a one-half mile radius of the transit station.
5. **Foster Community Partnership**
   Promote inclusive and equitable engagement among the community and transit riders.
6. **Create Quality Public Spaces**
   Develop safe, attractive public spaces with a focus on sustainable design, encouraging community interaction and accessibility.
7. **Advance Housing Options**
   Diversify the housing mix while advancing affordability.

Existing Mobility Infrastructure

West Baltimore Station is one of the most accessible stations studied in Phase 1 given its proximity to local transit connections and adjacent neighborhoods. However, the current station design hinders clear, efficient connectivity.



Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Station Amenities & Other Considerations

- The station is adjacent to the West Baltimore MTA bus transfer hub, which serves five different bus lines.
- The short length of the station platform only allows for train boarding from a single car.
- The existing station platform only is accessible via a wooden stairway.
- While shelters are present on the southbound platform, none are present on the northbound platform.

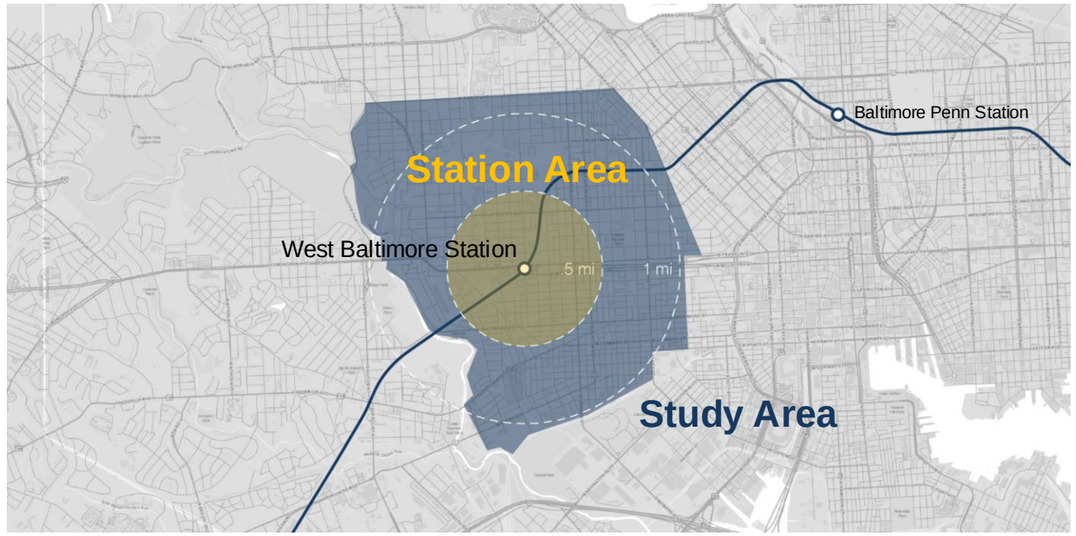
Parking Counts

334	Total Spaces
21	ADA Spaces
4	EVC Stations
10	Bicycle Spaces
0	Bicycle Lockers

Transit Service

MARC	Train Routes
LocalLink 26	Bus Routes
LocalLink 77	Bus Routes
Express 150	Bus Routes
CityLink Blue	Bus Routes
CityLink Pink	Bus Routes
CityLink Orange	Bus Routes
No	Trail Access

Market Context



While the area surrounding the West Baltimore MARC Station supports a density of real estate aligned with TOD, community-based planning, placemaking, and a range of earmarked infrastructure investments are necessary to establish the foundation for development that will meet community needs.

Baltimore City classifies West Baltimore as both a struggling housing market and a predominantly Healthy Food Priority Area (previously referred to as "food deserts"). Due to years of persistent disinvestment, declining population and stagnating incomes, the neighborhoods surrounding the station require significant support in terms of access to housing, healthy food, and economic opportunity.

Demand

Existing demand for multifamily housing is directly connected to the need for affordable housing in the West Baltimore Station Area. In the long term, successful placemaking and critical mass from affordable housing may generate demand for mixed-income housing. Additionally, West Baltimore faces challenges with basic daily necessities such as food access that must be addressed by attracting grocery stores in addition to neighborhood serving retail.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

MARYLAND DEPARTMENT OF TRANSPORTATION

Demographic Overview*

The Station Area has faced persistent economic challenges, experiencing greater population decline over the last decade than other areas in the City.

-3,200
Station Area population change (2010–2023), a 28% decrease

$30,000
Station Area median income

84%
Station Area housing units in attached townhomes or buildings with less than 2 units

54%
Share of renters in the Station Area

Station Area Multifamily

299 units	Inventory
+80 (+37%)	New Deliveries ('18-'23)
6.3%	Vacancy
$1.12	Average Rent PSF
+14%	Rent Growth ('18-'23)
None	Pipeline

Station Area Retail

150K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
2.3%	Vacancy*
$16.36	Average Rent PSF*
+27%	Rent Growth ('18-'23)*
None	Pipeline

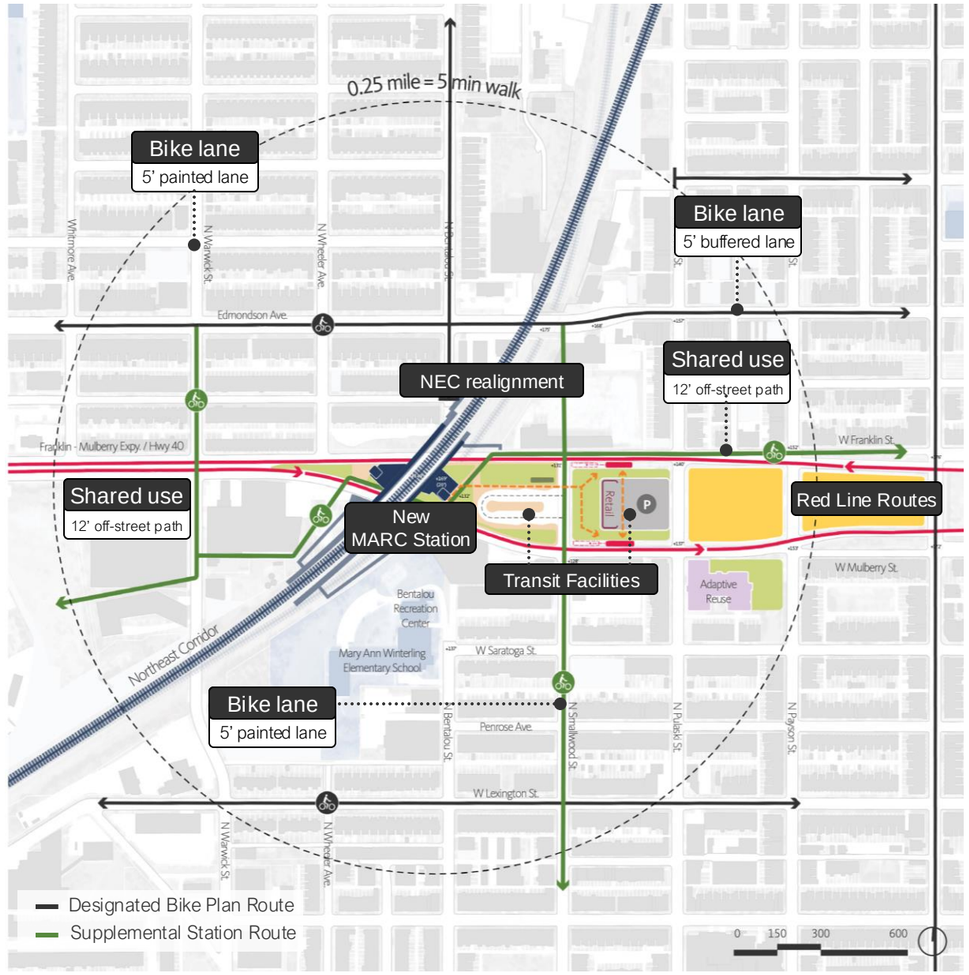
*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Due to insufficient data, retail rent and vacancy data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (3 square miles) based on local market dynamics, and Baltimore City for regional context.

Access & Connectivity

The City and State will coordinate infrastructure improvements with the community. Below is a summary of potential Station Area upgrades.



Station Access Opportunities

- Prioritize safe and convenient station access for pedestrians.
- Nearer term retail demand is limited and will cater heavily towards commuter foot traffic.
- Grade changes resulting from the construction of Route 40 in the 1970s permits denser (taller) construction that aligns with current neighborhood character.
- Residential development and increased population base will be necessary to drive additional retail and/or office demand.
- Focusing nearer term redevelopment within City-owned properties avoids displacement of current residents or parcel transfers.
- Explore infill rehabilitation of vacant row homes.

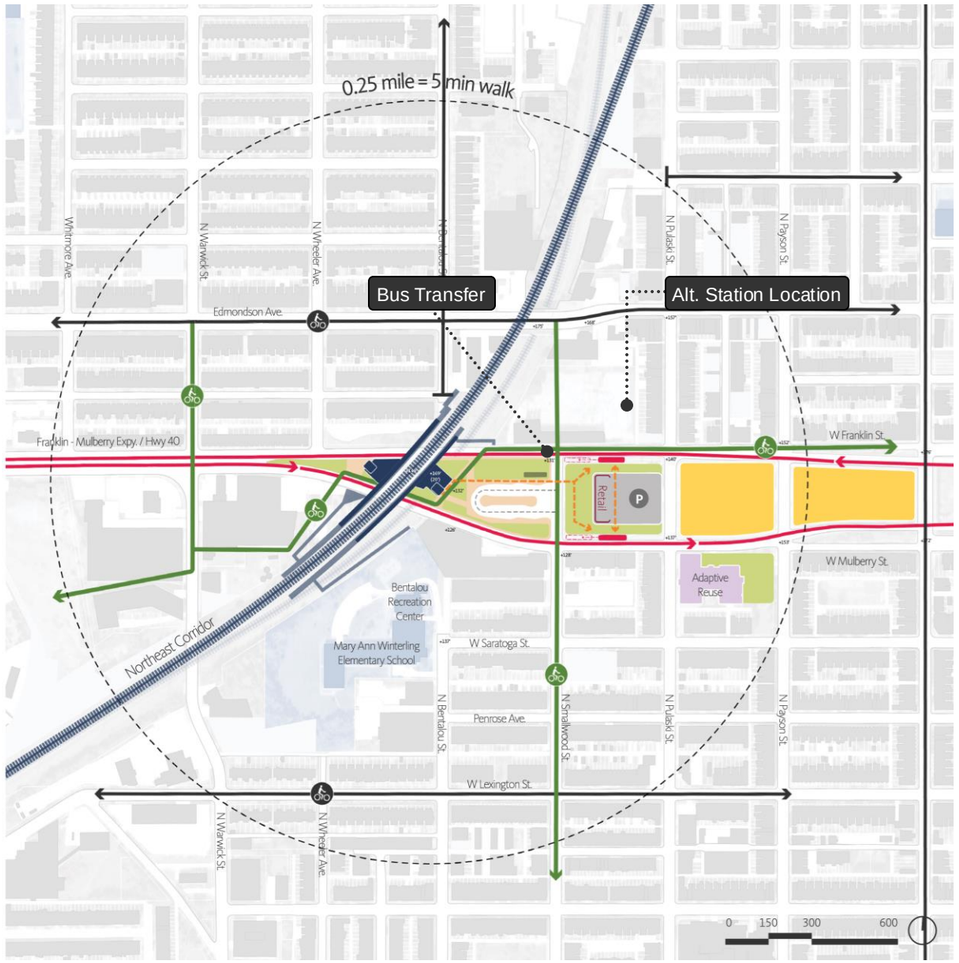
Sources: Gensler Analysis

Multimodal Connections Opportunities

- Consolidated commuter parking provides 100% replacement of existing spaces and additional mode operability and access.
- On-street bike lanes connect adjacent neighborhoods to the Station Area in accordance with the 2015 Baltimore City DOT Bike Master Plan vision.
- Planned enhancements to the Northeast Corridor and the MARC station at West Baltimore will provide ADA-accessible platforms and improved passenger waiting and amenity space.
- The Red Line light rail station at West Baltimore will link residents and commuters east to west.

Station Area Planning Framework

Consolidating surface parking into a structured parking garage and co-locating MARC commuter parking with the Red Line station and MTA bus transfer hub as a multimodal transit concourse would unlock a larger parcel of State-owned land for redevelopment. Utilizing state and local affordable infill housing programs could reduce vacancy and stabilize the neighborhood for current residents.



Dev. Opportunity Sites
Adaptive reuse
Commercial retail
Commuter parking
Open space
Pedestrian access
MARC Station
Red Line Station
Red Line route (general)
Designated Bike Plan Route
Supplemental Station Route

Sources: Costar, ESRI, Social Explorer, Claritas, Cumming Analysis, Gensler Analysis, HR&A Analysis

Leveraging Transit for Community-Based Reinvestment

Despite significant challenges facing the West Baltimore community in terms of access to economic opportunity and pathways to deliver dense, vibrant TOD, there are immediate actions that can establish a foundation for future prosperity. Near-term interventions should prioritize current West Baltimore residents by delivering improvements in infrastructure, prioritizing equity in ongoing planning efforts, and increasing access to opportunities through improved transit.

Additionally, effective collaboration across the range of existing planning efforts and jurisdictions is critical to support residents and prevent the duplication of efforts. Ultimately, collaboration, a focus on equity, and successful delivery of infrastructure can enable long-term access to a range of new housing options as well as increased job opportunities.

Key Actions to Support TOD Potential & Community Benefits

Facilitate Collaboration Between the Community and Planning Efforts	
Continue coordination between City and State efforts regarding the various infrastructure investments and planning efforts happening in the area. This includes close coordination of community engagement and the forthcoming work of West Baltimore TOD Planning Grant effort.	MDOT & Baltimore City
Consistently maintain a community centered, transparent process that will ensure any planning and/or investments meet the needs of existing residents.	MDOT & Baltimore City
Address Transit and Community Infrastructure Needs prior to Exploring Development	
Deliver transit infrastructure prior to exploring any vertical development, including the establishment of a strongly integrated mobility hub that prioritizes the day-to-day experience of a multimodal transit user.	MDOT, MTA, Baltimore City
Address broad horizontal infrastructure needs across the community necessary to support the occupancy of vacant buildings and any new development. Horizontal infrastructure should include the off-street path connecting the station and Gwynns Falls Trail.	MDOT, MTA,MEDCO, Baltimore City
Leverage Existing Real Estate to Deliver Community Benefits Aligned with TOD	
Consider options for adaptive reuse to maintain the original neighborhood character while delivering initial vertical development. Adaptive reuse could include (1) the rehab of the Lockerman-Bundy School as public facilities and (2) the acquisition and rehab of the American Ice Building as mixed-use development while preserving the façade.	MDOT, Baltimore City
Advance a long-term strategy to facilitate occupancy of vacant buildings and infill vertical development.	MDOT, Baltimore City

Phase 2 Stations

Martin State Airport

The Martin State Airport Station has the potential to become a considerable logistics and manufacturing hub supported by additional incentives and funding opportunities through a State TOD designation. Mixed-use multifamily development within the Station Area is constrained by airport and manufacturing land uses. Future development can complement the planned Aviation Station logistics hub.

Martin State Airport is a joint civil-military public use airport run by the Maryland Aviation Administration, located in the unincorporated community of Middle River. Lockheed Martin was one of the largest employers in the area prior to the closure of its office in the Study Area. In 2021, developer Reich Bros. purchased a former Martin Co. airplane manufacturing facility adjacent to the airport and MARC Station for $52.5M to create a 1.3M SF logistics hub called “Aviation Station.”

Martin State Airport

Station Area Market Conditions & Land Use

Zoning in the Station Area does not allow for high-density residential or mixed-use development, with most land dedicated to manufacturing. The planned redevelopment of an aircraft manufacturing center into Aviation Station has driven prior interest in TOD. Before the current design for a logistics hub, developer Blue Ocean had plans to develop a walkable mixed-use project. The station received a State TOD designation in 2020 to facilitate these plans. The area also is a State Opportunity Zone and Baltimore County Enterprise Zone.

In addition to zoning that is prohibitive to multifamily zoning in the immediate Station Area, minimal projected population growth (0.2% by 2028) and few recent deliveries suggest limited demand for mixed-use multifamily development.

Potential for TOD

The greatest driver of demand in the Study Area is the Aviation Station development. Associated increases in the employment base could generate demand for retail.

Recommended Next Steps

MDOT will collaborate with Baltimore County to further assess existing challenges – zoning constraints and limited availability of land – and future potential for TOD at Martin State Airport.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

Demographic Overview*

The Martin State Airport Station Area population has grown considerably in the past decade with many residents commuting to nearby Baltimore.

+17%
Station Area population change (2010–2023)*

$61,000
Station Area median income

$66,000
Station Area median housing value

11%
Share of renters in the Station Area

Station Area Multifamily

Currently, there are no existing or pipeline multifamily properties in the Station Area.

Station Area Retail

13K SF	Inventory
0 SF (+0%)	New Deliveries (‘18-’23)
5.9%	Vacancy**
$14.38	Average Rent PSF**
+3%	Rent Growth (‘18-’23)**
82.5K SF	Pipeline

*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

**Due to insufficient data, retail rent and vacancy data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (13 square miles) based on local market dynamics, and Baltimore County for regional context.

Edgewood

Edgewood Station is closely tied to the bordering Aberdeen Proving Ground, a significant employment and economic activity center in the region. The alignment of supportive local planning and land use efforts could make TOD a long-term priority for Edgewood Station.

Aberdeen Proving Ground is a US Army facility that employs more than 10,000 civilians and military personnel. The national Base Realignment and Closure program, launched in 2005, resulted in almost 2,000 new jobs at Aberdeen Proving Ground.

Several local plans, including an Aberdeen Proving Ground joint land-use study and Edgewood Area TOD Study, have prioritized dense mixed-use TOD adjacent to Edgewood Station. However, declining population growth and the absence of multifamily deliveries in the Study Area since 2005 suggest that TOD should be a longer-term priority until market conditions improve.

Edgewood

Station Area Market Conditions & Land Use

Despite recent population growth, the lack of recent residential deliveries in Edgewood indicates low demand for multifamily development. Retail demand is likely met through a surplus of existing retail in the Study Area along Pulaski Highway.

While Aberdeen Proving Ground is a significant source of jobs, the lack of an industry driver outside of the base indicates limited potential for the creation of an office or hotel market that does not otherwise exist. The Edgewood Area of APG is focused on chemical research and engineering and has successfully attracted manufacturing companies including Smiths Detection and the Gill Corporation to Edgewood. These developments emphasize the market's orientation toward industrial uses rather than office currently.

While local plans have identified the opportunity for TOD near the station, zoning currently allows for some higher-density residences but no mixed-use development. The Station Area encompasses R2, R3, and R4, which can support residential development ranging from single-family homes to townhomes, condos, and garden apartments.

Potential for TOD

There are minimal opportunities for TOD in the short term until zoning is amended to enable higher density and mixed-use development in the Station Area. Future developments could focus on services and industries that align with activity generated by Aberdeen Proving Ground.

Recommended Next Steps

MDOT will work with Harford County to engage local stakeholders to identify a vision for future TOD opportunities which can in turn inform amendments to land use and zoning to support TOD.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

Demographic Overview

The Station Area's population has grown significantly in the past decade, likely due to employment growth at Aberdeen Proving Ground.

+35%
Station Area population change (2010–2023)*

$66,000
Station Area median income

65%
of Station Area residents are BIPOC

56%
Share of renters in the Station Area

Station Area Multifamily

373 units	Inventory
0 (+0%)	New Deliveries ('18-'23)
4.8%	Vacancy
$1.47	Average Rent PSF
+27%	Rent Growth ('18-'23)
None	Pipeline

Station Area Retail

47K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
9.4%	Vacancy**
$14.33	Average Rent PSF**
-4%	Rent Growth ('18-'23)**
9.2K SF	Pipeline

*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

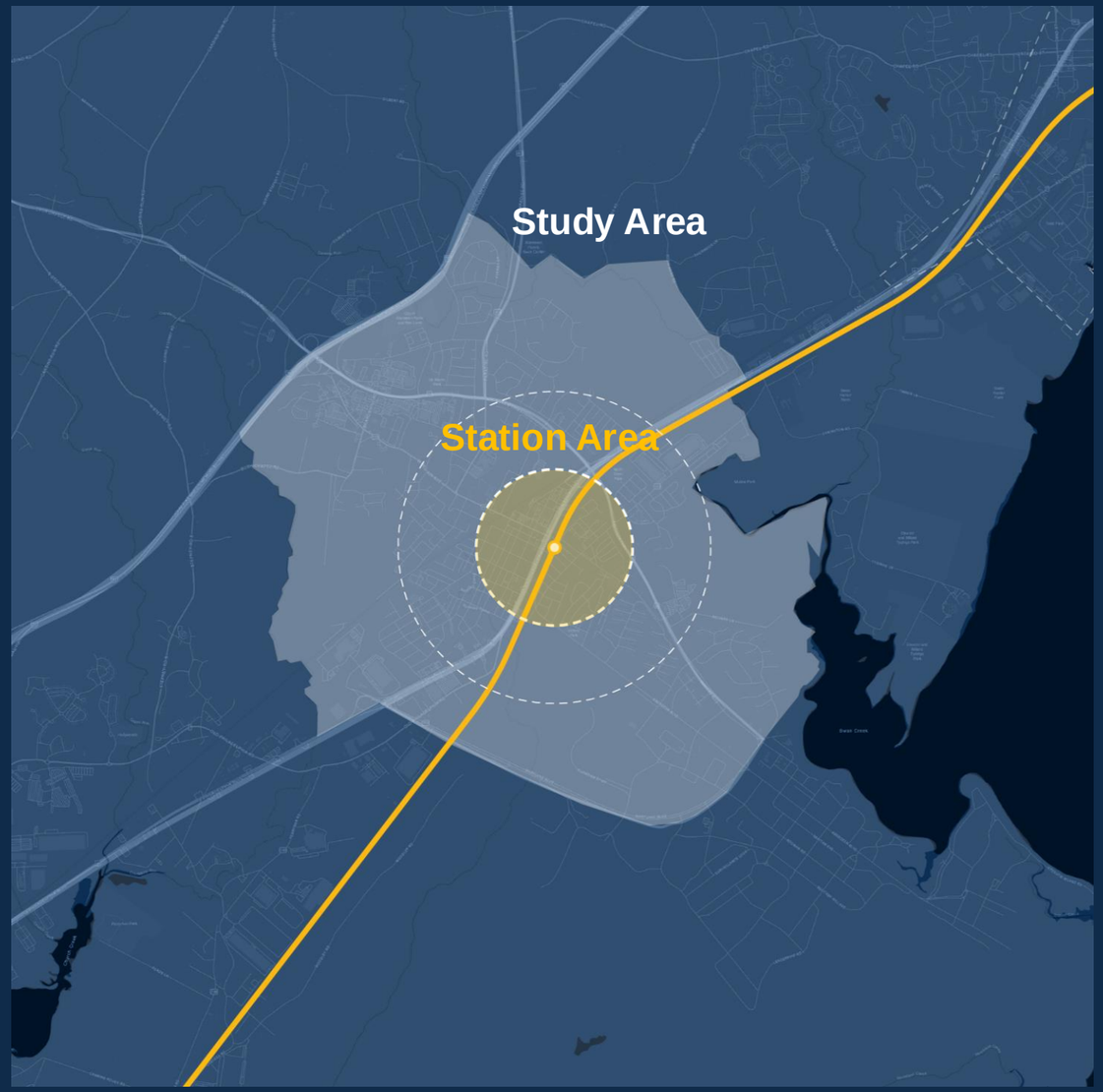
**Due to insufficient data, retail rent and vacancy data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (13 square miles) based on local market dynamics, and Harford County for regional context.

Aberdeen

Aberdeen Station has the highest TOD opportunity of the Phase 2 stations, having been prioritized for investment since 2010, when it received a State TOD designation. More recent station renovations, federal grants (including Reconnecting Communities and RAISE), and the convergence of a range of transit options establish a foundation for Aberdeen to support a greater density of TOD.

In 2017, the City of Aberdeen redeveloped the station using $700,000 awarded through the MDOT Transportation Alternative Program (TAP), creating accessible pathways, improved waiting areas, wayfinding, landscaping, and lighting. Most recently, the City was awarded a federal Reconnecting Communities Grant and a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for engineering and design plans to facilitate development around the station and connectivity to the multimodal transportation services for the community, including improvements to a large non-ADA-compliant pedestrian overpass that served as a barrier for the community. Additional recent planning efforts that zone the Station Area for dense, mixed-use development support the viability of TOD investment for Aberdeen Station.



Aberdeen

Station Area Market Conditions & Land Use

Due to limited projected population growth, any multifamily development should prioritize mixed-income and affordable units, as there is a significant portion of low-income residents in the Station Area. The retail market is performing well, indicated by low vacancies, increasing rents, and developments in the pipeline. New food and beverage and neighborhood-serving retail could enhance transit-oriented development.

Current zoning includes TOD Neighborhood, TOD Corridor, and TOD Downtown, which allow for a mix of uses and height limits up to eight stories.

Potential for TOD

While there is very little publicly owned land and no State-owned land within a half-mile boundary of the Aberdeen Station, there is positive momentum for supporting TOD around the station. Recent efforts have aligned zoning with TOD goals and increased public investment in the area.

Recommended Next Steps

Aberdeen Station has the most potential for TOD among all the Phase 2 stations. MDOT can continue to build on this momentum by working with the local jurisdictions on visioning efforts for development around the station.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

Demographic Overview

While zoning conditions and planning efforts support TOD, population growth is expected to slow in the coming years. This trend, combined with a lack of undeveloped land, constrains the near-term potential for TOD at Aberdeen.

+8%
Station Area population change (2010–2023)

$52,000
Station Area median income

52%
of Station Area residents are BIPOC

42%
Share of renters in the Station Area

Station Area Multifamily

415 units	Inventory
+0 (0%)	New Deliveries (‘18-‘23)
3.4%	Vacancy
$1.26	Average Rent PSF
+16%	Rent Growth (‘18-’23)
None	Pipeline

Station Area Retail

298K SF	Inventory
0 SF (+0%)	New Deliveries (‘18-’23)
2.9%	Vacancy*
$20.33	Average Rent PSF
+45%	Rent Growth (‘18-’23)
None	Pipeline

*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

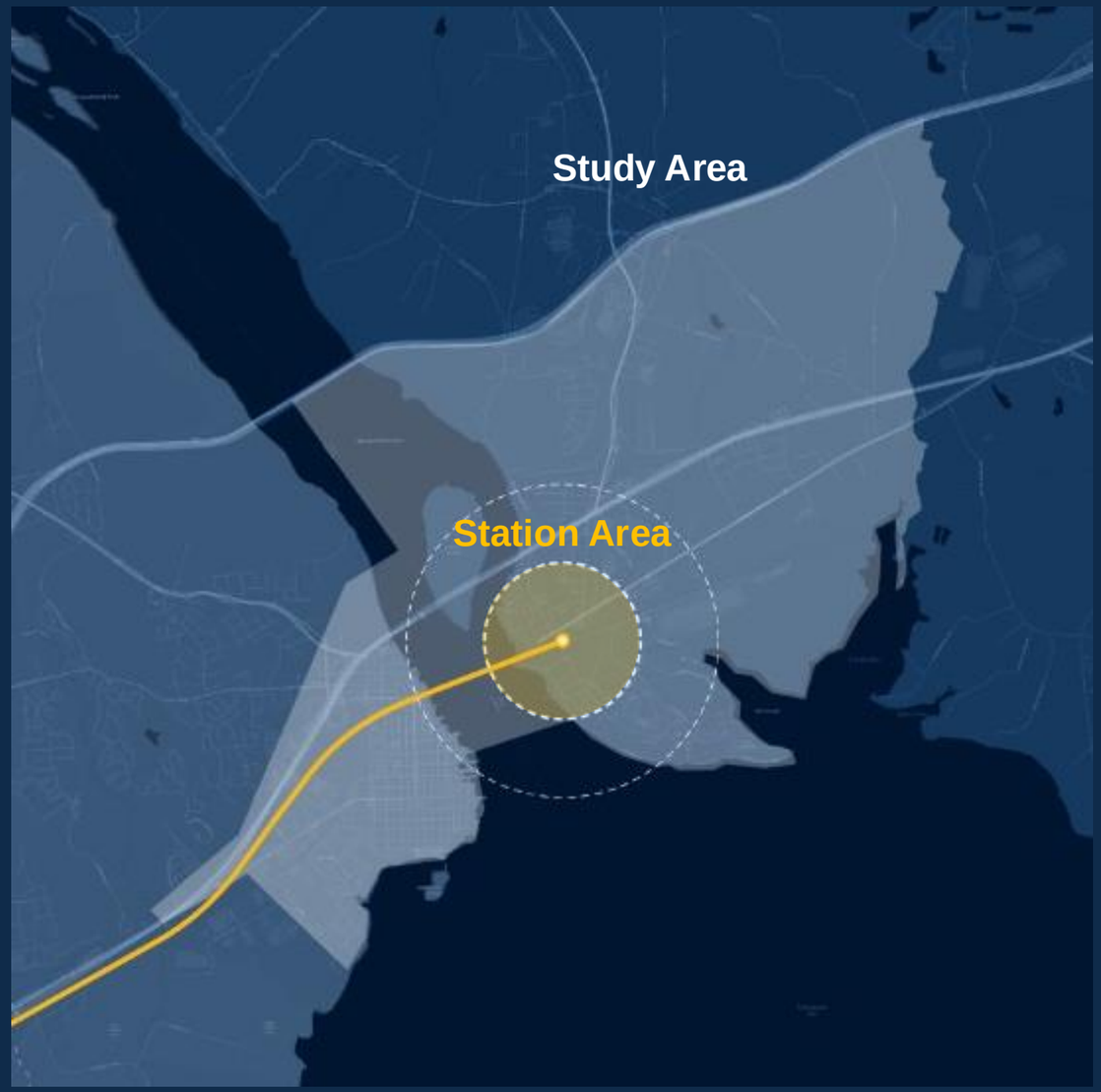
*Due to insufficient data, retail vacancy data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (10 square miles) based on local market dynamics, and Harford County for regional context.

Perryville

The Perryville Station is the current northern terminus of the MARC Penn Line with a potential future expansion into Delaware. Local planning efforts support the possibility of moderate-density TOD for this community in the future.

The Perryville station has a single-side platform connected to the northern track of the Northeast Corridor. The station structure contains the Perryville Railroad Museum. The Station Area is among the least developed along the entire MARC Penn Line. In particular, the Perryville side of the Susquehanna River is relatively underdeveloped. Most of the Study Area population and development is on the west, or Havre De Grace, side of the Susquehanna River.



Perryville

Station Area Market Conditions & Land Use

While the population of the Study Area is small, and has not grown significantly, locally led development efforts and future MARC service extension may generate demand for housing for new commuters. Retail demand is largely met across the Susquehanna River in Havre de Grace, but additional multifamily density within the Station Area might support more retail within walking distance of the station.

The Station Area is a Town Center Mixed Use zone meant to encourage a commuter village concept around the station, encompassing a mix of residential, commercial, and public uses with a 2.5-story height limit. Comprehensive Plans support mixed-use development adjacent to the station with workforce housing and retail and an expanded municipal center surrounding Perryville's Town Hall that includes additional public spaces and plazas.

Potential for TOD

While TOD in Perryville is not the immediate priority among the four Phase 2 stations, zoning is conducive to lower-density mixed-use TOD in the Station Area. Following the extension of service into Delaware, which could encourage greater demand from Delaware commuters in Perryville, MDOT could look to support local plans to implement plans for TOD in the Station Area.

Recommended Next Steps

MDOT will work with Cecil County to identify a vision for future TOD opportunities throughout the county and assess existing barriers to TOD.

Sources: Costar, ESRI, Social Explorer, Gensler Analysis, HR&A Analysis

Demographic Overview

The Perryville Station Area hosts an older population with limited population growth over the last decade. Additionally, the area has the lowest median income of Phase 2 stations and the highest share of renters paired with significant rent growth since 2018.

+28 residents
Station Area population change (2010–2023)

$57,000
Station Area median income

53
Station Area median age

50%
Share of renters in the Station Area

Station Area Multifamily

225 units	Inventory
+0 (+0%)	New Deliveries ('18-'23)
3.6%	Vacancy
$1.02	Average Rent PSF
+46%	Rent Growth ('18-'23)
None	Pipeline

Station Area Retail

48K SF	Inventory
0 SF (+0%)	New Deliveries ('18-'23)
1.0%	Vacancy*
$16.47	Average Rent PSF*
+16%	Rent Growth ('18-'23)*
None	Pipeline

*Following a comprehensive demographic analysis, the four headline statistics were selected to highlight the unique characteristics of each market.

*Due to insufficient data, retail rent and vacancy data is indicated at the Study Area level.

The market analysis focuses on the Station Area (½ mile radius from the MARC Station), a broader Study Area (13 square miles) based on local market dynamics, and Cecil County for regional context.

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.).

Acknowledgements

Coordinating Public Agencies

Maryland Transit Administration

Maryland State Highway Administration

Maryland Aviation Administration

Maryland Department of Housing and Community Development

Maryland Department of Transportation – The Secretary's Office

Local Jurisdictions

Anne Arundel County

Baltimore City

Baltimore County

Prince George's County

Strategic Partners

Bowie State University

Maryland Economic Development Corporation

Consultants

HR&A Advisors

Gensler

Cumming Group