

LUTHERVILLE STATION

Transit-Oriented Development
Designation Application (2nd Amended)

March 2026





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Transit-Oriented Development (TOD)
Baltimore County, State of Maryland
Application - FY2027
Lutherville Station LLC – Lutherville Station, Timonium, Baltimore County
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- **Name of Project:** Lutherville Station
- **Project Address:** 130 W. Ridgely Road
Lutherville-Timonium, Maryland 21093
- **Property Identification:** Tax Account No. 0801013450
Tax Map 60, Parcel 776
- **Name of Owner:** Lutherville Station LLC
- **Owner's Address:** c/o MacKenzie Management Company, LLC
2328 W. Joppa Road
Suite 200
Lutherville, Maryland, 21093
- **County Council District:** 3rd District (Councilman Wade Kach)
- **Legislative District:** 11th District (State of MD)
 - Senator Shelly Hettleman;
 - Delegate Jon Cardin; and
 - Delegate Dana Stein
- **Project Boundary:**
 - To the West: Roland Run/Light Rail
 - To the East: Yorkridge Shopping Center
 - To the North: Aylesbury Road
 - To the South: West Ridgely Road
- **Components of Mixed-Use Project:**
 - **Residential**
 - Proposed Residential Units: 325 residential units (mix of for-lease studio, one and two-bedroom units)
And Associated Residential Amenities Density will not exceed 265 density units unless authorized by a PUD Resolution. *See Land Use/Zoning* below.

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- Commercial/Institutional
 - Proposed Commercial and Institutional Space: 120,000±SF
 - Possible uses include Retail, Restaurant, Health Care, Office, etc.
- Public Benefit - Civic or Public Space:
 - Investment in and improvements to the Roland Run;
 - Public Plazas, including open areas for events, markets, and gatherings;
 - Connections to East Coast Greenway (walking and biking trails);
 - Public Art;
 - Public Seating Areas (for relaxation and social interaction);
 - Water Features;
 - Public Wi-Fi (Internet access in public spaces to support connectivity and digital inclusion); and
 - Shaded Areas.
- **Ownership or site control:** The site is owned by Applicant Lutherville Station LLC.
- **Any studies that have been completed or are underway regarding the site:** The following studies are provided as an Exhibit to this Application:
 - Concept Plan (*JP2 Architects*)
 - Strong Support for Lutherville Station - Timeline (*Lutherville Station LLC*)
 - Media Coverage (*Lutherville Station LLC*)
 - Get the Facts about Lutherville Station - Timeline (*Lutherville Station LLC*)
 - Existing Development Patterns (*JP2 Architects*)
 - Street Network (*JP2 Architects*)
 - Existing Environment and Open Space (*JP2 Architects*)
 - Transit and Transportation Integration (*JP2 Architects*)
 - Economic Impact Study (*Richard Clinch, The Jacob France Institute at Univ. of Baltimore*)
 - Traffic Infographic Study (*The Traffic Group, Inc.*)
 - Support Letter (*Friends of the Roland Run, Inc.*)
 - Support Letter (*Friends of Old Lutherville, Inc.*)

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- **Land Use/Zoning:** As of the date of application, the site is zoned predominantly DR 16 (Density, Residential – 16 density units per acre) with slivers of DR 1 (Density, Residential – 1 dwelling unit per acre) and ML-IM (Manufacturing, Light – Industrial, Major). The Property is located entirely within the Urban Rural Demarcation Line (“URDL”).
 - For many decades, the Property was zoned BL (Business, Local). During the 2024 Comprehensive Zoning Map Process, and despite being a major commercial site along the York Road corridor for more than 50 years (including being a Mall), the Property was downzoned to DR 16.
 - With the inclusion of an affordable housing component (15% of units), Lutherville Station qualifies under Section 7-503, *Annotated Code of Maryland*, Land Use Article, for a 30% residential density increase and for a mix of uses. This provision authorizes the proposed transit-oriented development with a residential density not to exceed 265 density units (as defined by Section 101.1 of the Baltimore County Zoning Regulations). *See also* House Bill 538 (2024 Session).
 - As noted above, the project could also be processed as a Planned Unit Development through Article 32, Title 4, Part IV of the Baltimore County Code, without the requirement to provide an affordable housing component.
- **Existing Development Patterns:**
 - The Lutherville Station development is strategically located between the Towson and Hunt Valley submarkets and in between the populated I-83 and York Road corridor.
 - Lutherville Station is sandwiched in between Yorkridge Shopping Center (controlled by an affiliate of Applicant) and the Lutherville Light Rail Station.
 - To the south of Ridgely Road, on both sides of York Road, there is a veneer of commercial development with single-family residential beyond. North of Ridgely, the commercial development on the east side of York Road expands to fill the entire area between York and I-83.
 - The Lutherville-Timonium submarket is surrounded by a diverse residential housing stock, and a robust mix of commercial, medical, and residential uses.
- **Street Network and Parking:**
 - Primary access to the Lutherville Station site is from Ridgely Road, which is less than .25 miles from York Road (MD Rt. 45).
 - This intersection is 1.25 miles north of the Baltimore Beltway (I-695) and 1.2 miles south from the intersection of Timonium Road and I-83, both of which allow convenient vehicular access to the larger region.
 - Directly south of the site, there is a network of smaller, mostly one-way streets through the Historic Lutherville community.

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- On the east side of York Road, Ridgely Road runs through the neighborhoods of Havenwood, Northampton, Dulaney Forest and beyond to Pot Spring Road and Dulaney Valley Road.
- **Existing Environment and Open Space:**
 - Existing Environment
 - While the commercial area to the north of the Lutherville Station site is substantially impervious (low rise buildings and parking lots), the area to the south is made up of low-density single-family residences on substantial size lots with generous yards along tree-lined streets.
 - There is a 150-foot-wide green buffer between the existing Light Rail parking and the houses on Kurtz Avenue.
 - To the immediate west of the site, on the other side of the Light Rail tracks, is a 250- to 300-foot-wide greenway with a pedestrian path that follows Roland Run stream.
 - This terminates a quarter of a mile to the south at the generous 10-acre grounds of the College Manor Assisted Living Facility.
 - Open Space/Amenity Space:
 - The Lutherville Station TOD will have all-season capable open and/or amenity spaces.
 - There has been a deliberate focus on enhanced pedestrian connectivity in between Lutherville Station and Yorkridge Shopping Center, of which the latter contains more than 165,000 square feet of retail space.
 - After completion of the Lutherville Station TOD, patrons of the Light Rail will have convenient pedestrian access to the retail shops at Yorkridge Shopping Center.
 - Lutherville Station's open spaces can help bolster the community-supportive properties of parks and public space and can be employed throughout the Lutherville Station Light Rail/bus transit area.
 - Great public spaces are the “living rooms” of a Community - the places where people come together to enjoy each other.
 - The Lutherville Station TOD reinforces the concept that a strong sense of place is fundamental to the creation of community.

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- **Transit and transportation integration:**
 - Lutherville Station is directly adjacent to the Lutherville Light Rail Station, which means that Lutherville Station provides connection to Hunt Valley in the north; through downtown Baltimore; and as far south as the Baltimore/Washington International Thurgood Marshall Airport.
 - Lutherville Station is also a connection for two bus routes, as follows:
 - The 93 - a local bus that runs from Hunt Valley, through Timonium, Lutherville and ends up in central Towson; and
 - The CityLink RED - begins at Lutherville Station and takes commuters through Towson and into downtown Baltimore.
 - Lutherville Station has a unique private road - often called the “cut-through” - that essentially connects Ridgely Road to Aylesbury Road.
 - During the development, this area will be repurposed to allow for better pedestrian connectivity between the Lutherville Station and Yorkridge projects.
 - Notwithstanding this reconfiguration, there will be vehicular accessibility from Ridgely Road to Aylesbury Road along the back of project.
 - Lutherville Station’s convenient access to transit can foster development, while the Project’s proposed density will encourage people to use the transit system.
- **How the development drives more people to transit with a specific focus on walkability and connectivity:**
 - Lutherville Station is adjacent to Yorkridge Shopping Center, a very successful 160,000+ square foot shopping center anchored by Kohl’s, MOM’s Organic Market, and Michael’s.
 - This retail space is within immediate walking distance and directly connected to Lutherville Station.
 - Lutherville Station’s siting at a transit “hub” capitalizes on the State of Maryland and Baltimore County’s investments in transit and will provide many benefits, including:
 - increased ridership and associated revenue gains for transit systems;
 - incorporation of public and private sector engagement and investment;
 - revitalization of neighborhoods;
 - economic returns to surrounding landowners and businesses;
 - congestion relief and associated environmental benefits; and
 - improved safety for pedestrians and cyclists through non-motorized infrastructure.
 - Lutherville Station will unite residential, business, and leisure spaces within immediate walking distance of the Lutherville Light Rail station and multiple bus connections.

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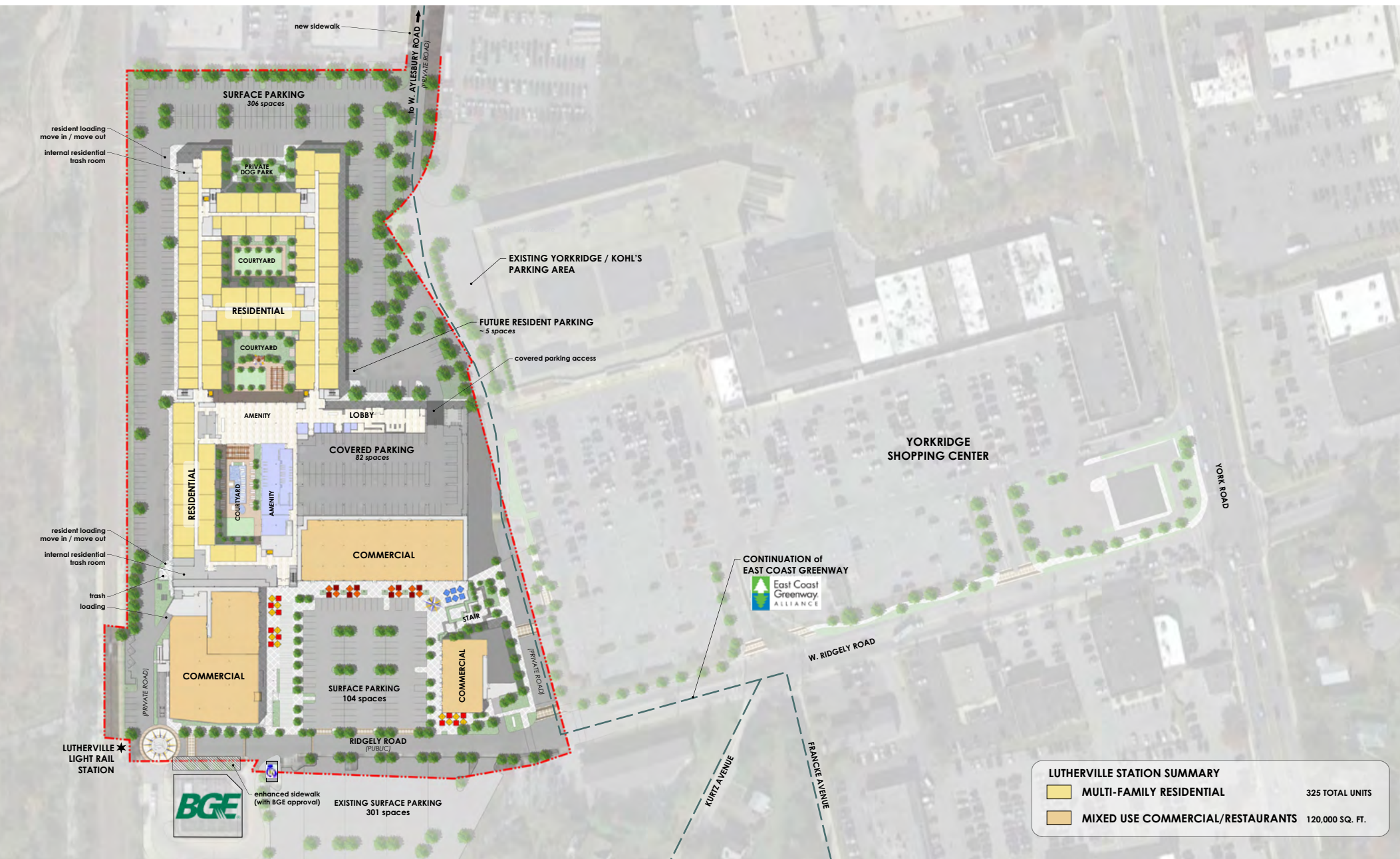
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- Lutherville Station will promote a symbiotic relationship between real estate development and public transport use.
 - In doing so, the Lutherville Station TOD aims to increase public transport ridership by reducing the use of private cars and by promoting sustainable urban growth.
 - By being situated adjacent to the Lutherville Light Rail station, the Lutherville Station TOD aims to create an outcome where a resident can walk out their door to a transit station and solve for the “last mile” problem.
- Above all, the Lutherville Station TOD will contribute to a reduction in traffic and congestion, which will further increase safety along the street systems.

Lutherville Station represents the most compelling and transformative transit-oriented development opportunity in Baltimore County.

Given its location, scale, and ability to deliver meaningful economic, housing, and transit benefits, the project stands out as a clear candidate for designation.

We strongly recommend that the State of Maryland advance the Lutherville Station project for formal Transit-Oriented Development (TOD) designation and consideration.











EXISTING PROPERTY

A 12.77 acre ± parcel located in Timonium, Maryland further improved with a 269,000 sf mixed use building ("Existing Property", or "Property"). The Existing Property was constructed in 1968, and is currently 38% occupied. The Existing Property represents a "best-in-class" infill location redevelopment opportunity.

OWNERSHIP

A single asset entity controlled by Lutherville Station LLC, which is led by Mark Renbaum. A related company was the original owner/developer of the Lutherville Station parcel in the 1960s (which was developed as Timonium Mall featuring a Stewart's Department Store). Mark Renbaum has a 25+ year real estate development track record, and is actively developing large projects in the Baltimore region through MLR Partners and Schwaber Holdings, including Northwood Commons (Morgan State) and Reservoir Square (West Baltimore).

DEMOGRAPHICS

The location is densely populated with a highly educated and well-paid population. Within a 20-minute drive from the Property, there are nearly 512,000 people. 49+% of the population has a bachelor's degree or higher. The Average Household Income is over \$120,000 as the drive time decreases to 5 minutes the Income increases to over \$156,000. The unemployment rate of able body workers is a staggering low 2.40% which is below the National average. This comes as no surprise as the daytime population increases for the 5, 10, and 20 minute drive times signaling that people are driving to this submarket for employment. Within a 10 minute drivetime nearly 40% of the population are renters.

MARKET ANALYSIS

Due to the vast size of the comprehensive development project, multiple property types must be examined to determine what are the highest and best uses for the site. The site will include the following uses: office, medical office, retail, and multifamily.



HISTORY

The Property was originally acquired by Milton Schwaber (the founder of Schwaber Holdings and real estate pioneer) in the early 1960s. Mr. Schwaber developed the Property for Stewart's Department Store, a Baltimore-based department store that flourished in the early/mid 20th Century. Stewart's Department Store opened in the late 1960s, and was the anchor for the then Timonium Mall.

When Stewart's opened in the Timonium Mall, Lutherville shoppers were glad to have the nearby department store without trekking all the way down York Road to Towson. Timonium Mall saw its heyday in the '70s and '80s. Stewart's Department Store ultimately wound down operations, and in 1983, converted to the Caldor discount chain. Besides Caldor's, there was a small collection of interior stores, a shoe store, a dry cleaners, a music store and a tiny ice cream parlor.

Caldor's folded in the late 1990s, and Timonium Mall became nearly a ghost town. Loehmann's hung in there, and a Metro Food Market came and went in the blink of an eye. Once the nearby Yorkridge Cinema closed, most shoppers gave up. Around 2000, however, the Timonium Mall was virtually deserted. In 2005, the Property was redeveloped with Borders, Old Navy, a grocery store, and Circuit City all opening stores in the once-defunct shopping center. The Timonium Mall was renamed "Lutherville Station", as a nod to the Light Rail station adjacent to the shopping center.

While the Lutherville Station development was groundbreaking at the time, and found numerous years of success, the current property has recently fallen into hard times due to lack of investment by prior ownership and shifting retail dynamics.

The Property was foreclosed upon by the lender due to a financial default in 2018, and was then acquired by current ownership in December 2020. The Property has eroded over time due to lack of investment, and from the large functionally obsolete building designed for large big box stores, and most notably not being able to be re-purposed or redeveloped into the highest and best use due to easements restricting the types of uses on the property.

The former Timonium Mall (and now Lutherville Station) again finds itself in need of reinvention.



BUSINESS PLAN

The Development Team has been working with Community and Political Leaders to entitle the Property for residential and mixed-uses. The Development Team proposes to take the land through the formal PUD process in order to obtain the highest and best use of the land.

The ownership is now pursuing a PUD approval for redevelopment of the site. In doing so, the Development Team has been, and continues, to work with various Community associations to execute a Restrictive Covenant Agreement between the Lutherville Station Property and the community which will provide rights and benefits to the Community and will ensure that the Community has an active role in the county's zoning and development plan process for this project.

While portions of the development plan is dependent on pre-leasing the proposed development is outlined below:

COMPONENT #1: 325 UNIT CLASS A MULTIFAMILY RESIDENTIAL

COMPONENT #2: MIXED USE COMMERCIAL/RESTAURANTS: 120,000 SF

The retail at Lutherville Station will be co-merchandised with the “sister” retail project Yorkridge Shopping Center.

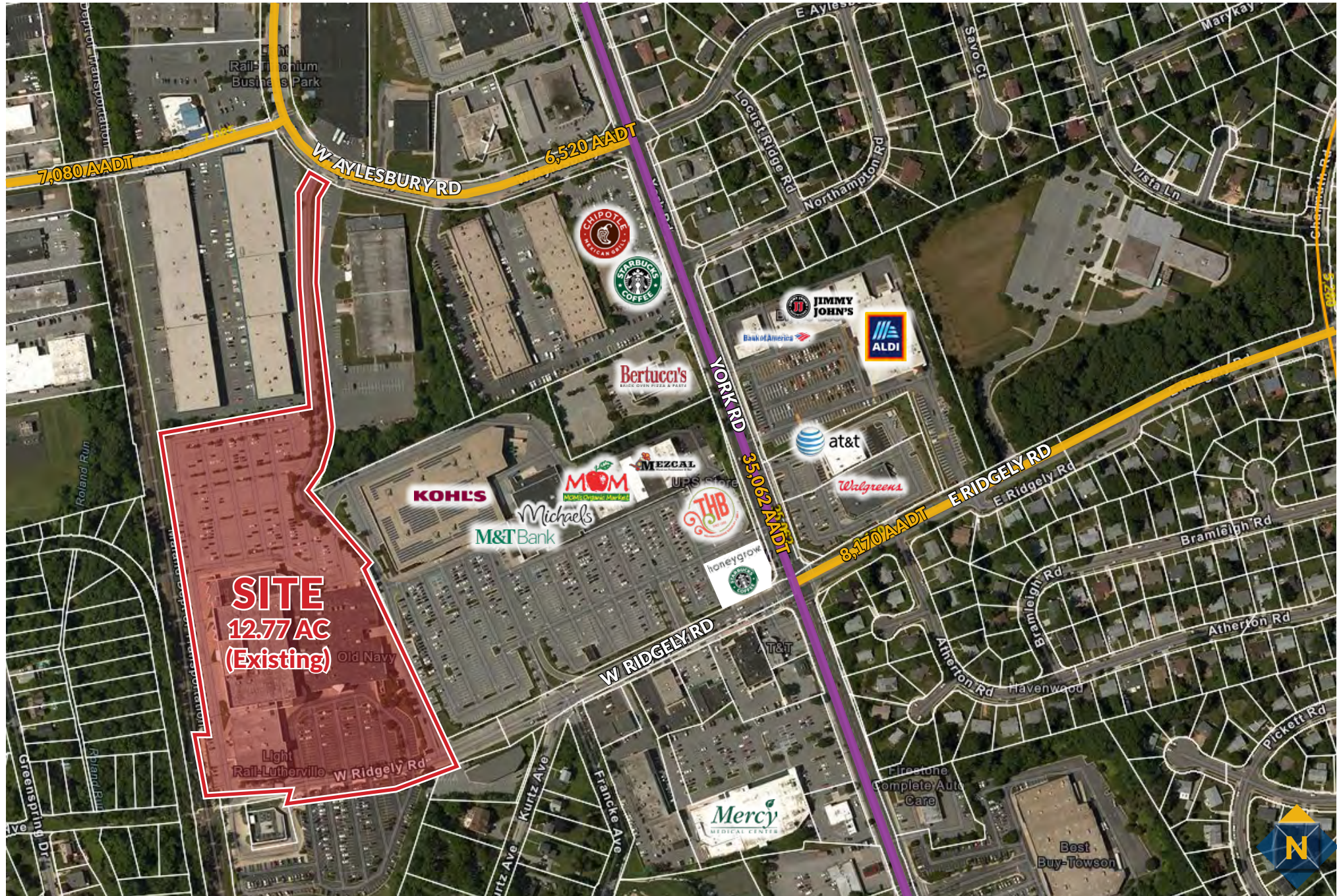
PROPERTY LOCATION

The Lutherville Station development is strategically located between the well performing submarkets of Towson and Hunt Valley. In between the populated I-83 and York Road corridors, the Property is easily accessible by 45,000+ cars daily. The infill location is surrounded by a dense and diverse mix of commercial, medical and residential uses.

The submarket is extremely diverse in terms of residential housing stock, retail uses, office tenants, and services offered. This variety of commercial uses creates a dynamic that has rising rents, low vacancy and is an extremely attractive place to live and work.

The Property Location allows people to access the site from two points of entry: Aylesbury Road which is a connector to Timonium Road (and thus I-83), and Ridgely Road which connects to York Road. The various access points allow for multiple points of ingress and egress to limit traffic congestion, increase flow and allow for the wide variety of users to have the various access needs that they seek to maximize the use and tenant experience with excellent visibility.







MASTER DEVELOPMENT

The Project represents one of the largest infill development sites in the highly dense I-83 corridor. There is strong demand and leasing interest for class-A office, and there exists strong market metrics in place for market-rate class-A residential rental units. Coupled with the adjacent retail at Yorkridge Shopping Center (controlled by an affiliate of Lutherville Station LLC), the new tenants at the Project will make the mixed-use development a balanced project.

STRONG DEVELOPMENT TEAM

The Development Team is led by Mark Renbaum, who brings 25+ years of development experience to the project, including the transformation of Yorkridge Shopping Center. Through MLR Partners, Mark Renbaum has spearheaded the Northwood Commons redevelopment (a mixed-use project adjacent to Morgan State University); and Reservoir Square (a \$100 million mixed-use project in West Baltimore).

Other members of the Development Team carry strong experience, as well as having deep experience working with the development team on multiple projects, as follows: Morris & Ritchie Associates, Inc. (Land planning and civil engineering); JP2 Architects (architecture and master planning); Venable, LLP (land use counsel); Rosen Neuberger (transaction and leasing counsel); and The Traffic Group (traffic engineering). Each of the Development Team members are truly leaders in the market for their respective services.

STRONG LOCATION

The Site can be accessed from two points of direction—from the North off Aylesbury Road and from the east on Ridgely Road. The site provides rapid access to I-83—the main North/South route of transportation in the region. Even closer is the junction to I-695 also known as the Baltimore Beltway that allows easy transportation around the region. Towson, Maryland is less than 5 minutes away and Hunt Valley is less than 10 minutes away. The site can also be accessed via Light Rail and Bus.



Get The Facts About Lutherville Station

Be Part of the Story, Be Part of the Future

Introduction - What is Lutherville Station?

Lutherville Station is the redevelopment of a vacant, obsolete 1960s-era mall into a modern, mixed-use community that will serve as a true town square for Baltimore County. The project will deliver residential apartments, thoughtfully curated retail and dining, office space, community gathering areas, and meaningful green and park space.

Located within walking distance of transit, Lutherville Station is designed to create a connected, walkable environment where residents and visitors can live, work, shop, and gather in one place. The plan prioritizes accessibility, environmental stewardship, and integration with the surrounding area, including the protection and enhancement of the nearby Roland Run corridor.

Beyond its physical transformation, the project represents a significant economic development opportunity—activating a currently underutilized site, generating new tax revenues, and supporting infrastructure investment at both the State and local levels.

At its core, Lutherville Station is about creating a lasting sense of place. It is positioned to become a central hub for the community and a model for future transit-oriented development in Baltimore County.

ECONOMIC IMPACT

What is the economic impact from the construction of Lutherville Station?

The \$158.2 million in construction expenditures associated with the development of Lutherville Station will generate approximately \$216.3 million in economic activity in the Baltimore County economy, create 1,478 jobs earning \$104.7 million in labor income, and generate an estimated \$8.8 million in State and local government revenues, including \$3.0 million in County revenues.

The construction and operation of the project will directly create 1,161 construction-related jobs over the full construction period, and once complete and fully occupied, business activity within the development will directly create or retain approximately 256 jobs on-site.

The commercial tenants and 325 market rate apartments are projected to annually support or retain \$57.5 million in economic activity in Baltimore County, generate 442 jobs earning \$20.6 million in labor income, and produce approximately \$5.2 million in State and local government revenues, including \$1.9 million in County revenues.

What is the annual, recurring economic impact of Lutherville Station for local County revenues?

The redevelopment of Lutherville Station will increase estimated County property taxes from current levels of approximately \$90,000 to about \$1.5 million per year. In addition, the commercial and residential activity generated by the project is expected to produce more than \$200,000 in annual County income tax revenues, for a total of approximately \$1.7 million in recurring County revenues.

Can Lutherville Station be a once-in-a-generation catalyst for infrastructure investment in Lutherville?

Yes. Lutherville Station represents a significant economic investment in the community, measured in the hundreds of millions of dollars. This creates a real opportunity for the public and private sectors to work together with the County and State to fund meaningful improvements to schools, traffic, and other infrastructure by leveraging the incremental tax revenue generated by the project.

TRAFFIC

Is the intersection at Ridgely and York Road failing?

No. The intersection is currently rated as passing based on the County's 2026 Basic Services Map prepared by the Department of Public Works.

Prior designations of this intersection as "deficient" were not based on updated traffic analysis, but rather administrative decisions made by the Baltimore County Council. The most recent, data-driven evaluation confirms that the intersection operates at acceptable levels.

Will Lutherville Station will bring more traffic to the region?

No. Independent analysis by The Traffic Group, Inc. shows that the redevelopment of Lutherville Station is expected to reduce overall traffic congestion while improving both vehicular and pedestrian safety.

The project introduces a more efficient site design, including multiple access points and improved internal circulation, which will enhance connectivity and reduce pressure on surrounding roadways.

Importantly, projected P.M. peak hour trips under the proposed plan are lower than what could be generated if the existing property were fully occupied under current zoning. In practical terms, the redevelopment produces less traffic than what is already permitted today.



ZONING

Does Lutherville Station have the correct zoning to move forward with the construction of apartments and a proposed mixed-use project?

YES. As of January 1, 2026, the site is zoned predominantly DR-16 (Residential – 16 units per acre), with small portions zoned DR-1 and ML-IM. The property is located entirely within the Urban Rural Demarcation Line (URDL).

For decades, the site was zoned BL (Business, Local) and operated as a major commercial center along the York Road corridor. During the 2024 Comprehensive Zoning Map Process, the property was downzoned to DR-16 despite its long-standing commercial use.

Since that time, Maryland has adopted a clear and modern policy framework supporting higher-density, mixed-use development in transit-served locations. Under House Bill 538 (2024), properties within 0.75 miles of a transit station—such as Lutherville Station - are eligible for transit-oriented development (TOD) designation and associated density incentives.

With the inclusion of an affordable housing component (15% of units), the project qualifies under Section 7-503 of the Maryland Land Use Article for a 30% density increase and a mix of residential and commercial uses. This allows for a residential density of up to 265 units, consistent with State law and applicable zoning regulations.

As noted above, the project could also be processed as a Planned Unit Development through Article 32, Title 4, Part IV of the Baltimore County Code, without the requirement to provide an affordable housing component.

While the County's recent downzoning reduced baseline density, it does not override current State policy or the site's eligibility for TOD-based development.

In practical terms, Lutherville Station is exactly the type of project Maryland's housing and transit policies are intended to support—redevelopment of an underutilized site into a walkable, mixed-use community anchored by transit.

COMMUNITY ENGAGEMENT

What is the Developer's history on engaging the Community?

The Developer has been actively engaging with the Lutherville community for over seven years, beginning in April 2018 - well before acquiring the property. This engagement was centered around a Planned Unit Development (PUD) process, which is designed to create a legally binding framework between the Developer and the community.

As part of that effort, the Developer advanced a structure to provide long-term accountability on key issues such as traffic, schools, infrastructure, and environmental considerations.

In May 2021, the Developer further demonstrated this commitment by proposing a Restrictive Covenant Agreement that would formalize these protections and establish a clear, enforceable framework for the project - effectively creating a “bill of rights” for the community.

The process that followed has been prolonged and has evolved over multiple years, with changes in community leadership and differing views regarding whether any residential component should be considered.

Throughout this period, the Developer has remained consistently engaged, continuing to advance solutions and seek a path forward.

At the same time, portions of the opposition have publicly adopted a “No Apartments, No Compromise” position - reflecting a viewpoint that, by definition, rejects a negotiated outcome involving residential development.

Despite this, the Developer has continued to engage constructively and in good faith, making meaningful adjustments to the plan and remaining open to dialogue.

Notably, members of prior community leadership - following years of collaboration - have since formed organizations, including Friends of Old Lutherville and Friends of Roland Run, that support a thoughtful and balanced redevelopment of the site.



Friends of Old Lutherville

Does the proposed Lutherville Station Restrictive Covenant Agreement provide for traffic mitigation?

Yes. The Restrictive Covenant Agreement requires the Developer to prepare a Traffic Impact Analysis (TIA) based on existing conditions and the projected impacts of the proposed uses.

The TIA will evaluate whether the project creates any material impact on traffic operations. If impacts are identified, the analysis will include specific, data-driven recommendations for roadway and infrastructure improvements to address them.

In practical terms, this ensures that traffic is not assumed - it is measured, analyzed, and mitigated where necessary as part of the development process.

ENVIRONMENTAL IMPACT

YES. Lutherville Station is designed with a strong focus on sustainability and environmental responsibility.

The project will significantly improve stormwater management by reducing impervious surface coverage and introducing meaningful open and green space. These improvements will allow for better on-site absorption and management of stormwater, rather than relying on outdated runoff conditions.

Importantly, the property currently lacks modern on-site stormwater management. The redevelopment will correct this by incorporating contemporary systems that are designed to improve water quality and reduce downstream impacts.

As a result, the project is expected to provide measurable environmental benefits to the surrounding watershed, including Roland Run, which ultimately feeds into Lake Roland and the Jones Falls.

How can I get involved in the redevelopment of Lutherville Station?

You can visit LuthervilleStation.com to learn more and keep up to date on the project.