



# WELCOME

**Reisterstown Plaza Metro Station  
Transit-Oriented Development  
Master Plan**

# Reisterstown Plaza Transit-Oriented Development Master Plan

## What Is Transit-Oriented Development?

Maryland State Law defines Transit-Oriented Development or (TOD) as a dense, mixed-use deliberately planned development within one-half mile of a transit station that is designed to increase and enhance transit ridership.

## Who is Leading this Project?

MDOT is leading this project in partnership with the City of Baltimore, Maryland Transit Administration and Wabash Development Partners.

## Who Are The Stakeholders?

- Residents
- Current and future transit riders
- Business owners
- Property owners
- Faith-based organizations
- Interested parties

## Reisterstown Plaza TOD Master Plan Project Goals

- Collaborate with the MDOT Project Team on the TOD master plan for the Reisterstown Plaza Metro Station, building on existing ideas to add value and achieve the most impactful and meaningful outcomes.
- Ensure the Master Plan:
  - Supports MDOT's mission and transit-oriented development goals.
  - Integrates with MDOT's and City of Baltimore's long-range and community plans.
  - Orients to transit user experience, while integrating market perspectives, station operations, site assets, and community needs and visions.
- Enhance the quality of connectivity, accessibility and public spaces; review and rationalize parking infrastructure.
- Coordinate with project team partners on station area public investments to leverage area opportunities.
- Develop a strategic design framework that will help inform future TODs and a funding strategy to optimize state and federal funding opportunities.

## How Do We Provide Feedback/Comments?

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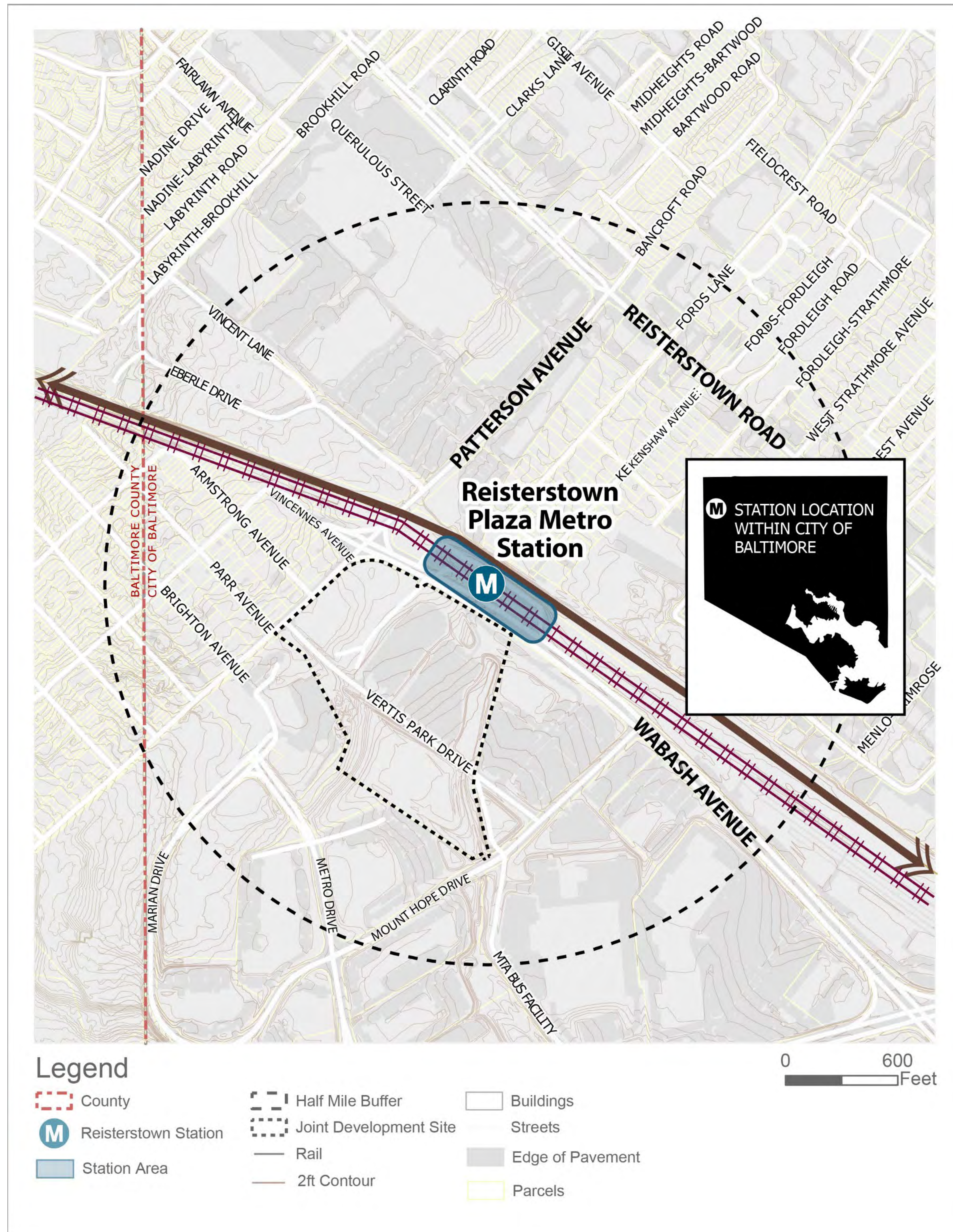
### ■ Brian Sheavly

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# Study Area Overview



- The site area is 25.6 acres in the Seton Business Park Commercial District.
- Accessible via Mt. Hope Drive, Vertis Park Drive, Patterson Avenue and Wabash Avenue.
- The Reisterstown Plaza Metro Station is directly across and is accessible via a pedestrian bridge over Wabash Avenue.



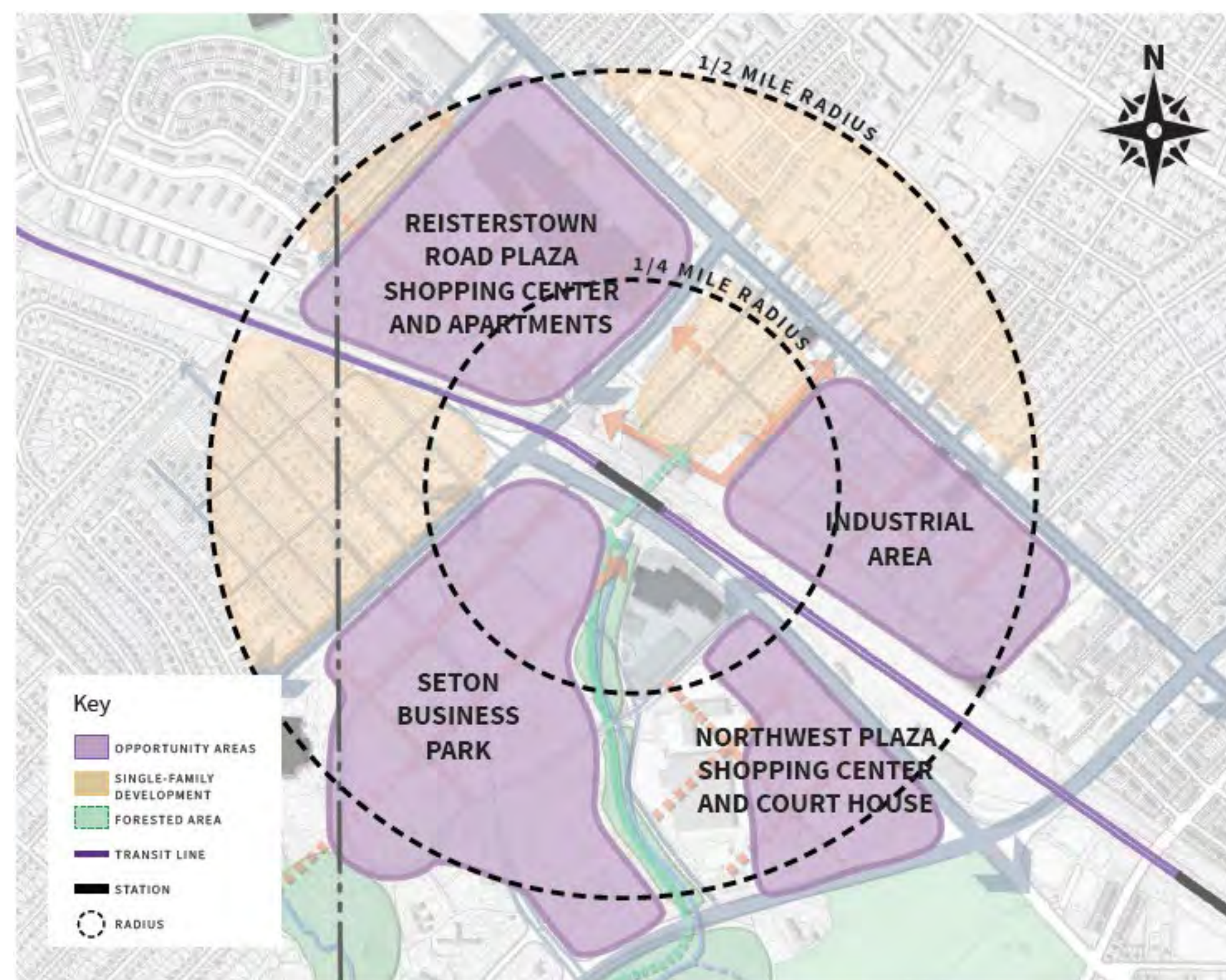
Reisterstown Plaza Metro Station



Approach to Reisterstown Plaza Metro Station from the (TOD) site

# Synthesizing Previous Plans and Community Feedback

## 2016 Reisterstown Plaza Station Concept

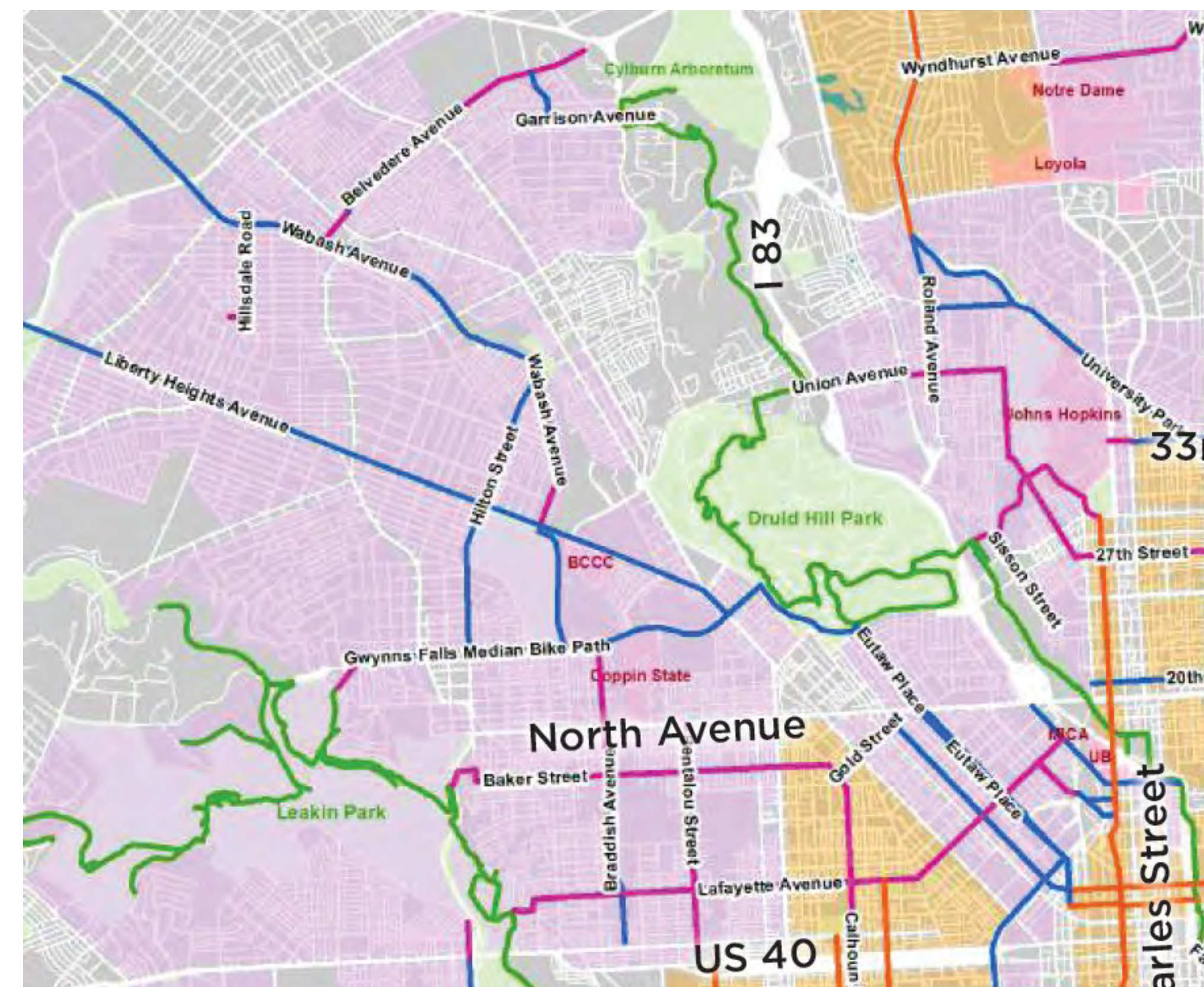


Provided by the MTA

*The concept identifies 4 core areas within the station area:*

- Seton Business Park
- Reisterstown Road Plaza
- Northwest Plaza
- Industrial Area to the Northeast

## 2017 Separated Bike Lane Network (Addendum)



The addendum to the City's Bicycle Master Plan *recommends separated facilities on Wabash Ave.*

## 2015 Baltimore City Planned Bike and Trail Network

The Baltimore Bicycle Master Plan *proposes a Main route bike lane on Wabash Ave.*

## 2023 Wabash Ave. Multimodal Improvements Study



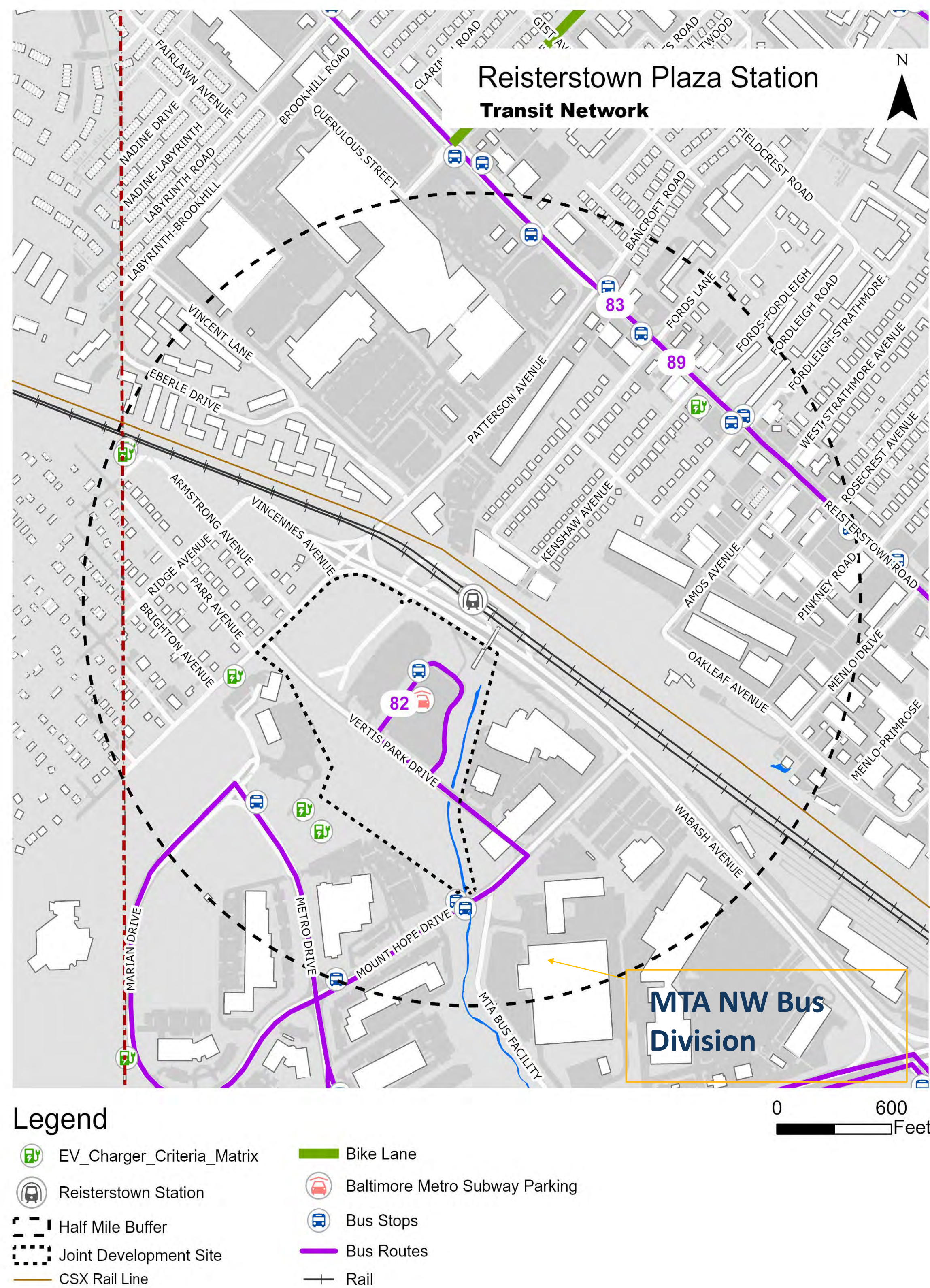
Baltimore City Department of Transportation (BCDOT) & Baltimore Metropolitan Councils' Transportation Land-Use Connections Program 2023

*A buffered 8' wide cycle track is proposed on Wabash Ave. (east side). (From West Cold Spring Metro Station and Patterson Avenue adjacent to the Reisterstown Plaza Metro Station TOD)*

# Connectivity Around the Station

## Issues and Opportunities

### Existing Bus Service



Local Link Route 82 serves the Reisterstown Plaza Metro Station and the Social Security Administration (30-40 min midday/evening headways).

### Lack of Connectivity & Walkable Environment Around the Station



Few sidewalks along Wabash Ave. (looking east/southeast)



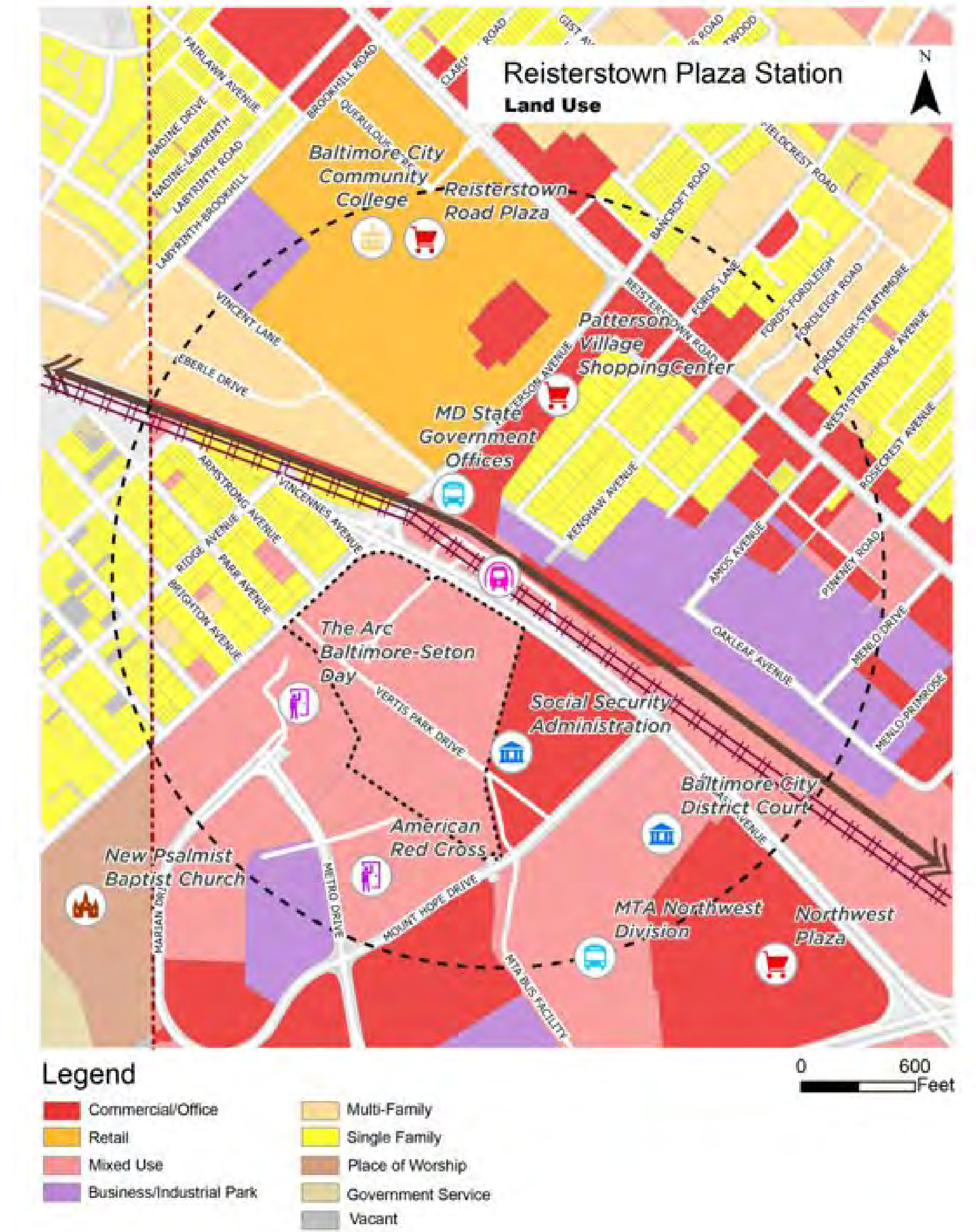
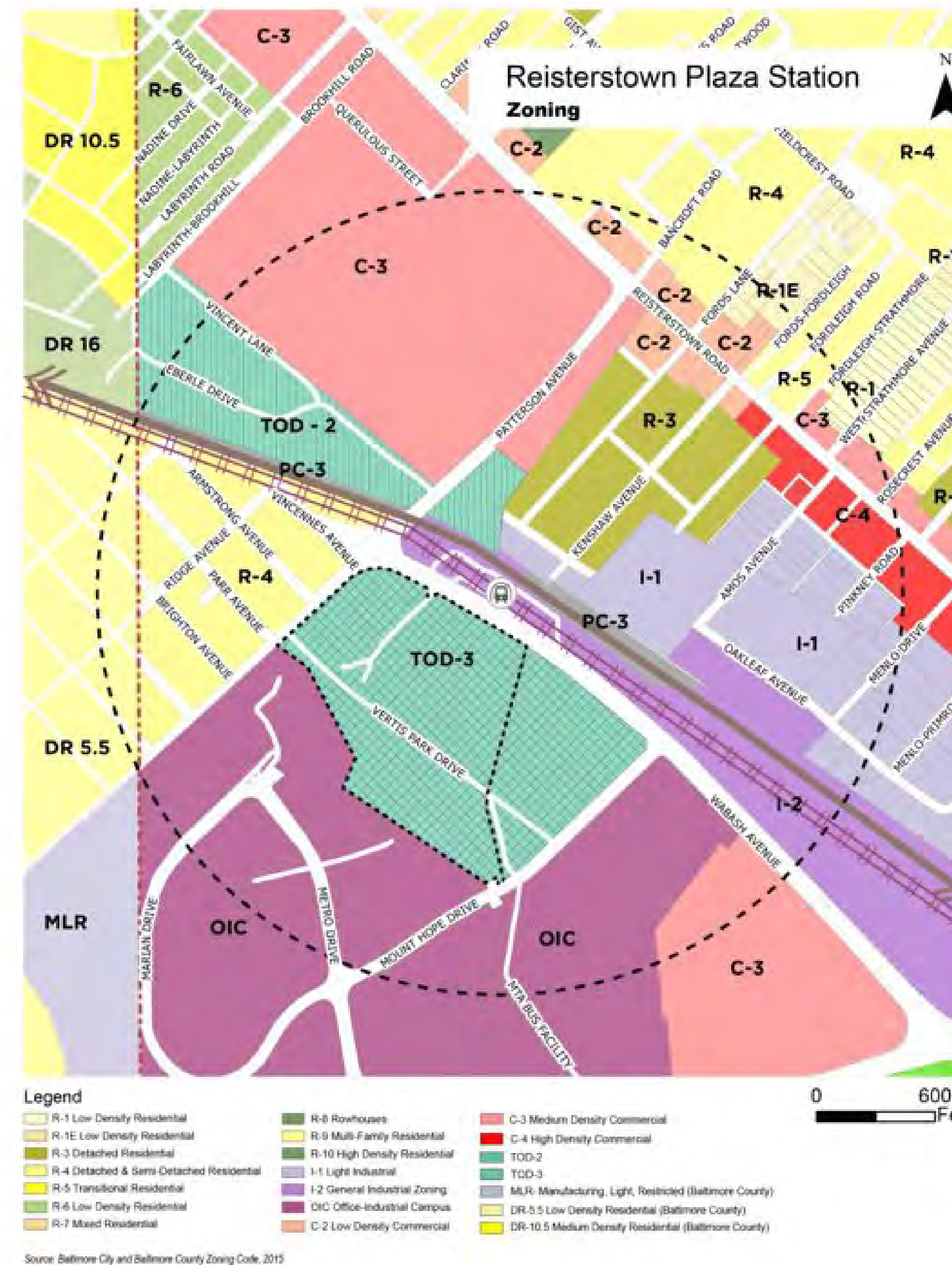
Existing pedestrian bridge connecting to the station (looking west)

# Zoning and Land Uses

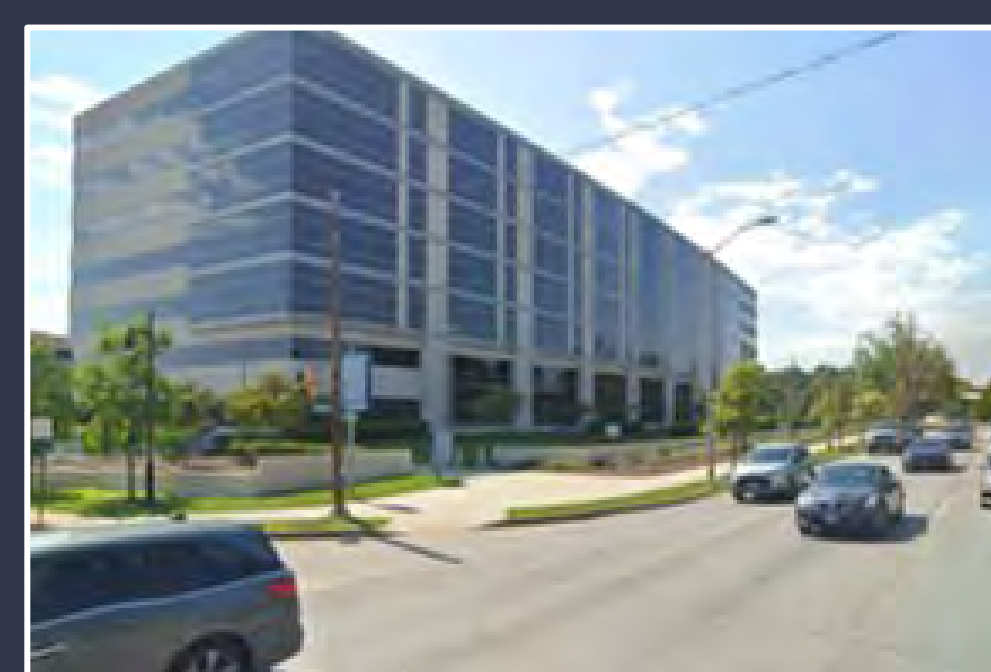
## Issues and Opportunities

Currently, TOD-supportive zoning is in place. It includes a mix of single-family and multifamily residential, commercial and light industrial uses.

- North of the station, Reisterstown Road acts as a commercial corridor with strip retail and a large shopping center.
- The area south of the station is occupied primarily by Seton Business Park.
- Most of the single-family neighborhoods are located north, east and west of the station, with multifamily buildings mixed into the neighborhoods north of the CSX tracks.



Retail, employment and institutional destinations within ½ mile of the station are shown in the images below.



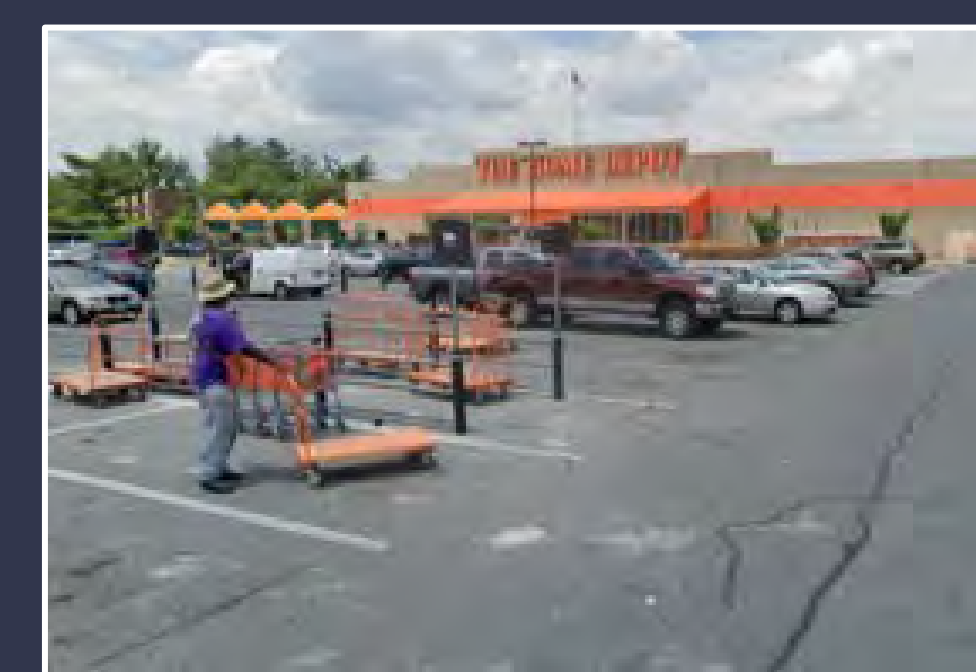
Mixed-use and commercial uses along Wabash Avenue



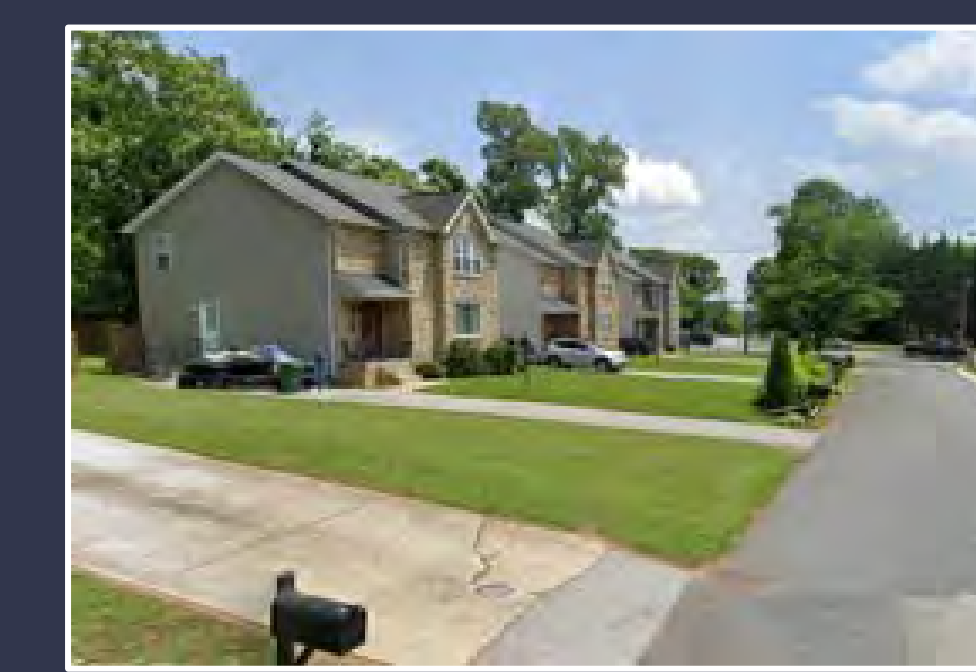
Industrial land uses to the east of the station



Baltimore City District Court and government services to the southeast



Reisterstown Rd. Plaza Shopping Center to the north (retail and government services)



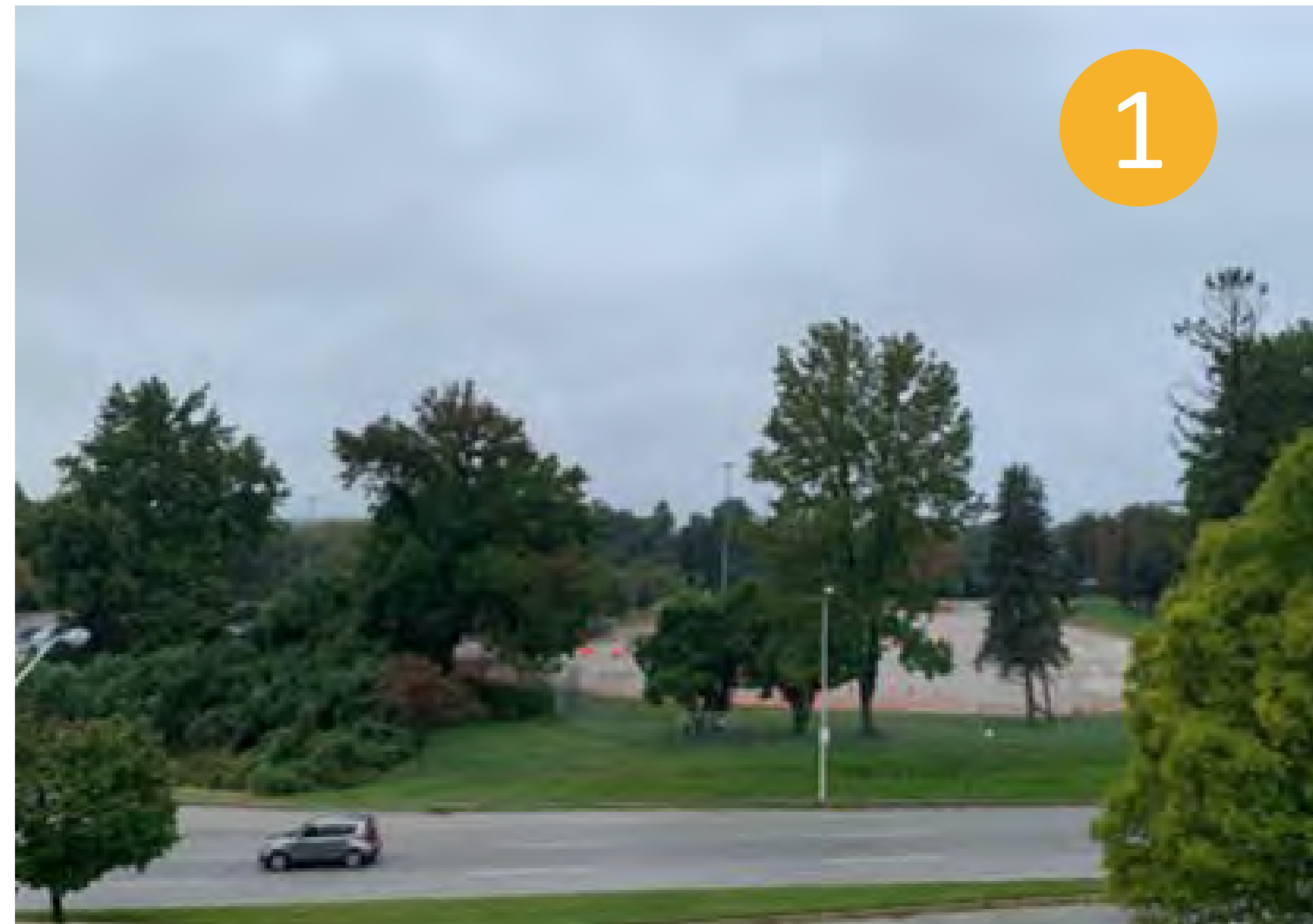
Gwynn Oak neighborhood to the west of the station



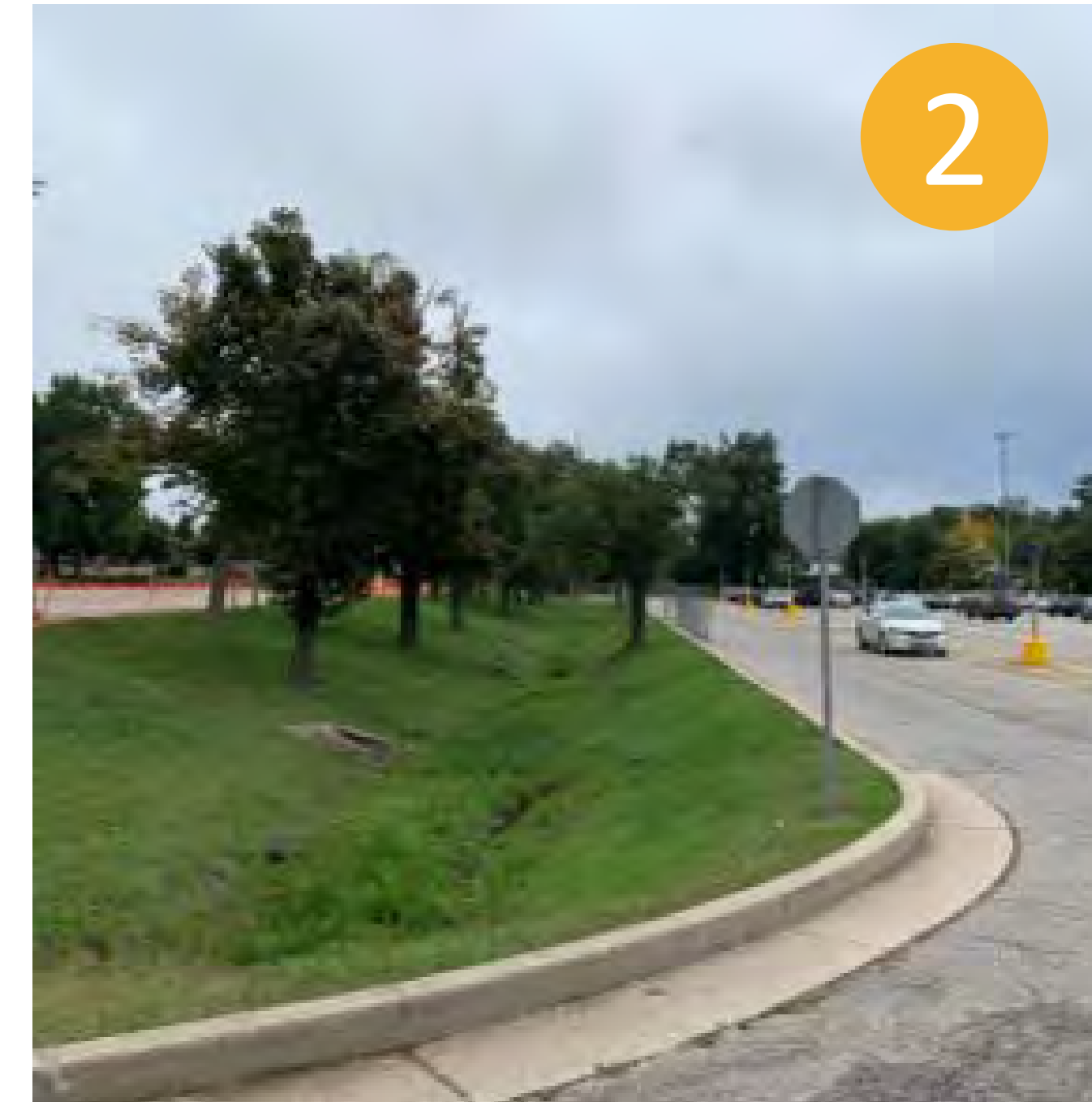
Patterson Village Shopping Center north of the station

# Environmental Systems Influence Site Design

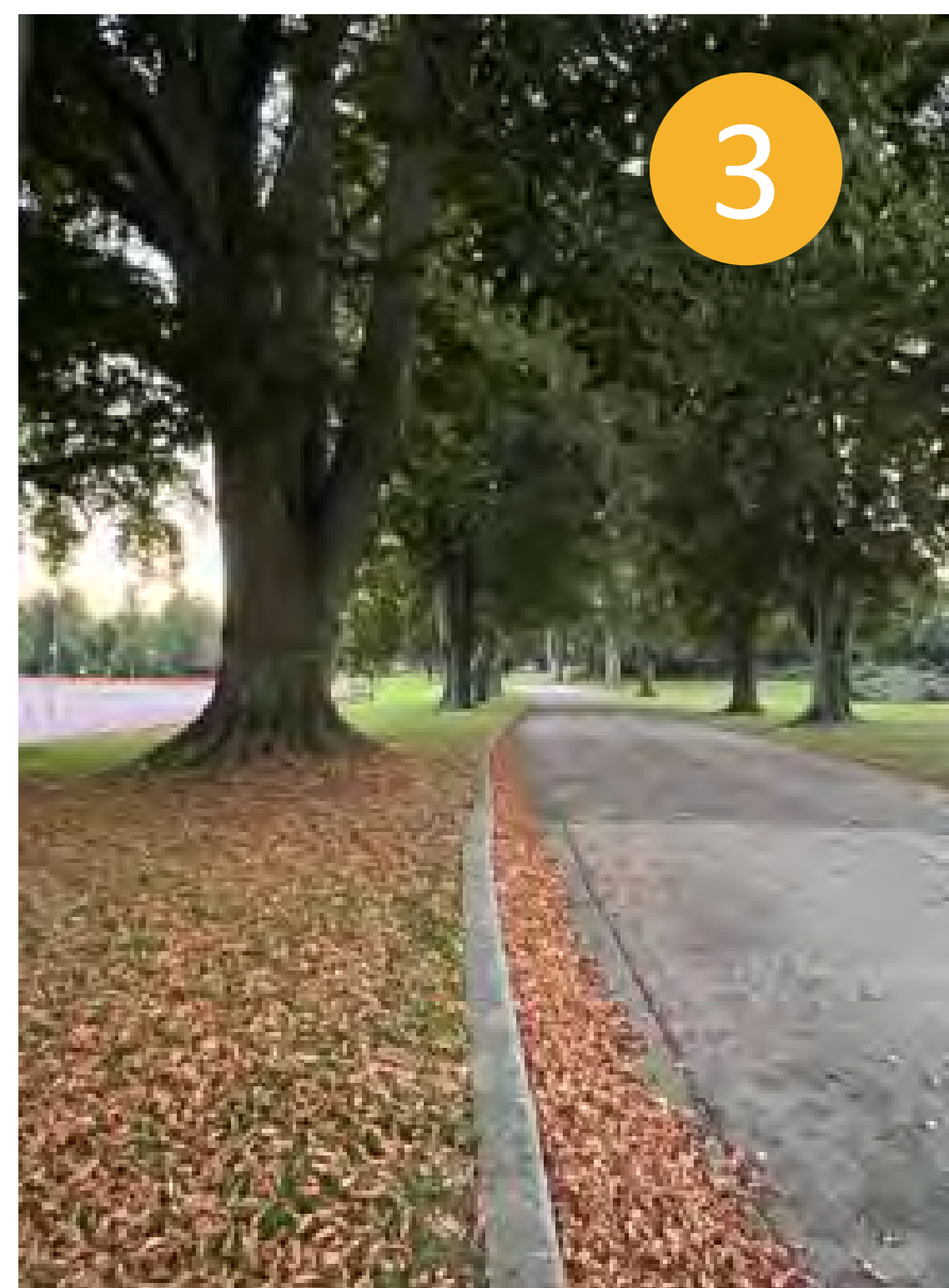
## Issues and Opportunities



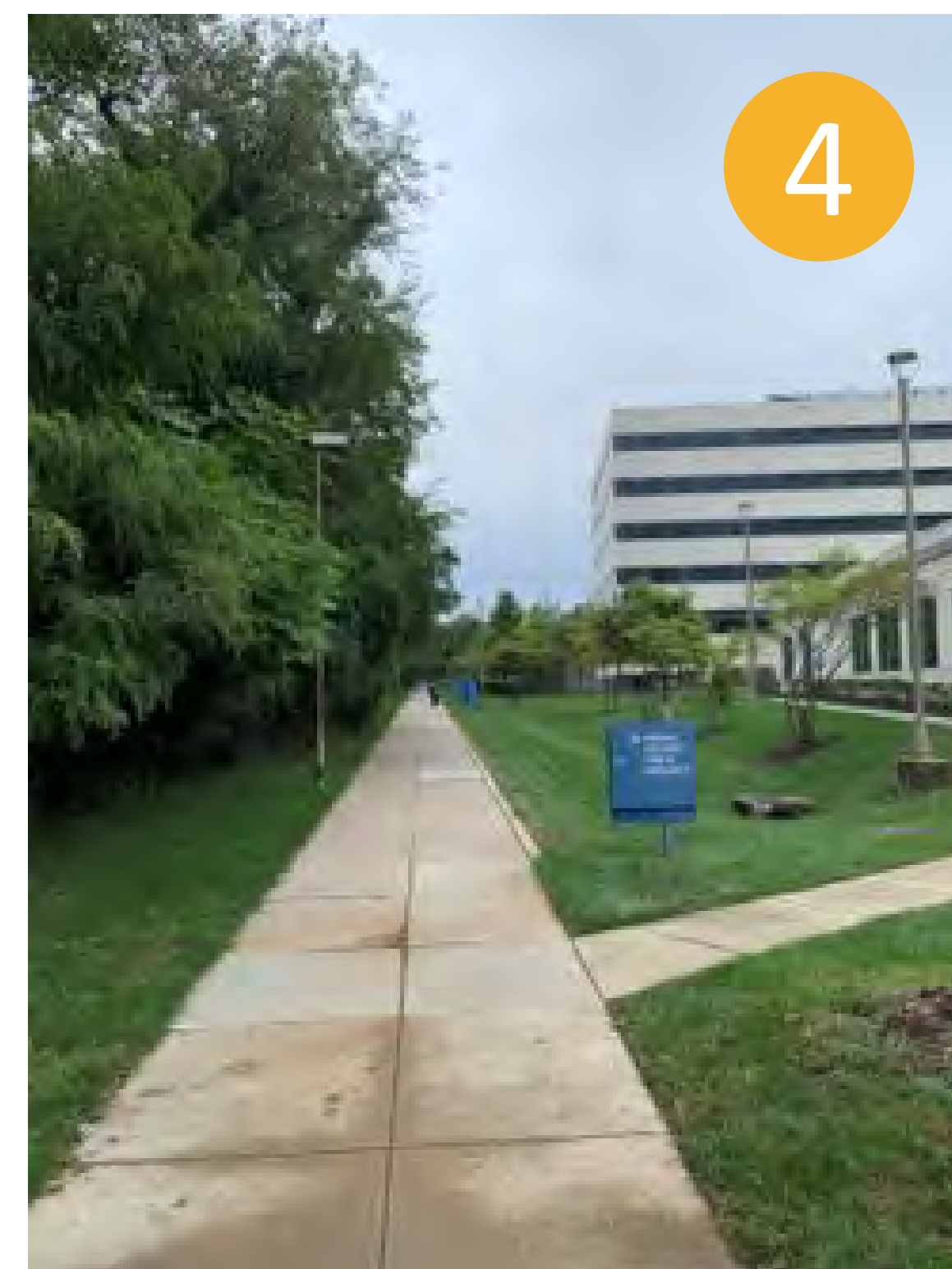
1



2

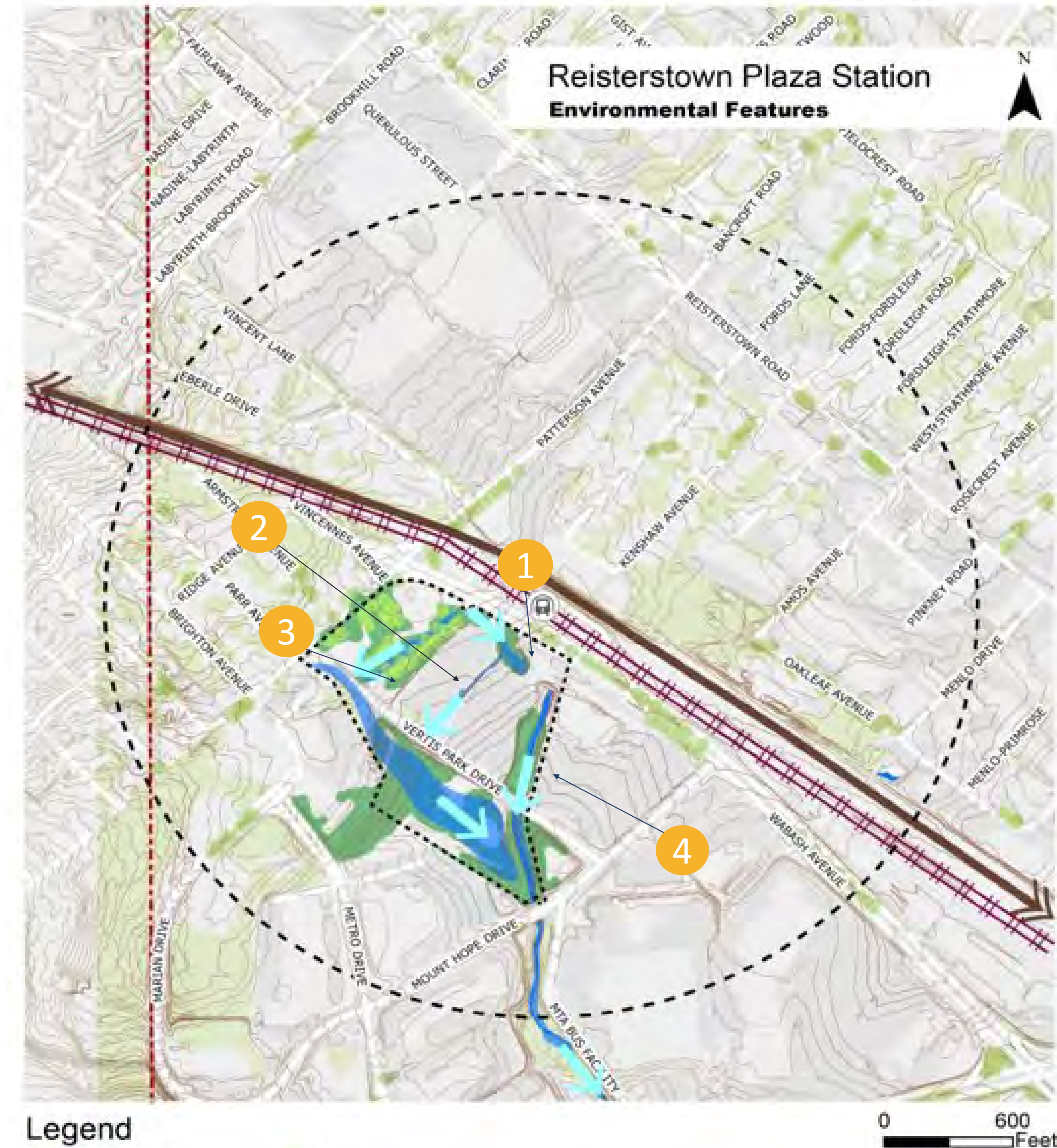


3



4

- 1 Trees along Wabash Ave.
- 2 Stormwater retention between surface lots
- 3 Legacy trees with 20-foot-wide driveway
- 4 Pathway to the Social Security Building



# Area and Station Parking

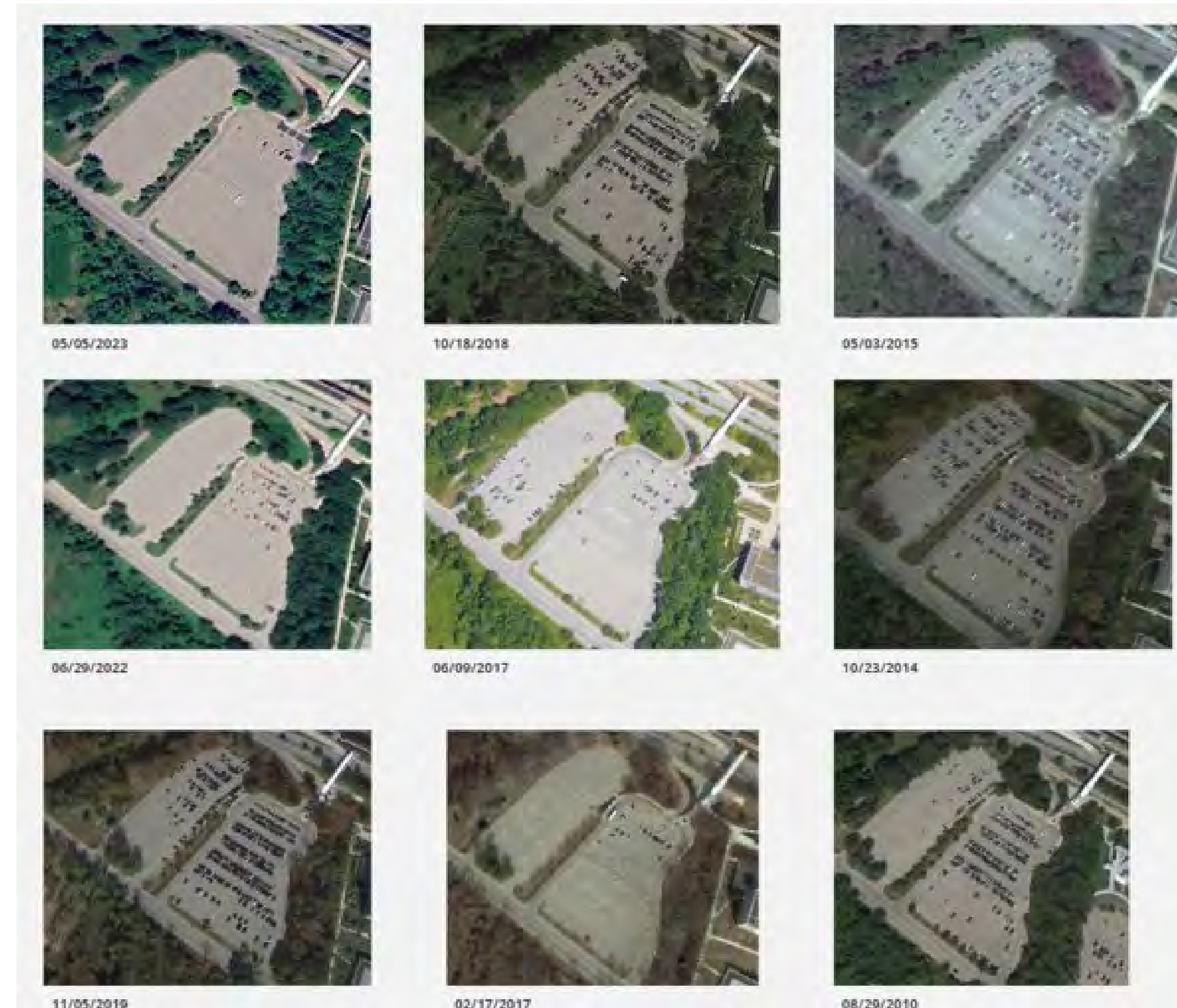
## Issues and Opportunities

### Area Parking

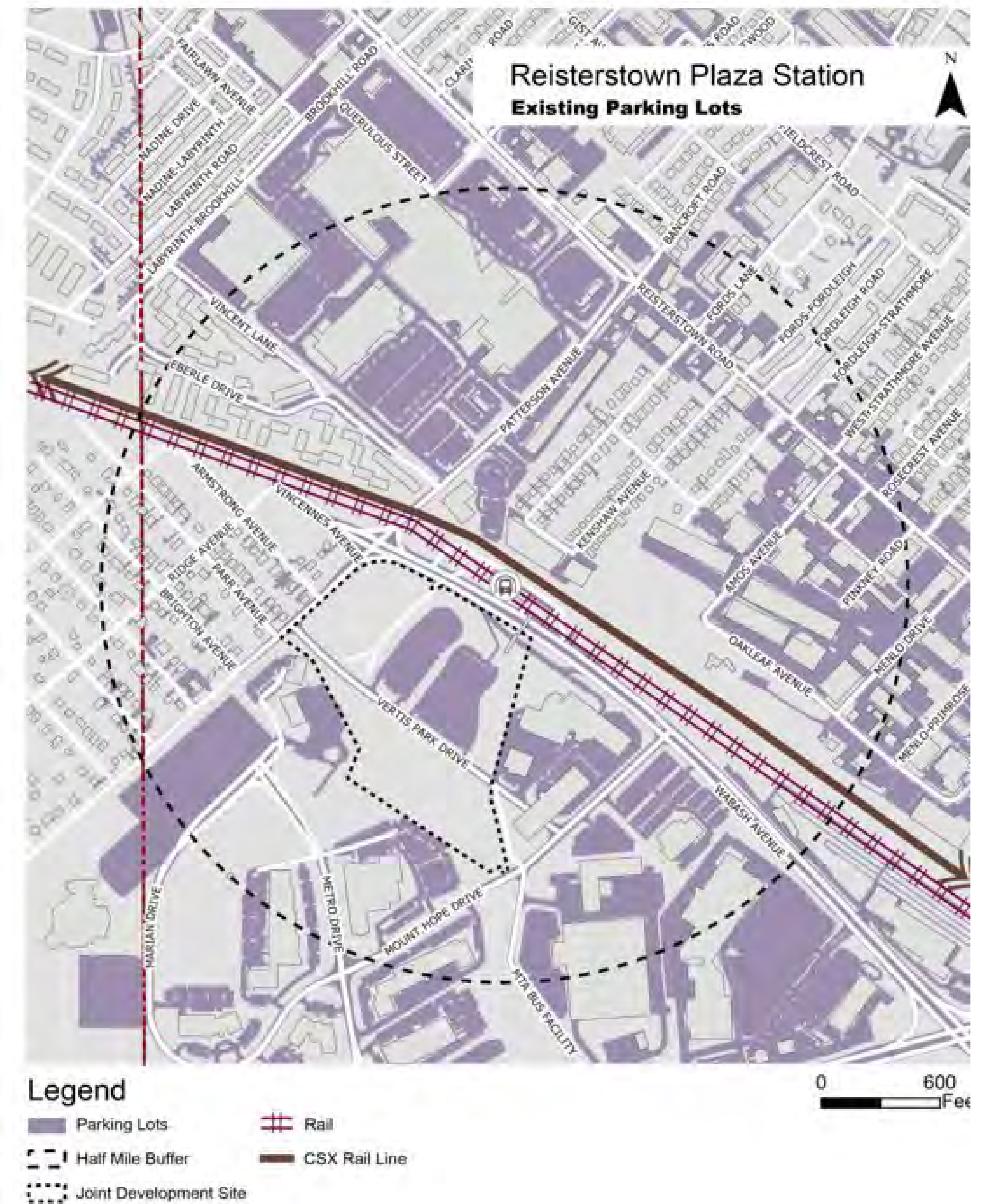
- Bike and ADA parking for the station is located north of Wabash Ave. under the station structure.
- Metro Subway commuters have access to approximately 700 parking spaces at the Reisterstown Plaza Station in two large, conjoined surface parking lots south of Wabash Ave.
- Rogers Ave., Milford Mill, and Old Court Metro Subway Stations have significant under-utilized parking supply.

### Station Parking

- In 2016, MTA found the average parking utilization was below 50%.
- Similar results were found during a review of available aerial imagery. On the highest utilization days, only 50% of the 700 spaces were in play (all pre-pandemic).
- Average utilization across years is 28% (196 spaces).
- Post-pandemic years, from these sample dates, average utilization is 6% utilization (42 spaces).



Date	Day of Week	Count	Utilization %
05/05/2023	Friday	12	1.71%
04/14/2022	Thursday	73	10.43%
11/05/2019	Tuesday	346	49%
10/18/2018	Thursday	269	38%
06/09/2017	Friday	81	11.6%
02/17/2017	Friday	20	2.9%
05/03/2015	Sunday	345	49.3%
10/23/2014	Thursday	367	52.4%
08/29/2010	Sunday	242	35%





# Starter Ideas

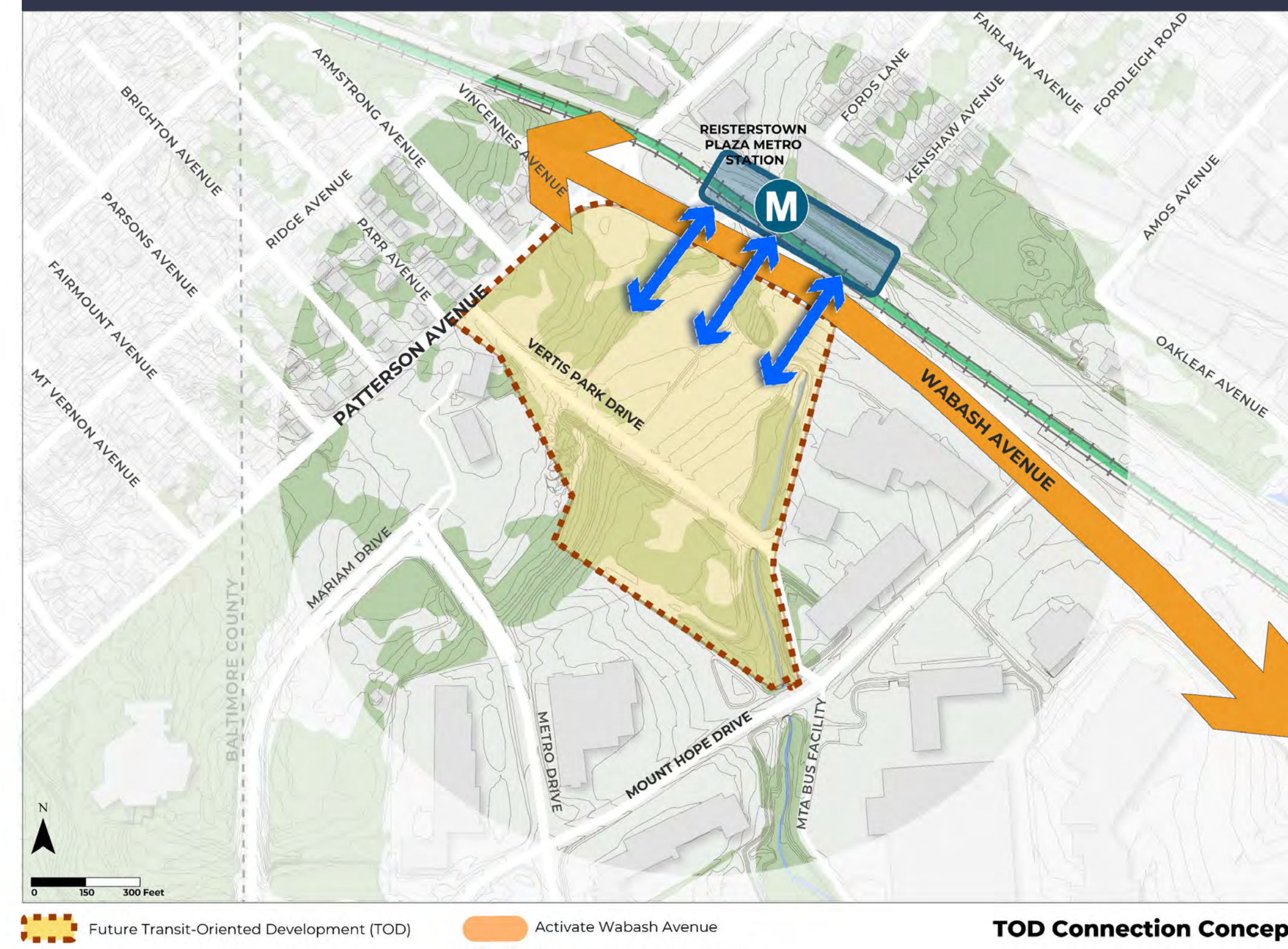
## Draft Design Goals

- Reinforce a local user in Station Role + Type Neighborhood/Mixed Use Center walk up station with bus layover (operator amenities) space
- Maximize Access, Appeal and Inclusiveness Comfortable, connected, engaging place, safe, equitable, vibrant, convenient
- Connect Station to Area Destinations Street network, block structure, building relationships and paths to expand station reach over short- and long-term
- Optimize Land Use as a New Destination and Desirable Address Mix of uses, compatibility, scale, public spaces, visibility, a new local destination
- Position and Enable Visionary Change Policy implications, zoning changes, leverage area opportunities, ownership/partners, optimize funding opportunities, identify responsibilities, confirm phasing

## Planning Litmus Tests:

- Does the proposed change or improvement support building a new walkable destination accessible by transit?
- Does the plan invite people in the area/development to use transit?
- Does the plan contribute to broader community needs, goals and visions?

## Idea #1 - Enhance Connectivity between Station & TOD



## Create direct connections between station and TOD, reduce existing barriers.

- Improve rider experience and connections.
- Reimagine Wabash Ave. as a “main street” for people-focused activities.
- Activate transit plaza and Wabash Ave. frontages to improve transit operations and improve rider transfers.
- Public plaza on southside of Wabash Ave. and removal of pedestrian bridge and replace with at grade crossings/intersection to support a walkable and accessible connection.

## Idea #2 - Maximize Walkability and Connectivity



## Create a network of walkable streets and views oriented to maximize connectivity with station, activity centers and open spaces.



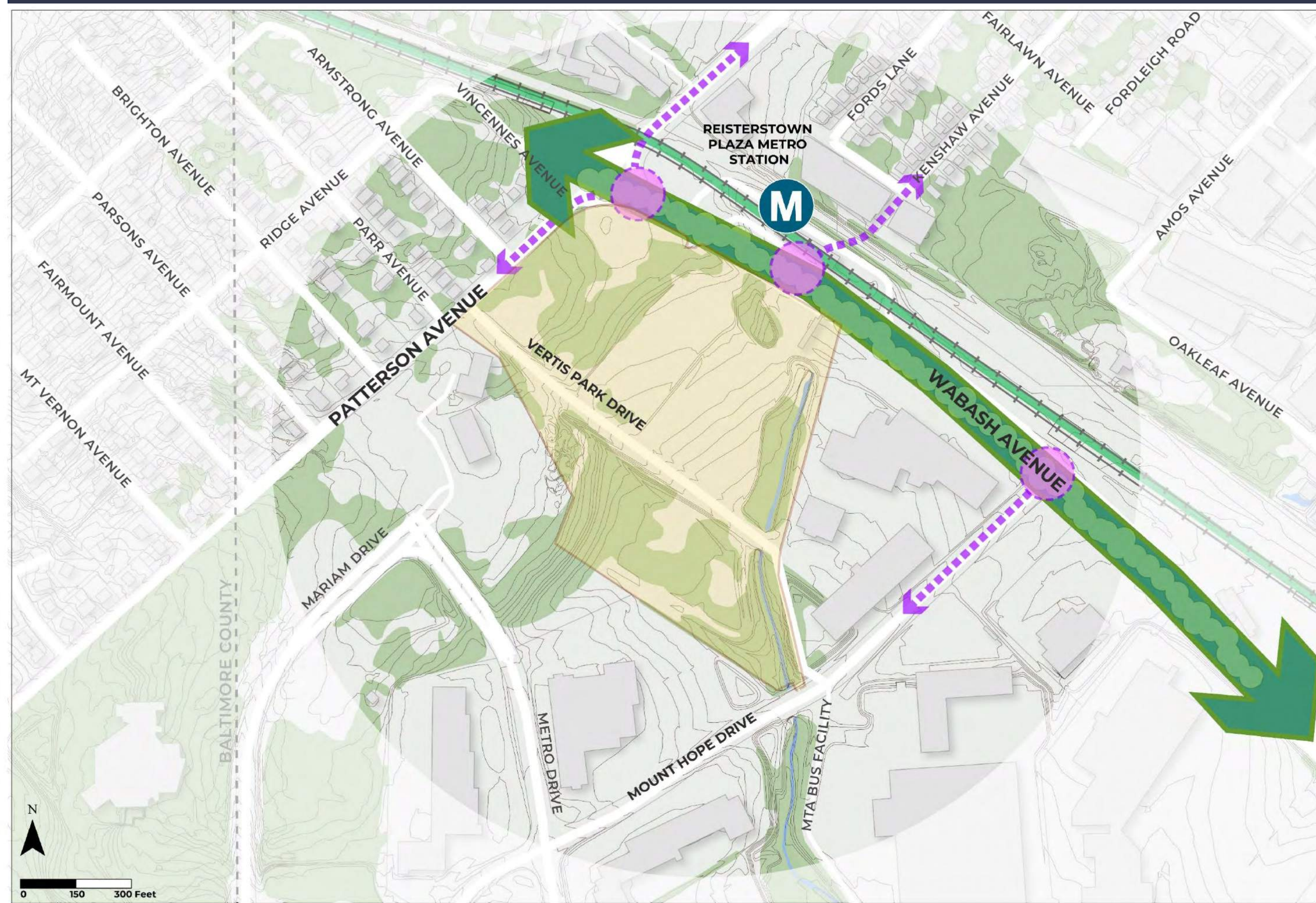
The Yards

Source: Brookfield Properties

# Starter Ideas (continued...)

## Idea #3 - Develop a Linear Park

Redesign Wabash Ave. with a linear park with a trail for those who walk, bike, roll and play.



- █ Wabash Avenue Greenway
- █ Proposed Trees and Landscaping
- - - - Gateway to Greenway
- - - - Greenway Access Point/Crossing

**Linear Park Concept**



Marietta Street, Atlanta, GA

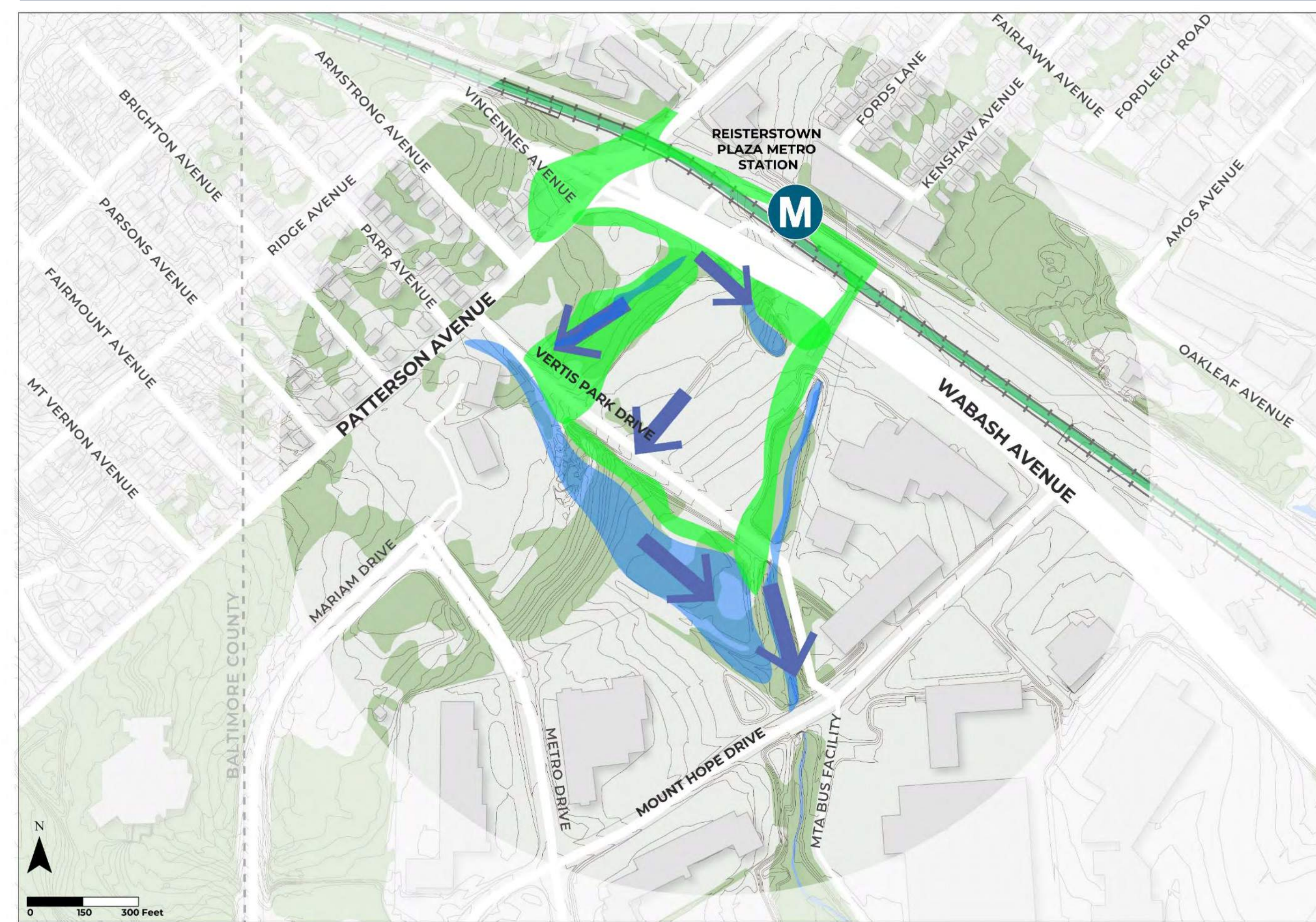


Source: Nelson Byrd Woltz

Alethia Tanner Park and Met Branch Trail, Washington, DC

## Idea #4 - Environmental Systems Positively Influence Site Design

Integrate environmental systems as part of the open space and streetscape network.



- Water/Streams
- █ Potential Open Spaces
- Direction of Flow



John Hopkins University, MD



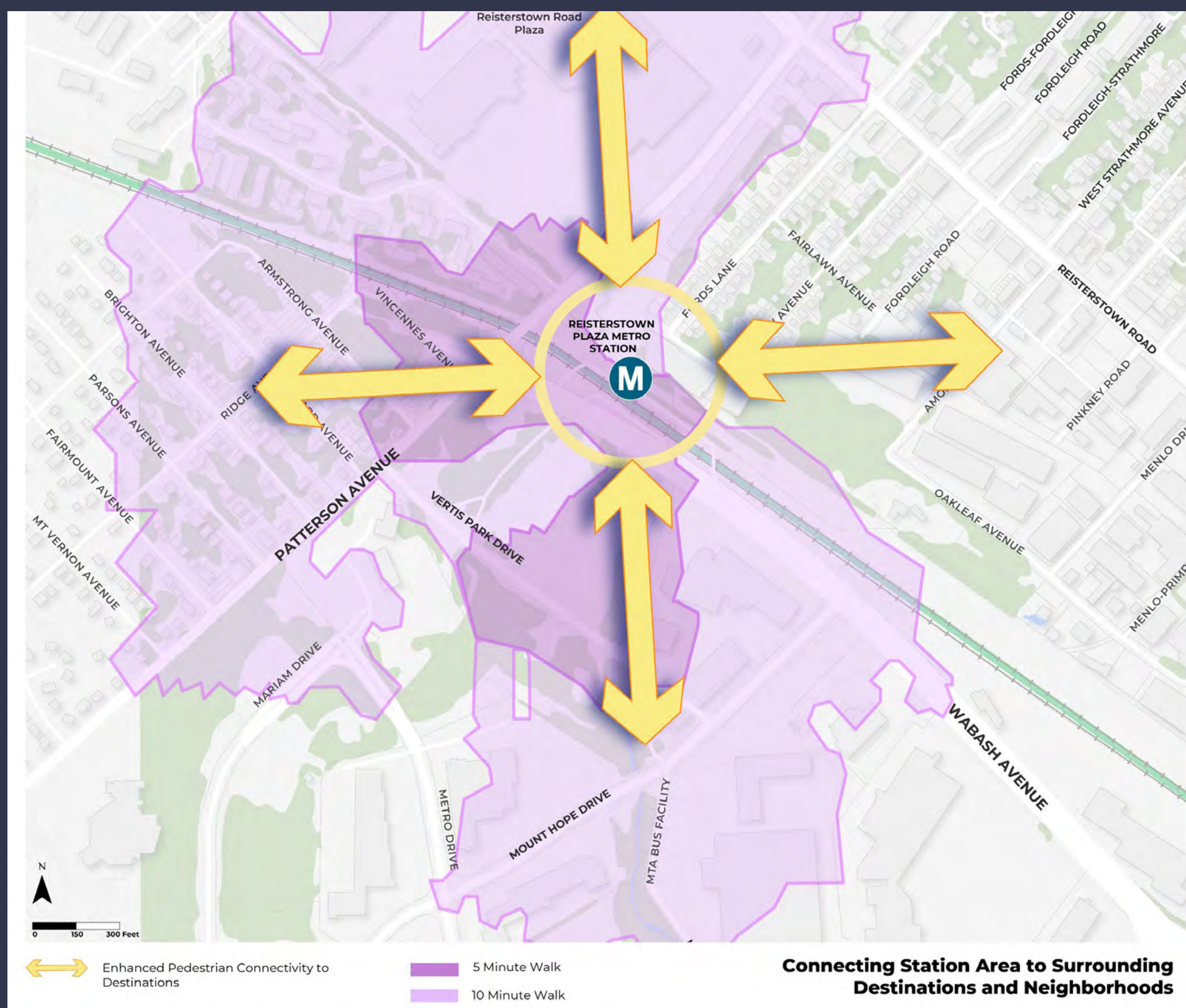
Green Infrastructure Washington, DC

# Starter Ideas (continued...)

## Idea #5 - Connect Activity Centers

Enhance connections to north and shopping center, create direct physical and visual connections between TOD and activity centers.

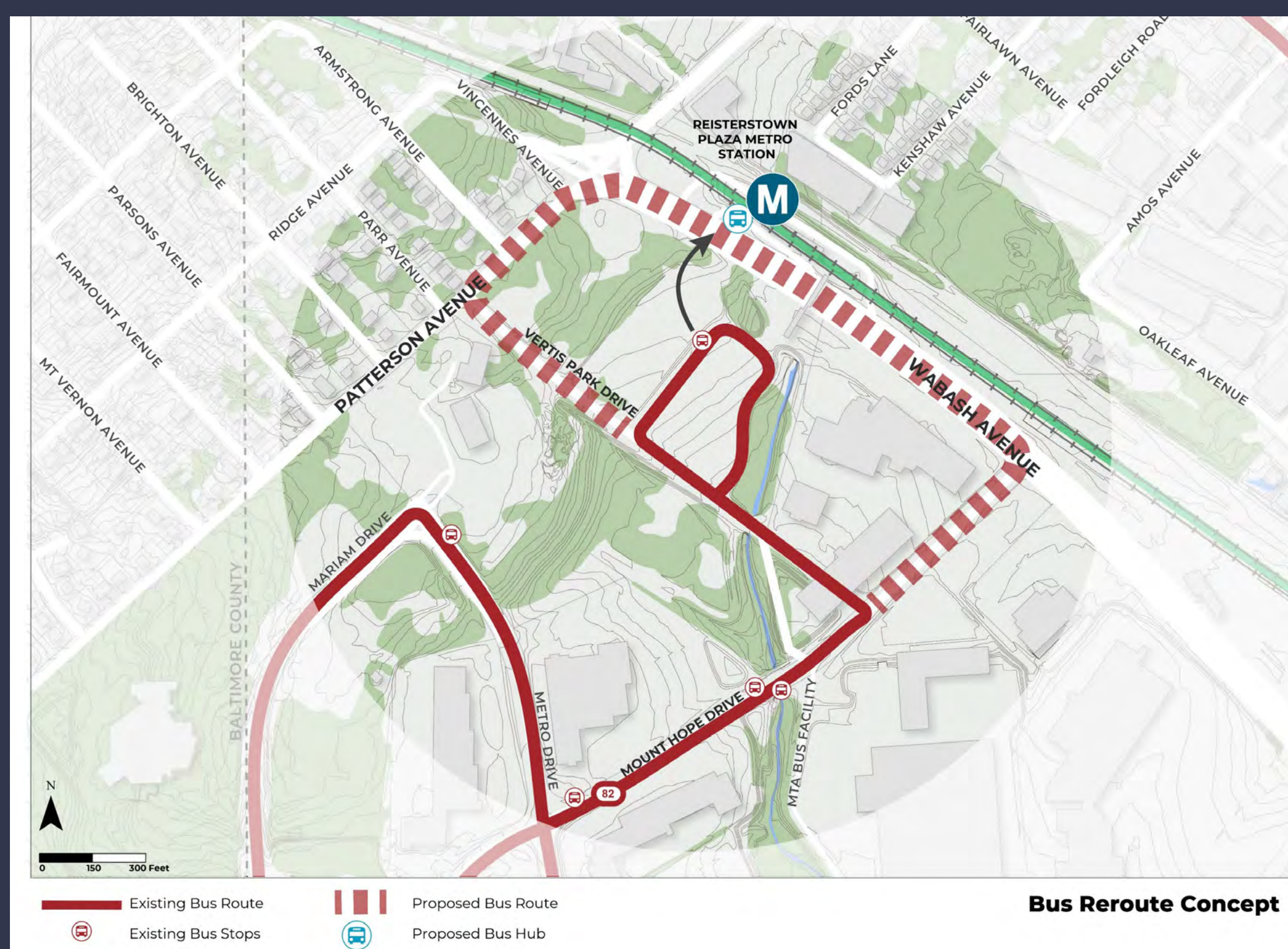
- Redesign/realign Patterson Ave.
- Consider a new direct connection across or over CSX tracks.



## Idea #6 - Relocate Mobility Hub and Potential Bus Route Redesign

Proposed relocation of mobility hub to Station and Wabash Ave.

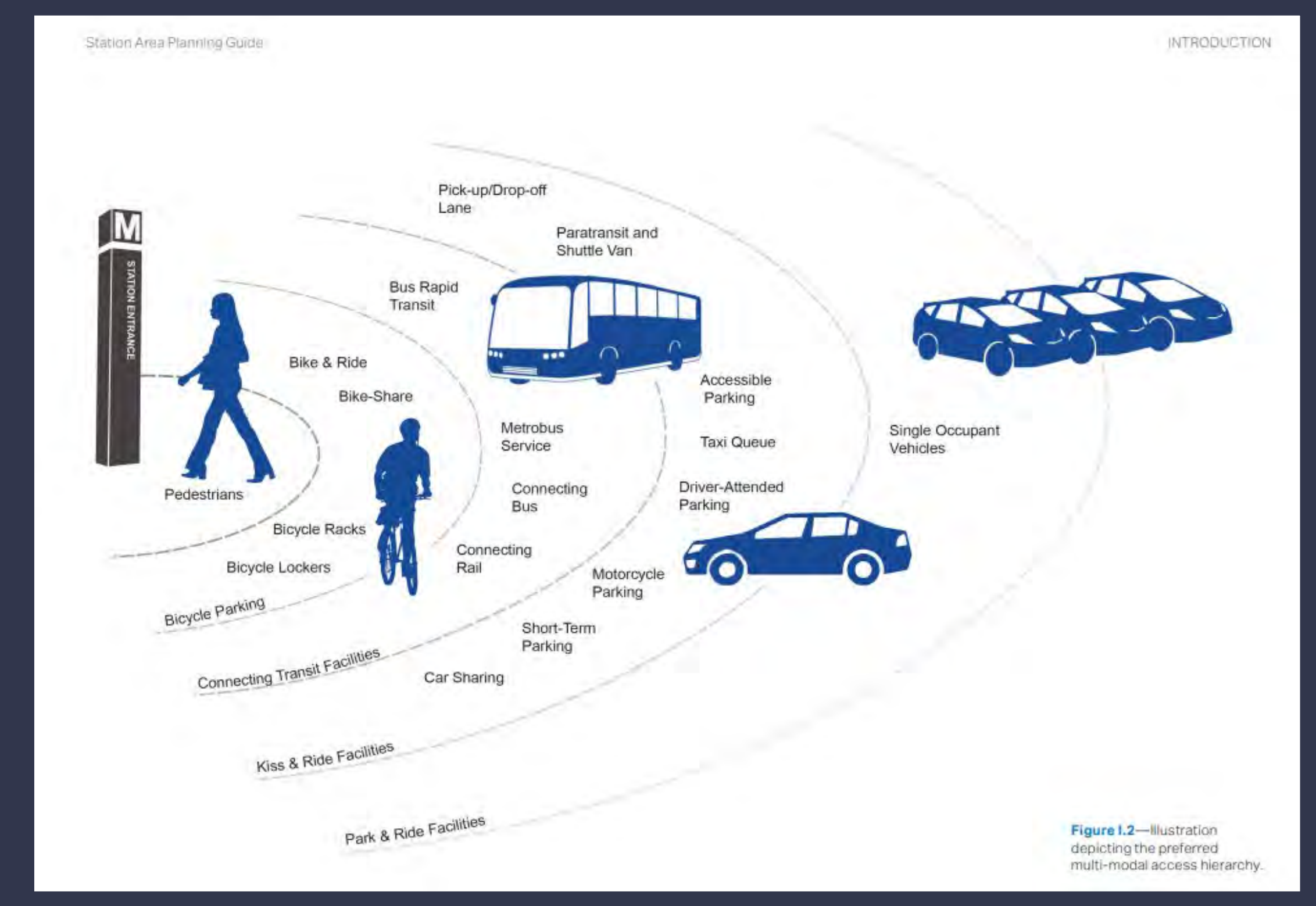
- Redesign bus route for better connections.
- Ensure bus operator amenities and bus layover space is integrated into station envelope.
- Relocate bus pick-up/drop-off to enhance rider connectivity with station and amenities.
- Retain flexible curbside space on Wabash Ave. for future bus service needs.



## Idea #7 - Right Size, Share, and Integrate Parking

Locate and right size parking so it can be shared by a mix of compatible uses.

- Propose right-sized parking supply for the TOD.
- Coordinate with MTA to establish preferred access hierarchy for station access and use of nearby stations for Park-and-Ride patrons.
- Phase parking and flexible approach to supply.
- Build garage with space management technology.



# Re-Imagining the Future of Wabash Ave.

Wabash Ave.: Existing & Proposed



Re-imagining Wabash Ave. as a pedestrian-scale street with a Linear Park



Existing Access to Station



Re-imagining Access to Station: Potential Future



*DRAFT FOR DISCUSSION*

# Parking Management Tools

To best support a transit-oriented development, parking should be located and managed so that it can be shared by a mix of compatible uses with a flexible approach to supply.

## Shared Parking Garage with Ground Floor Retail

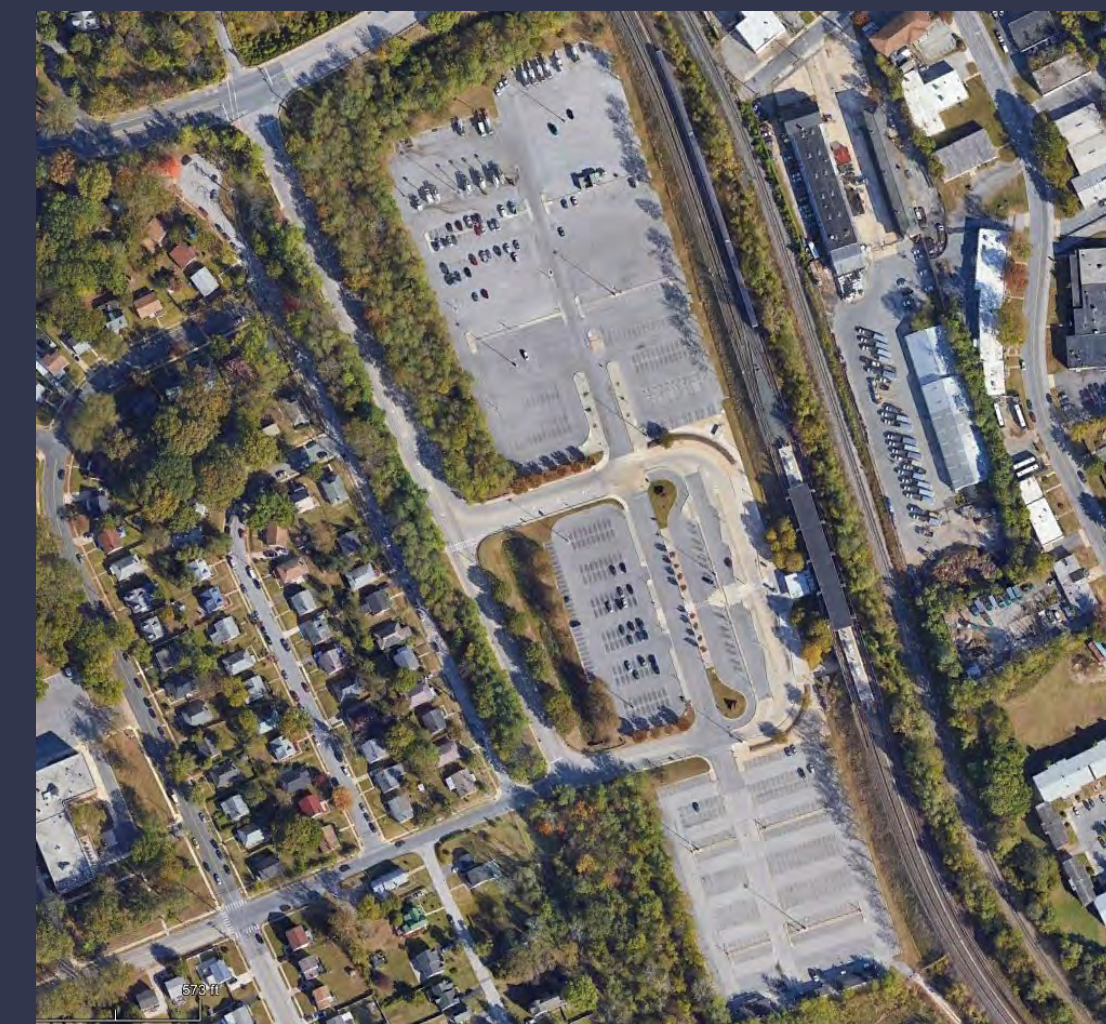


*Ashland Avenue Parking Garage with ground floor Walgreens – Baltimore*  
Source: Google Earth

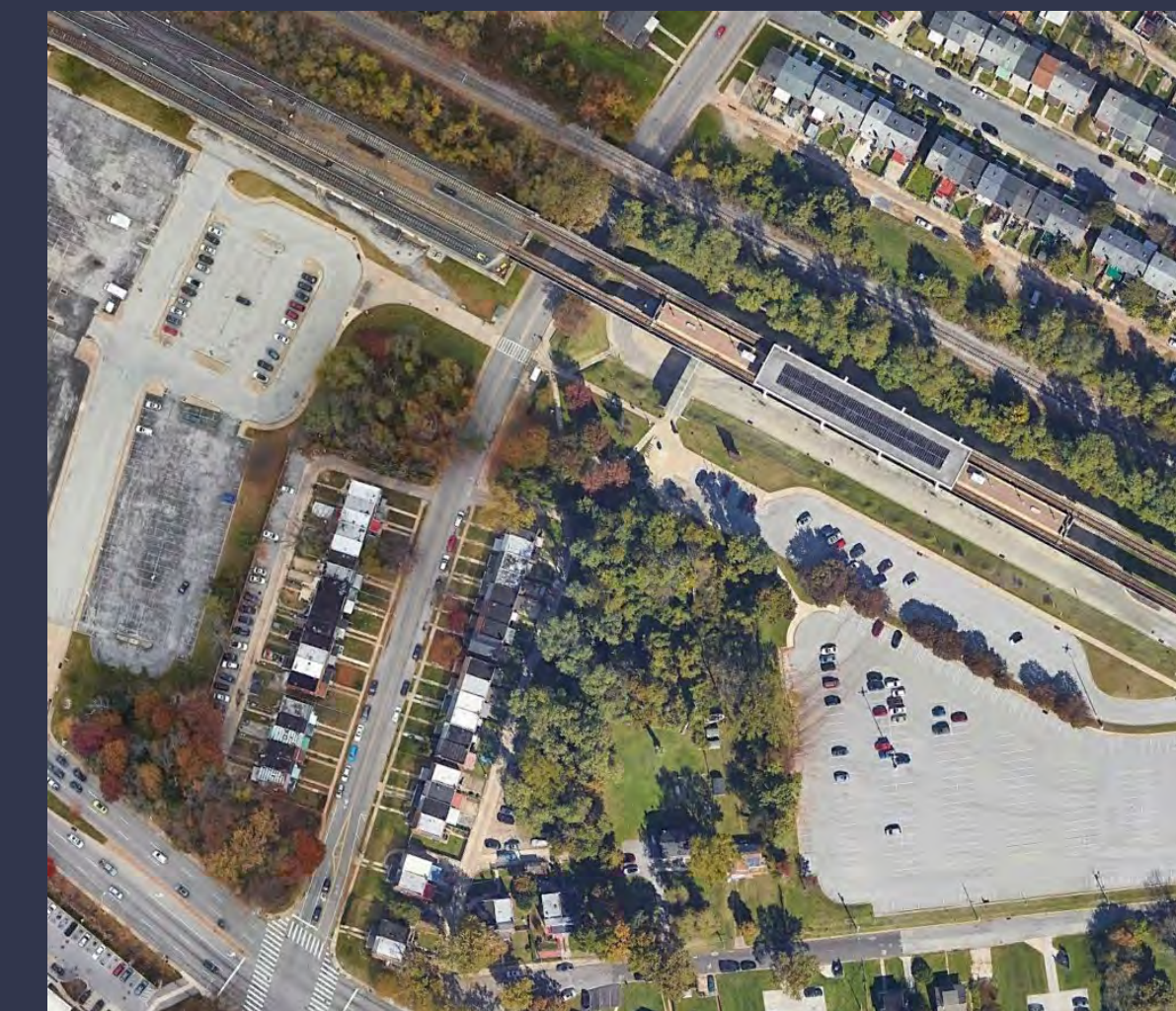
**A shared garage can provide dedicated parking for transit riders, residents, and visitors to the development.**

- Better utilize parking spaces across complementary uses
- Supports a variety of activities
- Garage can be designed to aesthetically and functionally align with surrounding buildings and activities

## Utilize Commuter Parking Opportunities at Adjacent Stations



*Milford Mill Station*  
Source: Google Earth



*Rogers Avenue Station*  
Source: Google Earth

**Milford Mill Station (1,300 spaces) and Rogers Avenue Station (900 spaces) have large park and ride lots that can provide ample space for commuters.**

- Nearby station parking may reduce need for park-and-ride spaces at Reisterstown Plaza Station.
- Both stations are a less than 5-minute drive from Reisterstown Plaza Station.

## On-Street Parking Near Destinations



*On-Street Parking*  
Source: Google Earth

**On-Street parking on newly created streets maintains some non-garage parking close to retail and residential.**

- Helps ensure adequate parking accessibility
- Locates parking spaces closer to TOD retail or activity destinations

# Incorporating Community Ideas and Feedback

Project team-related outreach to date has highlighted community desires and aspirations for the Reisterstown Plaza Transit-Oriented Development. We invite you to add your ideas...

## Include Neighborhood Retail



*The Fitzgerald, Baltimore transit and retail connections*

**Ground floor commercial spaces in mixed-use buildings create opportunities to support community-desired retail and amenities.**

- Sit-down restaurants or cafes
- Neighborhood shopping and services

Are there other retail or commercial activities you would like to see?

## Create Community Gathering Spaces



*Eager Park – Baltimore  
Source: Ruppert Landscape*

**Reducing width of Wabash Avenue improves safety and repurposes public right-of-way for parks and public spaces for community enjoyment.**

- Active green spaces and recreational opportunities
- Dedicated gathering spaces (parks, plazas) for programming and community events

What type of public space or park amenities would you like to see?

## Improve Connections to Station



*Snohomish County, WA Light Rail Station  
Source: Community Transit*

**Creating more walkable, accessible connections between the neighborhood and the station.**

- A well-connected station that is accessible to everyone in the community
- Improved transfers between bus and metro for riders
- More direct connections between the station and area retail, offices, and places of worship

What would make the station more connected and accessible for you?





# Preference Survey Questions

We invite you to share your preferences to help inform the project.

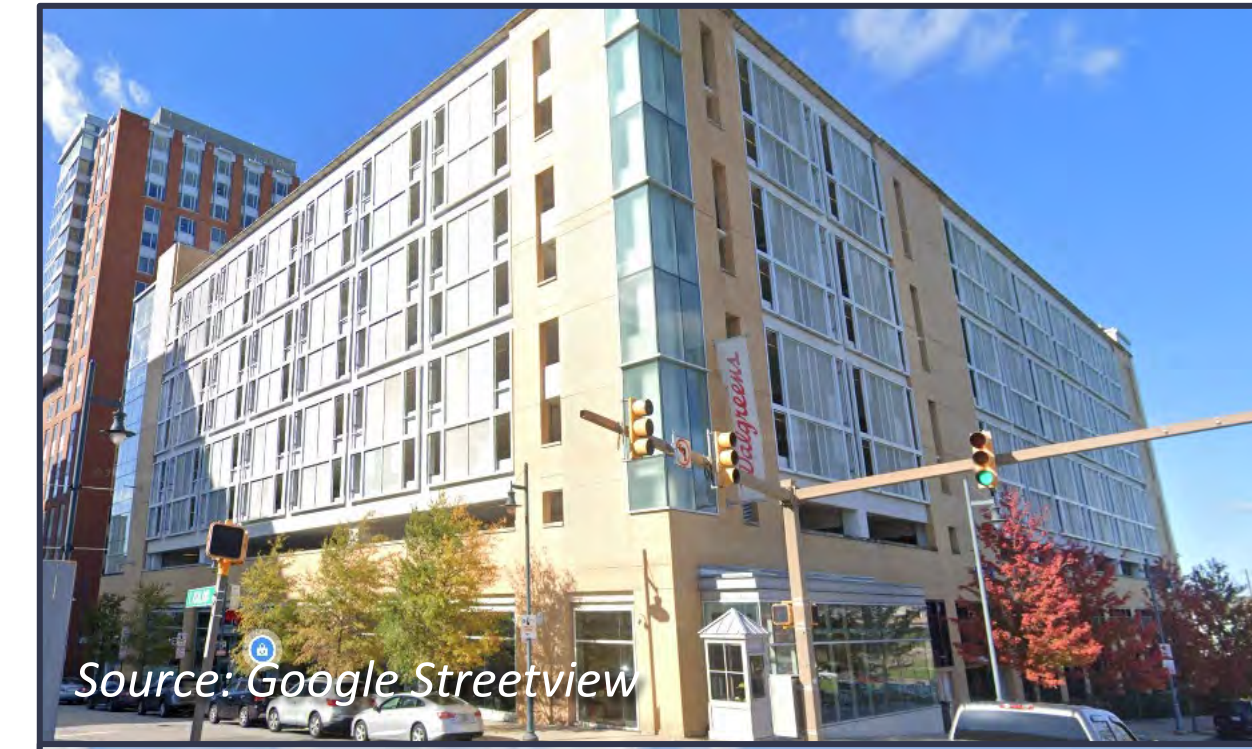


Which types of **Building Types** do you prefer?

 <small>Source: Refinery Row @ Brewers Hill</small>	Townhouse / 2-over-2
 <small>Source: Ten in Flats</small>	Mixed-use building (residential & retail)
 <small>Source: Ten in Flats - Apartments.com</small>	Medium-density residential
 <small>Source: Symphony Center - Apartments.com</small>	High-density residential

Which types of **Building Scale** do you prefer?

 <small>Source: Raleigh Realty</small>	1-3 story building
 <small>Source: Metro Centre at Owings Mills - Human &amp; Rohde, Inc.</small>	5-6 story building
 <small>Source: Piazza Alta - BKV Group</small>	7-10 story building
 <small>Source: Liberty Harbor East - Hickok Cole</small>	10 stories + building

Which **Parking Options** do you prefer?

 <small>Source: Google Streetview</small>	Shared parking garage
 <small>Source: Google Streetview</small>	Surface parking
 <small>Source: Google Streetview</small>	On-street parking

# Preference Survey Questions

We invite you to share your preferences to help inform the project.

Which types of **Public Space Activities** do you prefer?

 <small>Source: Mahan Rykiel</small>	Parks, lawn, green spaces
 <small>Source: Mahan Rykiel</small>	Seating and gathering spaces
 <small>Source: Mahan Rykiel</small>	Programmable spaces
 <small>Source: Mahan Rykiel</small>	Recreation spaces

Which types of **Street Furniture** do you prefer?

 <small>Source: Mahan Rykiel</small>	Flexible seating for gathering
 <small>Source: Mahan Rykiel</small>	Traditional street furniture
 <small>Source: Mahan Rykiel</small>	Streetscape lighting
 <small>Source: Toole Design</small> <small>Source: Mahan Rykiel</small>	Integrated with streetscape design

Which **Transit Amenities** do you prefer?

 <small>Source: Vector Media</small>	Protected bus shelters
 <small>Source: Downtown Baltimore – Two Twelve</small>	Wayfinding signage
 <small>Source: Toole Design</small>	Seating adjacent to transit stop



# Stay Engaged!



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