

# Is TOD TO Different in a Post COVID World?

**ULI Baltimore TOD Product Council**

April 2025

# Is TOD TO Different in a Post COVID World?

**Yes, but.** . . many of these trends and challenges began pre-pandemic.

- Diminishing number of easy sites
- Elevated construction costs
- Elevated financing costs
- Accommodation of transit needs
- Restrictive land use policies
- Reduced federal support
- Shifting demand drivers and commuting patterns

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These can be overcome by intentional efforts to create a TOD-supportive environment.

**Creating great and complete places**

**Leveraging creative financing**

**Building strong partnerships**





01

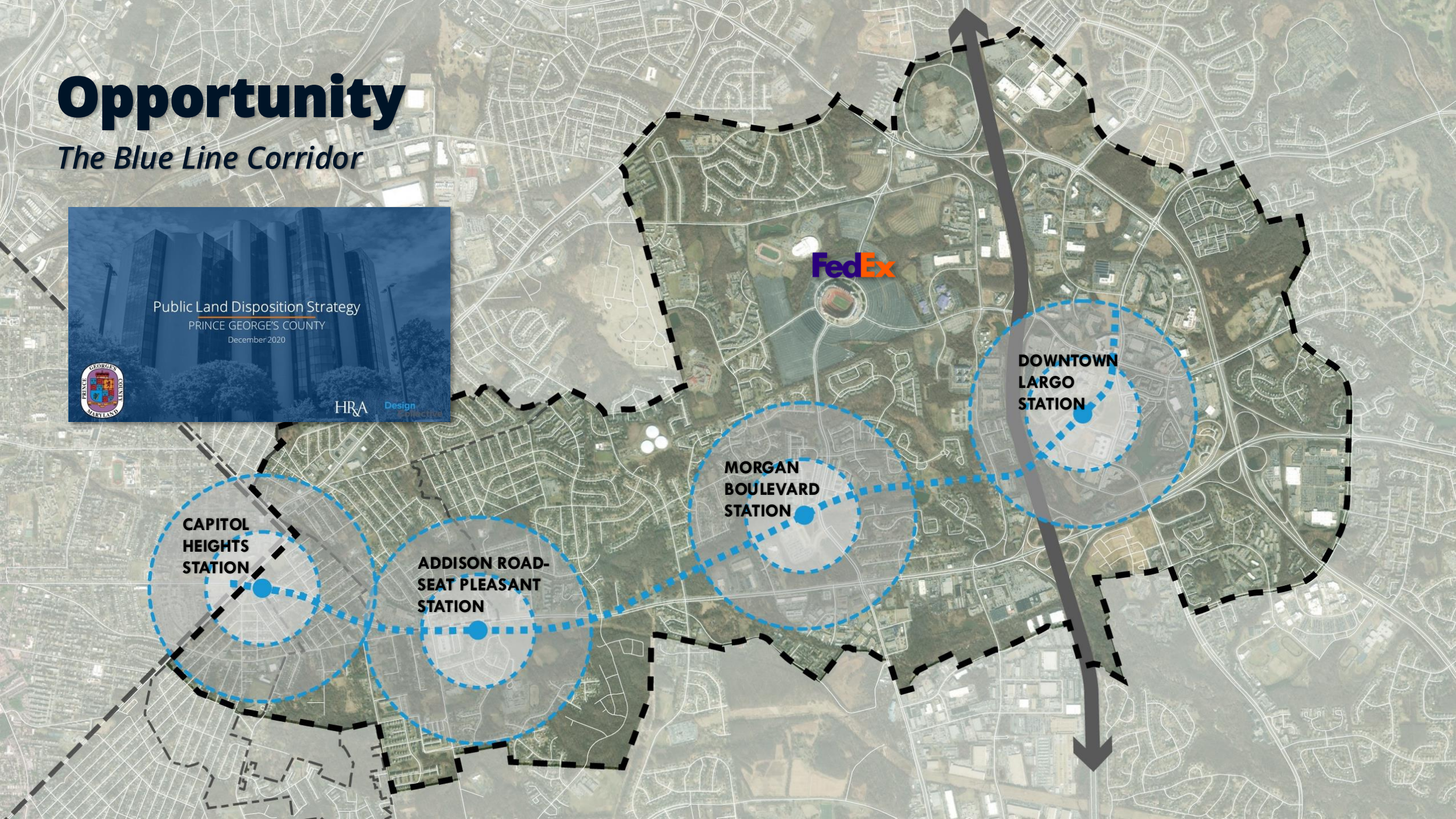
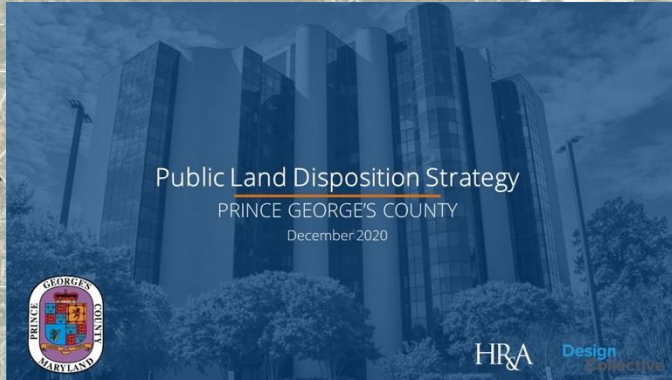
# Creating Great and Complete Places

Is TOD TOD Different in a Post COVID World?



# Opportunity

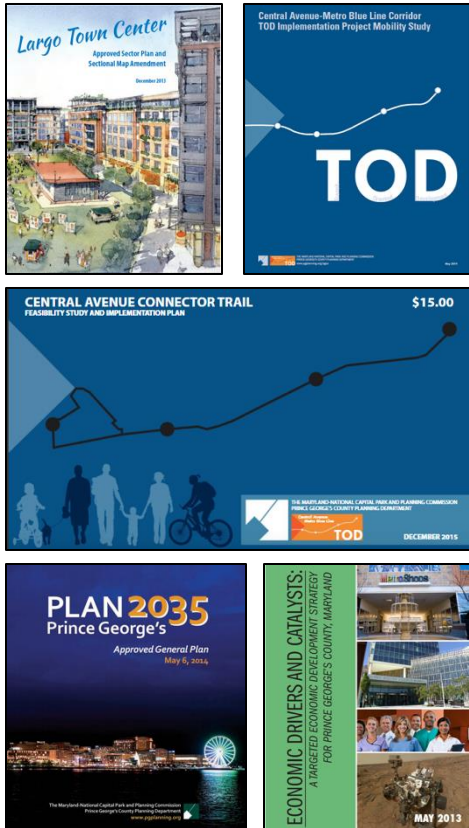
## *The Blue Line Corridor*





# Opportunity

## *The Blue Line Corridor*



### Central Avenue-Metro Blue Line Corridor Study

- [Central Avenue-Metro Blue Line Corridor Summary and Assessment of TOD Plans and Design Standards Report \(2011\)](#)
- [Central Avenue-Metro Blue Line Corridor TOD Implementation Project Market and TOD Potential, Priorities, and Strategies Study \(2014\)](#)
- [Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study \(2014\)](#)

### [Largo Town Center Sector Plan and Sectional Map Amendment \(2013\)](#)

### [Economic Drivers and Catalysts: A Targeted Economic Development Strategy \(2013\)](#)

### [Plan Prince George's 2035 Approved General Plan \(2014\)](#)

### [ULI Advisory Services Panel: Largo Town Center \(2015\)](#)

### Central Avenue Connector Trail

- [Central Avenue Connector Trail Feasibility Study & Implementation Plan \(2015\)](#)
- [30% Design of the Central Avenue Connector Trail: Phase I-Addison Road segment \(2017\)](#)

### [Morgan Boulevard and Vicinity Study and Action Plan \(2018\)](#)

### [Analysis of Impediments to Fair Housing Choice Update \(2019\)](#)

### [Prince George's County Fiscal Year 2020 Annual Action Plan \(2019\)](#)

### [Prince George's County Consolidated Plan CFY 2021-2025 \(2020\)](#)



# Vision

## *Walkable, Vibrant TOD*





# Strategy

## *Place-based Economic Development*



MULTIMODAL CONNECTIVITY +

PUBLIC ANCHOR FACILITIES +

PLACEMAKING



# Strategy

## Place-based Economic Development

### BASELINE



### ENHANCED



### PLACEMAKING





# Implementation

## *Progress to Date*

Prince George's County has already secured \$475M for Blue Line Corridor projects. \$400M is dedicated to 5 catalytic facilities:

- Blue Line Corridor Civic Plaza
- Youth Sports Fieldhouse
- Market Hall
- Library & Cultural Center
- Amphitheater

Other projects include:

- Micromobility Infrastructure
- Medical Center Drive, Morgan Blvd, and Central Avenue "Complete Streets"
- Central Avenue Connector Trail (Phase 1)
- Public Art Installations



PRINCE GEORGE'S COUNTY  
**2022 MARYLAND GENERAL ASSEMBLY**  
SPORTS & ENTERTAINMENT INITIATIVE

## PRINCE GEORGE'S COUNTY AMPHITHEATER



### Project Description

Prince George's County seeks to establish a destination outdoor amphitheater to support live music events and community programming.

Informed by an analysis of the local, regional, and national markets for live music, the program consists of the following:

- approximate capacity of 5,500-6,000
- ~3,500 fixed seats covered by a roof
- general admission lawn area with capacity of ~2,000
- covered stage and back-of-house facilities
- sound and lighting infrastructure
- concession stands
- bathrooms
- VIP lounge area
- party deck
- box office



PRINCE GEORGE'S COUNTY  
**2022 MARYLAND GENERAL ASSEMBLY**  
SPORTS & ENTERTAINMENT INITIATIVE

## CENTRAL AVENUE MARKET HALL



### Project Description

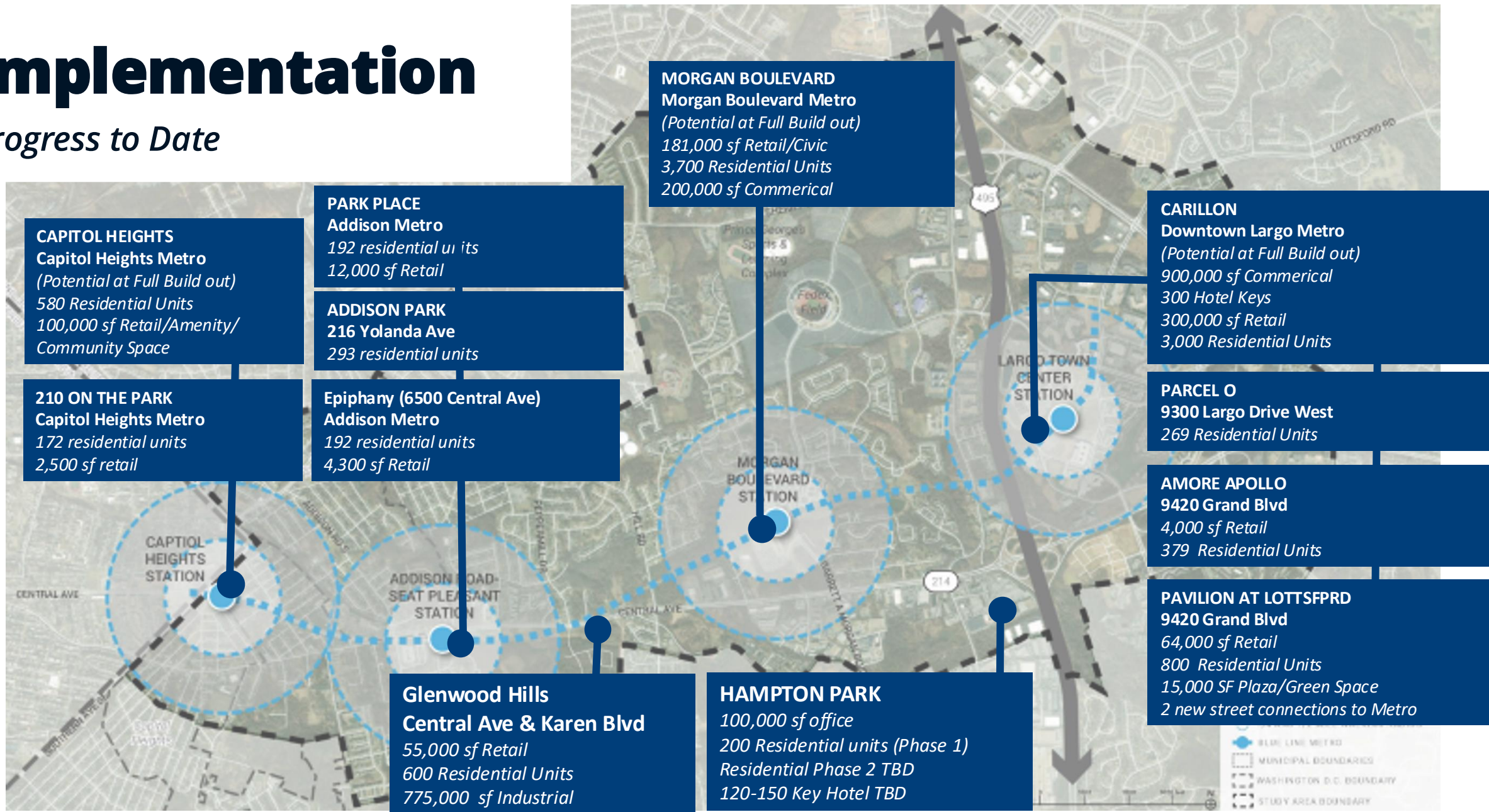
The County proposes an adaptive reuse of one of its properties on Central Ave as a market hall providing space for food and beverage vendors and small retailers. As demonstrated by the success of Union Market in Washington, DC, a destination market hall with local vendors can help establish a distinct identity for the Blue Line Corridor and help catalyze redevelopment around the Morgan Blvd Metro station as a walkable, mixed-use district.





# Implementation

## Progress to Date





# Implementation

## Blue Line Corridor Civic Plaza Progress



### WHAT WE HEARD

- Family-friendly and multi-generational
- Flexibility for large events and enough structure for everyday social space and activities
- Design for annual, weekly and daily activities / events
- Art and culture to be embedded in the identity of the space





# Implementation

## *Blue Line Corridor Civic Plaza Progress*



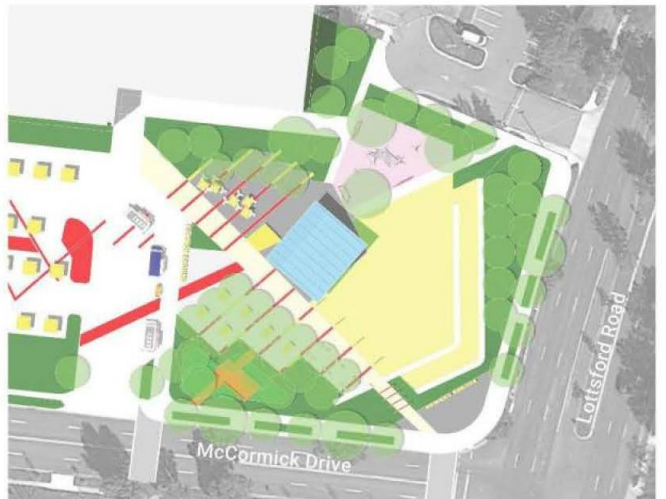
OPTION 1: Common Ground



OPTION 2: The Yard



OPTION 3: Art Walk / Beacon





# Implementation

## *Blue Line Corridor Civic Plaza Progress*





An aerial photograph of a modern urban walkway. The path is paved with light-colored tiles and is flanked by lush greenery, including tall grasses and small trees. Several people are walking along the path, and long shadows are cast across the pavement. A dark blue semi-transparent banner is overlaid on the right side of the image, containing the number '02' in large white font.

# 02

## Leveraging Creative Financing

Is TOD TOD Different in a Post COVID World?



# LEVERAGING TRANSIT RESOURCES FOR HOUSING PRODUCTION

Producing more housing on transit land can help the DC region address growing challenges and foster broad benefits.

## The Washington Post

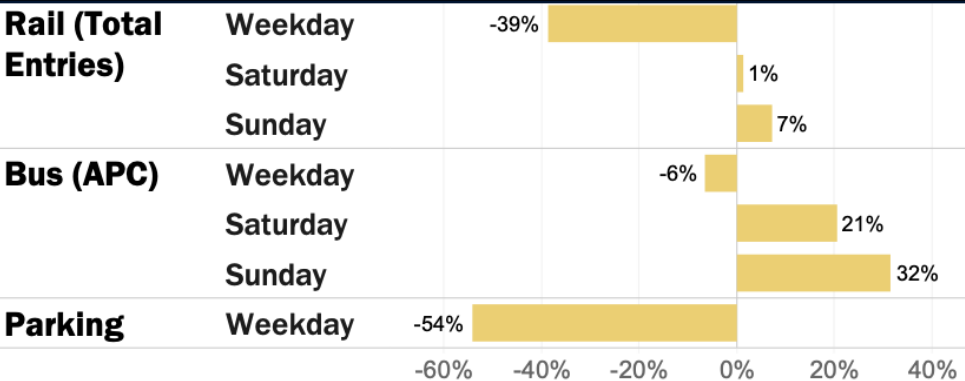
SOCIAL ISSUES

The D.C. region needs to build 87 new homes per day. It's not close.

A Post analysis finds most area jurisdictions aren't on track to meet housing targets set by lawmakers

SOURCE: Washington Post (April 10, 2024)

### Metro Ridership – July 2024 vs. July 2019



SOURCE: Washington Metropolitan Area Transit Authority

### 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

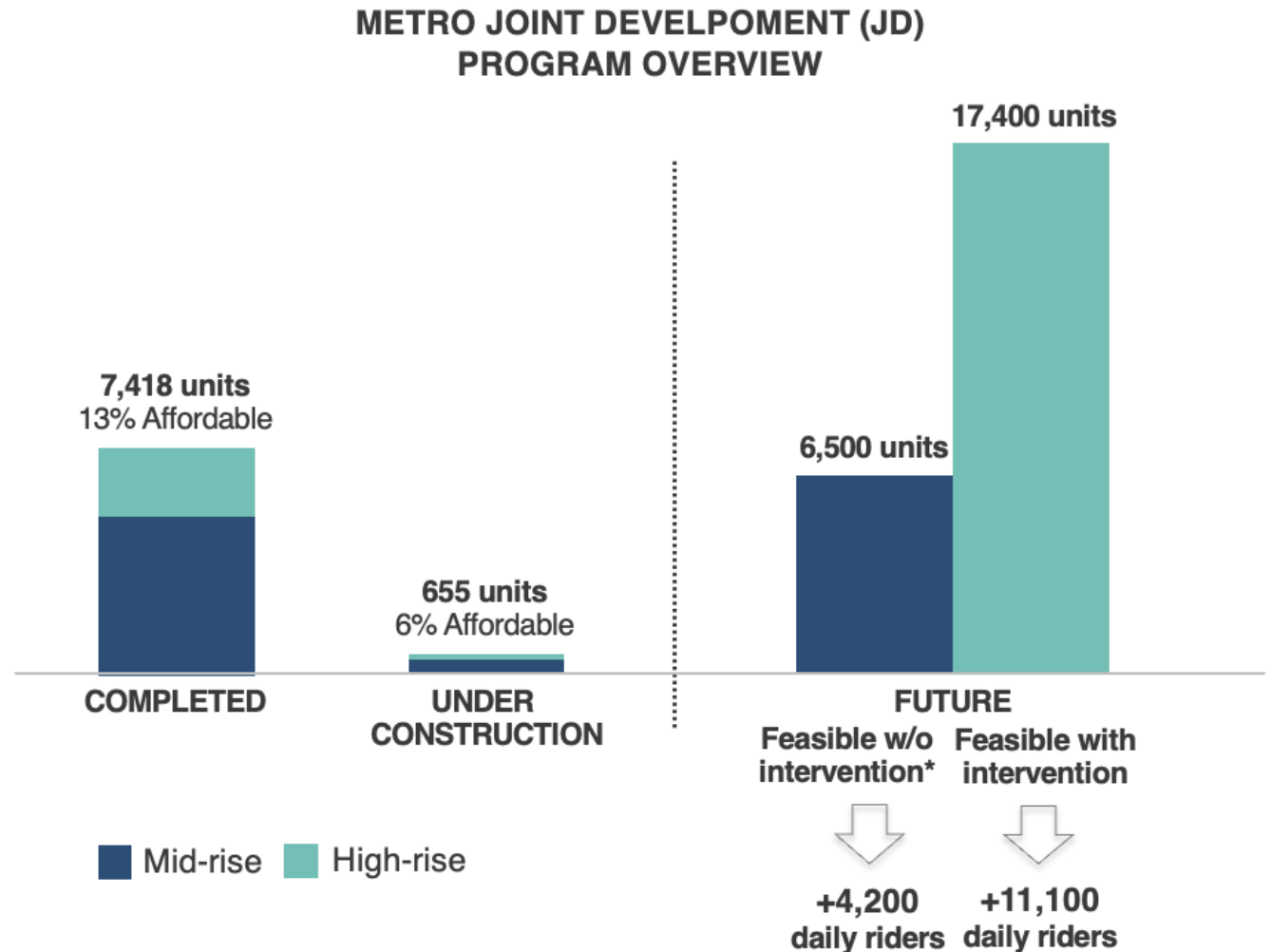
SOURCE: Maryland Department of Transportation



## METRO'S ROLE IN ACHIEVING REGIONAL HOUSING GOALS

Metro is a leader in housing production on its lands, but much more potential remains on its remaining property.

- Metro has delivered the most housing of any US transit agency
- For future joint development, maximizing housing production through high-rise projects is **increasingly financially infeasible**
- However, with intervention, Metro could deliver **over 17,000 new units** on Metro-owned property



SOURCE: Washington Metropolitan Area Transit Authority



# LEVERAGING EXISTING AND POTENTIAL FINANCING TOOLS

Successfully accelerating housing production on transit property will require a creative mix of existing and new tools.

## Fully State-Controlled Tools

- Ground Leases / Land Sales

### *Potential New State Tools:*

- **TOD Fund**
- **State Infrastructure Bank**
- **Real Estate Transfer Tax (+ Other Tax Tools)**
- **Zoning Mandates**

## Locally-Controlled Tools

- National Capital Strategic Economic Development Fund
- TIF Districts
- Reduced parking requirements
- Expedited permitting processes
- Property Tax Exemption for MDOT
- Joint Development
- County Surcharge on Sales Taxes
- Development Impact Fees

### *Potential New Local Tools:*

- **Special Assessment District**
- **TOD Zoning District/Density Bonuses**

## Partnerships with State Agencies

### DHCD:

- Low-Income Housing Tax Credit (LIHTC)
- HOME and CDBG
- Community Investment Tax Credits Program
- Baltimore Regional Neighborhood Initiative
- Strategic Demolition Fund
- National Capital Strategic Econ. Dev. Fund
- SEED Comm. Dev. Anchor Institution Fund
- Local Government Infrastructure Financing
- Sustainable Communities

### Commerce:

- Advantage Maryland
- Sunny Day Economic Development Opportunities Fund
- Maryland Industrial Development Financing Authority
- One Maryland Tax Credit
- Regional Institution Strategic Enterprise Zone Program
- Enterprise Zones

### MEDCO:

- MEDCO Tax Exempt Bond Financing
- TOD Infrastructure Revolving Loan Fund

## Private/Philanthropic Tools

- Amazon Housing Equity Fund

### *Potential New Private/Philanthropic Tools*

- **Replicate Amazon HEF with other employers (tech, healthcare, higher ed, others?)**

## Federal Tools

- Rebuilding American Infrastructure with Sustainability and Equity Grants
- (RAISE) Transportation Infrastructure Finance and Innovation Act Financing (TIFIA)
- Railroad Rehabilitation & Infrastructure Financing (RRIF)

### *Potential New Federal Tools???*



An aerial photograph of a modern urban walkway. The path is paved with light-colored rectangular tiles and is flanked by lush green grass and small trees. Several people are walking along the path, including a family with a child and a group of young people. Long shadows are cast across the path, suggesting it is either early morning or late afternoon. A dark semi-transparent banner is overlaid on the right side of the image, containing the text '03 Building Strong Partnerships' and 'Is TOD TOD Different in a Post COVID World?'.

# 03

## Building Strong Partnerships

Is TOD TOD Different in a Post COVID World?



## BUILDING STRONG PARTNERSHIPS

Traditional TOD implementation used to be easier and simpler

**Transit Agencies**

**Federal Government**

**Developers**

**Lenders / Investors**



## BUILDING STRONG PARTNERSHIPS

Realizing successful TOD today now requires more and stronger partnerships

**Transit Agencies**

**Federal Government**

**State Government**

**Local Government**

**Developers**

**Lenders / Investors**

**Philanthropic Partners**

**Place Management  
Organizations**

(BIDs, CIDs, Main Streets, etc.)