

REISTERSTOWN PLAZA METRO STATION TRANSIT-ORIENTED DEVELOPMENT (TOD) VISION PLAN



and Maryland Transit Administration

*in collaboration with
the City of Baltimore
and Wabash Development Partners*



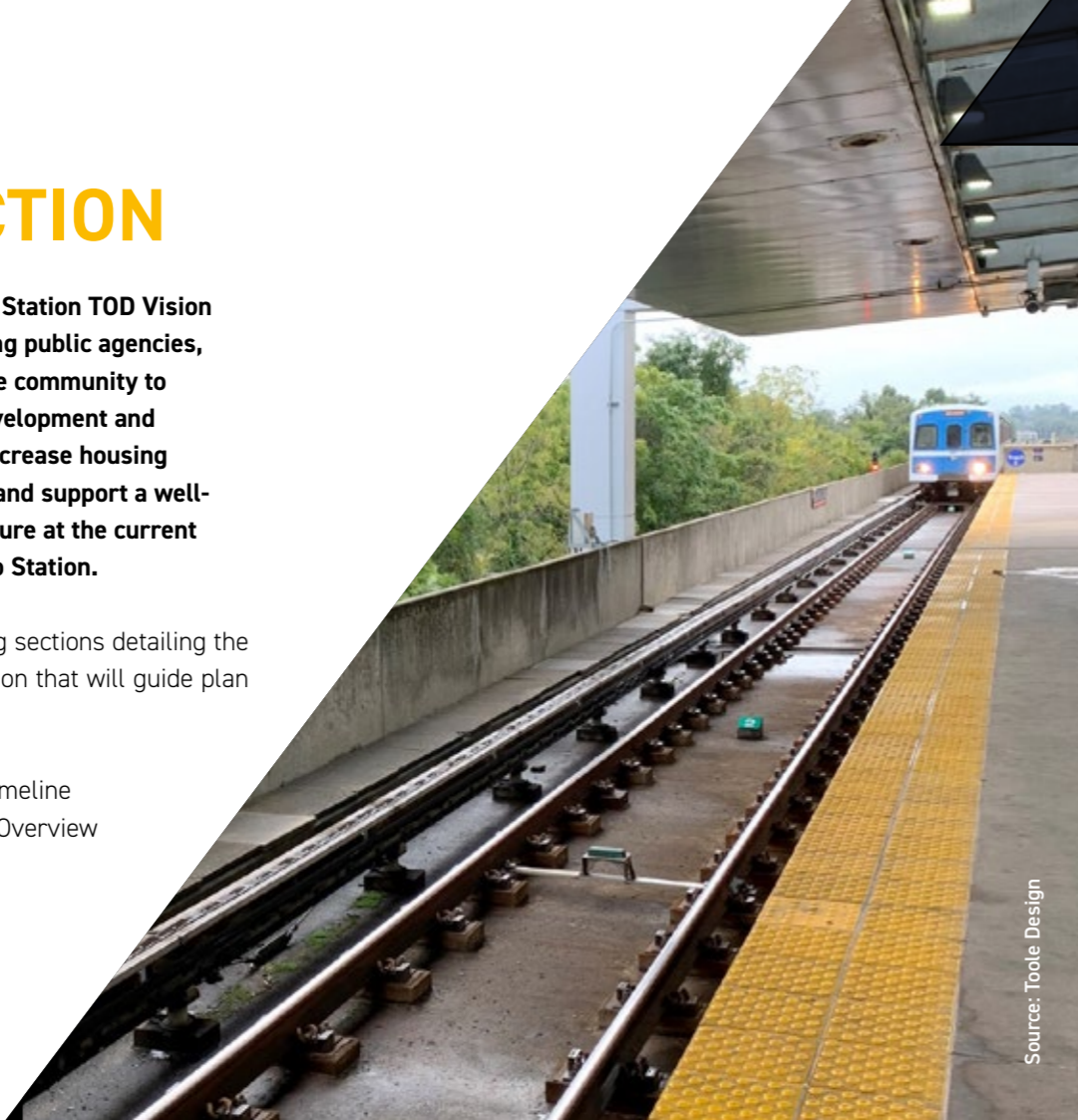
A NEW TOD FRAMEWORK FOR THE FUTURE

INTRODUCTION

The Reisterstown Plaza Metro Station TOD Vision Plan is a collective effort among public agencies, private sector partners and the community to identify key infrastructure, development and placemaking investments to increase housing opportunities, grow ridership and support a well-connected, transit-oriented future at the current MTA Reisterstown Plaza Metro Station.

This plan includes the following sections detailing the process and proposed TOD vision that will guide plan implementation:

- Vision Plan Process and Timeline
- TOD Site and Station Area Overview
- Design Principles
- Vision Concepts
- Vision Plan



Source: Toole Design

The Reisterstown Plaza Metro Station Vision Plan is part of a renewed focus on Transit-Oriented Development (TOD) in the State of Maryland. This TOD framework will help achieve:

Increased housing opportunities – creating diverse mixed-use, mixed-income housing and communities that integrate with transit and support how people move around the city and the region.

Increased transit ridership – increasing opportunities and travel frequency for existing riders and attracting new riders.

Increased density – creating higher density development within a half-mile of a transit station that is designed to connect destinations and encourage a walkable, bikeable environment.



VISION PLAN OVERVIEW

What Is Transit-Oriented Development?

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

Who is Leading this Vision Plan?

MDOT and MTA, in collaboration with the City of Baltimore and Wabash Development Partners.

Who Are The Stakeholders?

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



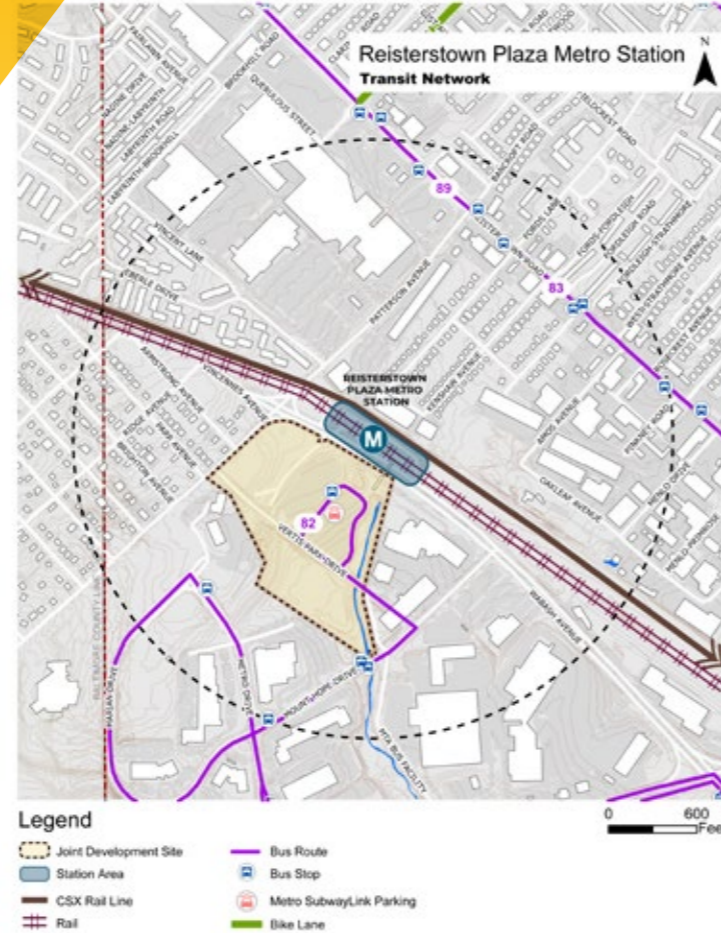
VISION PLAN TIMELINE



TOD SITE LOCATION

The TOD site is in Northwest Baltimore City, adjacent to the Reisterstown Plaza Metro Station.

The site – currently zoned for TOD – is 25.6 acres near the Seton Business Park Commercial District and is accessible via Mt. Hope Drive, Vertis Park Drive, Wabash Avenue and Patterson Avenue.



The Reisterstown Plaza Metro Station is in Northwest Baltimore City at the intersection of Wabash Avenue and Patterson Avenue. This Station, located on the Baltimore Metro SubwayLINK system, provides high capacity rail transit from the northwest Baltimore region to the Baltimore City Central Business District.

MTA LocalLink Route 82 serves the station directly and MTA Routes 83 and 89 serve nearby Reisterstown Road.

The station has approximately 700 parking spaces in two surface lots located across Wabash Avenue. Access between the parking lots and station entrance is via a pedestrian bridge. ADA parking is co-located with the station.

CURRENT CONDITIONS

Station entrance and pedestrian bridge



Source: Kittelson & Associates

Wabash Avenue



Source: Kittelson & Associates

Wabash Avenue/Patterson Avenue



Source: Jacobs

KEY AREA DESTINATIONS

Key destinations within approximately a half-mile of the TOD site and Reisterstown Plaza Metro Station include:

- Faith-based institutions including the New Psalmist Baptist Church
- Reisterstown Road Plaza and Patterson Village Shopping Centers
- Baltimore City District Court
- MTA Northwest Division and MTA Mobility
- Baltimore City Community College – Reisterstown Campus
- Social Security Administration, The Arc Baltimore – Seton Day, and American Red Cross
- MTA LocalLink Route 82 and MTA Route 83 and 89 bus stops



COMMUNITY ENGAGEMENT

Community engagement related to the Reisterstown Plaza Metro Station TOD site was conducted by MDOT and Wabash Development Partners during phases that occurred prior to the Vision Plan.

A public open house specific to the Vision Plan was hosted by MDOT in January 2024 to receive community and stakeholder feedback on the vision plan elements. Specific feedback on the Vision Plan included the need to reduce barriers to accessing transit in the station area and a desire for neighborhood retail and placemaking opportunities.

Future community engagement opportunities will occur throughout the implementation of the Vision Plan and related projects.

January 2024 Public Open House for the Reisterstown Plaza Metro Station TOD Vision Plan

Source: Toole Design

STAKEHOLDER ROLES & CONTRIBUTIONS

MDOT – Advance negotiation of the TOD master developer agreement, manage ongoing TOD planning initiatives, identify funding and partnership opportunities.

MTA – Manage policy and programmatic initiatives, station operations, transit operations and station improvements.

The City of Baltimore – Review and input on the concept development plan and capital investments in the public right-of-way.

Wabash Development Partners – Creation of the proposed concept development plan and construction of the development plan.

Community – Continued role in shaping the vision through engagement and feedback throughout plan implementation.

WHAT THE **TOD VISION PLAN** WILL HELP ACHIEVE

Creates a vision for safe, comfortable and inviting access to the station that reflects community needs, helps support economic growth and strengthens connectivity to transit services.

Helps grow transit ridership and improve the passenger experience by increasing mobility options and improving connectivity.

Aligns with MDOT and City of Baltimore long-range and community plans.

Supports the need for housing affordability.

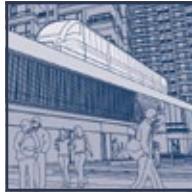
Establishes an equity-focused vision for a station located in a disadvantaged community as defined by the Justice40 Initiative criteria.

Supports MDOT's mission and goals, including TOD and transportation demand management goals, to leverage Maryland's station area assets to offer options for transit-oriented households and businesses, increase economic development, and bring more riders to its transit services.

Helps focus investment on the Baltimore region and build MDOT's Joint Development Portfolio.

Positions MDOT and the City of Baltimore for strategic state and federal funding and grant opportunities.

VISION PLAN DESIGN PRINCIPLES



Enhance the Local User and Passenger Experience

Establish a walkable station area that enhances bus layover and operator amenities spaces and is centered around a community-focused, mixed-use transit-oriented development that enhances ridership and the passenger experience.



Maximize Access, Appeal and Inclusiveness

Provide engaging places that are safe, equitable, convenient, and help increase accessibility to housing and job opportunities.



Connect Station to Area Destinations

Focus on the design of the street network and block structure to create relationships and paths to area destinations that expand the station reach in the near- and long-term.



Create a Vibrant Destination

Ensure a mix of uses, compatibility, scale, public spaces, and visibility to create a vibrant local and regional destination.

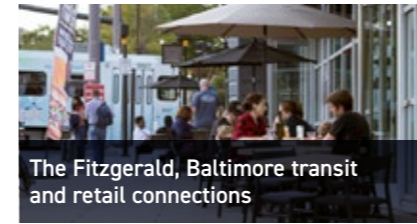


Increase Housing Opportunities and Mixed-Use Density

Offer a mix of uses, densities and housing opportunities that collectively help drive transit ridership and contribute to sustainable, long-term economic development.

INCORPORATING COMMUNITY IDEAS AND PRIORITIES

Include Neighborhood Retail

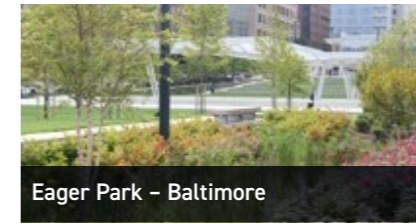


Source: Kittelson & Associates

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

- Restaurants: Sit-down restaurants and coffee shops with outdoor seating.
- Services: full-service bank, pharmacy, dry cleaners, library, and daycare.
- Shopping: grocery store, bookstore, clothing, recreation, small businesses, and specialty shops.

Create Community Gathering Spaces



Source: Ruppert Landscape

Reimagine the Wabash Avenue right-of-way for parks, public spaces and community enjoyment.

- Active green spaces and recreational opportunities.
- Placemaking opportunities that foster attractive and safe community spaces.
- Dedicated gathering spaces including parks and plaza for programming and community events.

Improve Connections to Station



Source: Community Transit

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

- A well-connected station that improves access to housing and job opportunities and offers multiple transportation choices.
- Improved transfers between bus and metro for riders, particularly those with mobility challenges.
- More direct connections between the station and area destinations including retail, offices and places of worship.

SYNTHESIZING VISION WITH PREVIOUS PLANS

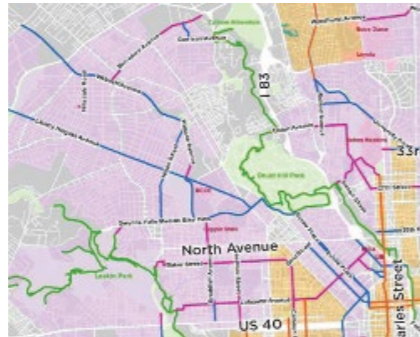
2016 Reisterstown Plaza Station Area Concept



The concept identifies four 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 Avenue.

2015 Baltimore City Planned Bike and Trail Network

The Baltimore Bicycle Master Plan **proposes a main route bike lane on Wabash Avenue.**

2023 Wabash Avenue Multimodal Improvements Study



This study was conducted through the Baltimore City Department of Transportation (BCDOT) and Baltimore Metropolitan Councils' Transportation Land-Use Connections Program in 2023.

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

ADDRESSING EQUITY THROUGH VISION PLAN IMPROVEMENTS

- Reisterstown Plaza Metro Station is located within a "historically disadvantaged community and area of persistent poverty" as defined by the Climate and Economic Justice Screening Tool (CEJST) developed by the U.S. DOT. The CEJST is a geospatial mapping tool that identifies areas across the nation where communities are faced with significant burdens. These burdens are organized into eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.
- This tool was developed as part of the Justice40 Initiative, which seeks to reduce inequities across transportation systems and communities and deliver 40 percent of the overall benefits of investments in climate, clean energy and related areas to disadvantaged communities.
- For Reisterstown Plaza Metro Station TOD Vision planning purposes, the CEJST was used to align and propose infrastructure, housing, transit, open space and area connectivity improvements that support a more equitable, accessible, and inclusive transit-oriented community.



VISION CONCEPTS

Enhance Connectivity between the Station and TOD

Establish direct connections between the station and TOD to reduce existing barriers, improve the station entrance and transit rider experience and create a pedestrian and mobility friendly Wabash Avenue.



Maximize Walkability and Connectivity

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

VISION CONCEPTS

Connect Activity Centers

Enhance connections in all directions to create direct physical and visual connections between the TOD, activity centers and transportation options.



Environmental Systems Positively Influence Site Design

Integrate existing environmental systems as part of the open space, streetscape, and green infrastructure network.



Develop a Linear Park

Reimagine Wabash Avenue with a potential linear park treatment that includes green stormwater infrastructure and a trail for those who walk, bike, roll and play.



VISION CONCEPTS

Shared and Managed Parking

Locate and right-size parking so it can be shared by a mix of compatible uses and connect with multiple transportation options.

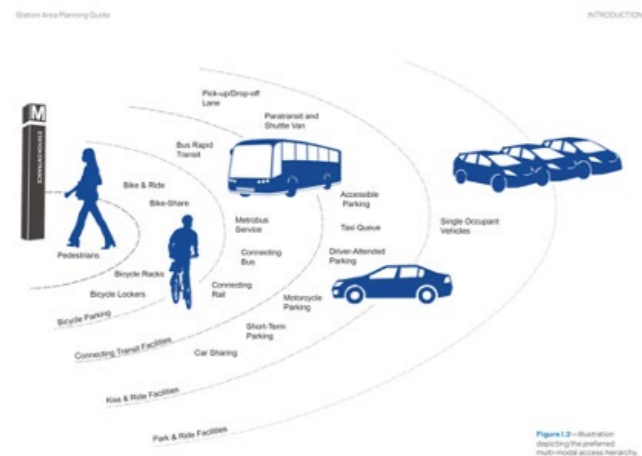


Figure 1.2—Illustration depicting the preferred multi-modal access hierarchy.

Relocate Mobility Hub & Potential Bus Route Redesign

Relocate mobility hub and potential bus route redesign to enhance rider connectivity with the station and amenities on Wabash Avenue (station side). Concentrating mobility connections near the station helps improve overall connectivity, experience and accessibility for all riders.



VISION PLAN OVERVIEW



INFRASTRUCTURE SUMMARY

1. Wabash Avenue Redesign
2. Transit Plaza and Mobility Hub
3. Bus Circulation, Layover, and Electric Bus Charging Facility
4. Patterson Avenue Redesign
5. Pedestrian Bridge Removal Feasibility Study
6. Boardwalk from Vertis Park Drive to Metro Drive
7. Shared Parking Garage

Note: Mixed-use private development proposed by Wabash Development Partners. Site plan not final.

Please note that this plan represents an ideal vision for the Reisterstown Metro TOD. MDOT and its development partners are actively working to refine the overall site plan with the intent to execute the plan into reality with advice and approval from the planning department of the City of Baltimore.

EXISTING SITE



Source: Apple Maps

HIGHLIGHTS OF AREA INFRASTRUCTURE IMPROVEMENTS

STATION AREA ACCESS AND TRANSIT ENHANCEMENTS

- Determine feasible options to relocate the existing MTA bus service to be directly connected with Reisterstown Plaza Metro Station. Consider the bus loop for an MTA Tier I or II Transfer Center and the potential for an enhanced layover facility, with zero-emission bus charging and additional MTA bus services to the station.
- Identify improvements for the creation of a multimodal transit plaza at the station to enable seamless rider pickup/drop-off services and implement micromobility travel options.
- Study the feasibility of removing the existing pedestrian overpass structure, which would depend on the implementation of Americans with Disabilities Act (ADA) crossing improvements on Wabash Avenue, to improve accessibility, station connectivity and visual appeal.
- Determine options for developing a new shared-use path from Vertis Park Drive to Metro Drive, which would provide access to the Seton Business Park, a key employment destination and connect to points south.

COMPLETE STREETS AND ACCESSIBILITY IMPROVEMENTS

- Identify Complete Streets treatments to enhance pedestrian safety and station user access, to include ADA compliant crossings, sidewalks, traffic calming and public spaces, on Wabash Avenue and Patterson Avenue.

SHARED RIDE AND PARKING CONSOLIDATION

- Reconfigure the existing onsite surface parking lots into a multilevel shared garage facility that will include dedicated spaces for transit users, and sustainability elements such as electric vehicle charging and bicycle parking to further unlock TOD opportunities.
- Provide multiple connections to walk, bike, ride, and car/vanpool to and from the station.



INCREASING CONNECTIVITY AND WALKABLE DESTINATIONS

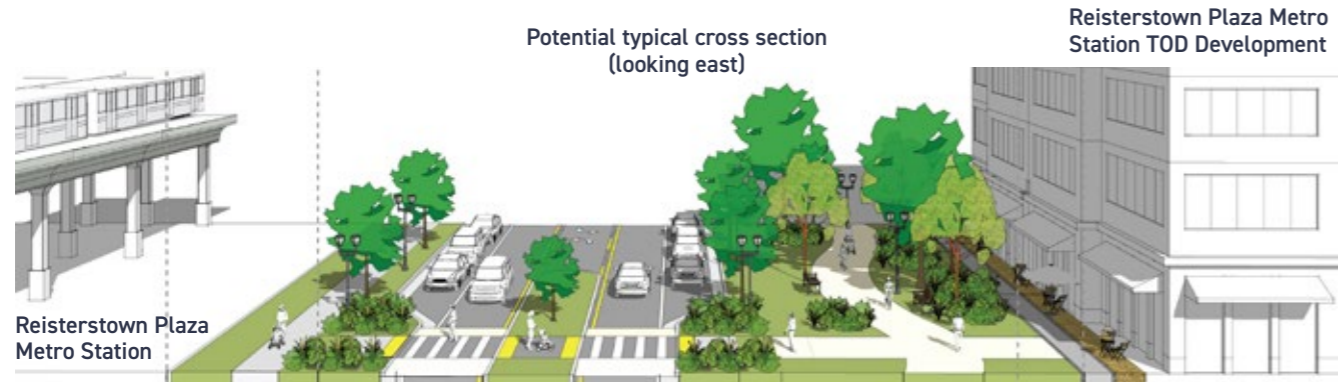
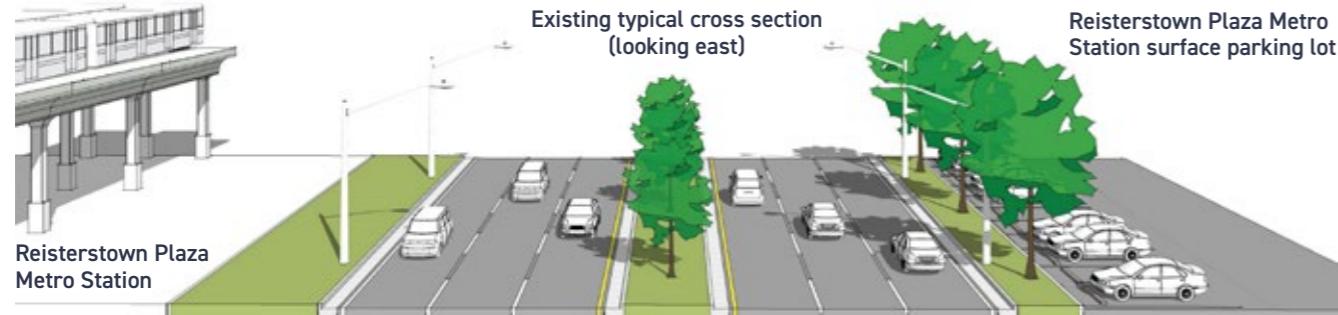
STATION AREA WALKSHED - EXISTING NETWORK



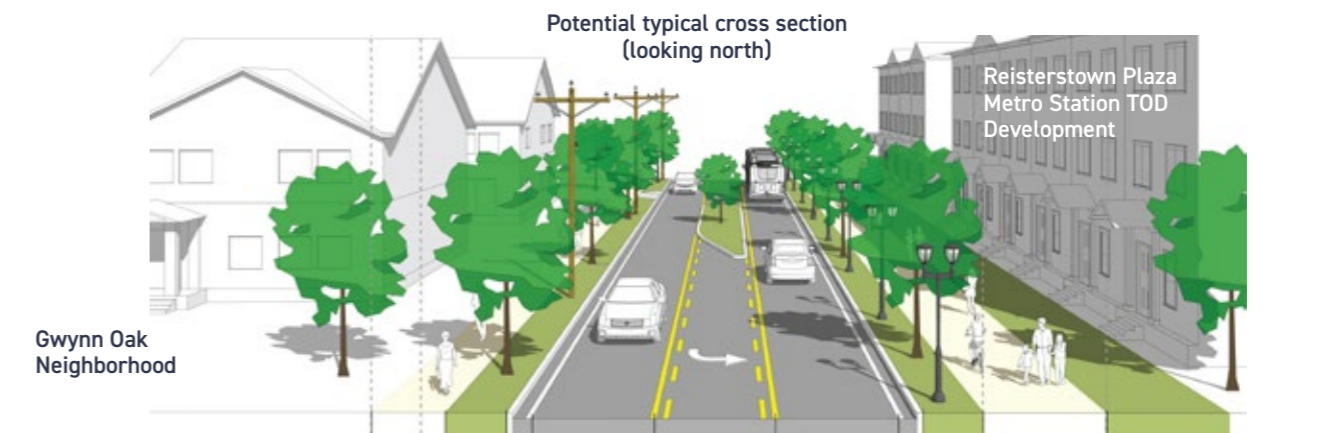
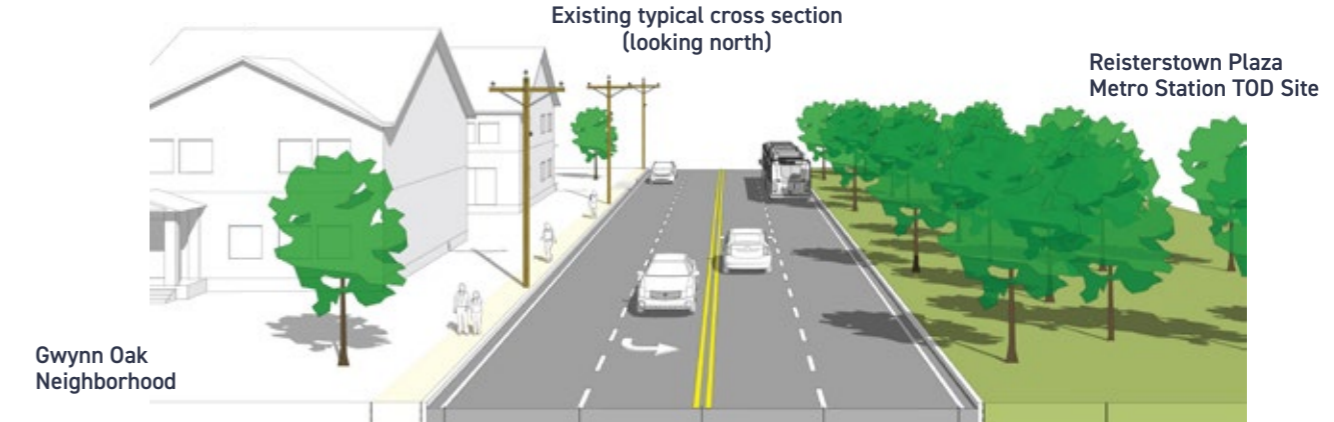
STATION AREA WALKSHED - FUTURE NETWORK



POTENTIAL STREET TREATMENTS



Any street final street redesign would occur with community input and would conform to the City of Baltimore's Complete Streets guidelines and associated standards.



POTENTIAL STREET TREATMENTS

Reisterstown Plaza Metro Station TOD Site

Existing typical cross section (looking east)



Adjacent MTA & City of Baltimore-owned parcel

Potential typical cross section (looking east)

Reisterstown Plaza Metro Station TOD Development



Adjacent MTA & City of Baltimore-owned parcel

Any street final street redesign would occur with community input and would conform to the City of Baltimore's Complete Streets guidelines and associated standards.

PROPOSED CONCEPT DEVELOPMENT PLAN



DEVELOPMENT SUMMARY

BUILDING 1A

- 154 Housing Units
- 4,612 Retail Square Footage

BUILDING 1B

- Parking Garage
- 4,852 Retail Square Footage

BUILDING 2

- 248 Housing Units
- 15,753 Retail Square Footage

BUILDING 3

- 90 Housing Units
- 4,065 Retail Square Footage

BUILDING 4

- 90 Housing Units
- 4,065 Retail Square Footage

BUILDING 5

- 100 Housing Units
- 13,715 Retail Square Footage

BUILDING 6

- 115 Housing Units
- 5,045 Retail Square Footage

RETAIL

- 1,404 Retail Square Footage

OPEN SPACE

- 4.8 Acres Open Space

TOWNHOMES

Please note that this plan represents an ideal vision for the Reisterstown Metro TOD. MDOT and its development partners are actively working to refine the overall site plan with the intent to execute the plan into reality with advice and approval from the planning department of the City of Baltimore.

VISION FOR PROPOSED CONCEPT DEVELOPMENT PLAN

- Increase vibrancy through a mix of residential, retail, open space and shared community spaces.
- Create a balance and variety of housing, open space and parking opportunities to meet community needs.
- Improve connectivity and safety for those who live, work and play in and around Seton Park.
- Unlock the potential of and leverage existing assets and opportunities.
- Propose a design responsive to MDOT, MTA, the City of Baltimore, and community needs.
- Help increase transit ridership, accessibility and enhance the passenger experience.
- Enhance access to housing and job opportunities, and multiple transportation options.



Source: Mahan Rykiel

HIGHLIGHTS FOR PROPOSED CONCEPT DEVELOPMENT PLAN

RESIDENTIAL DEVELOPMENT

Multifamily Apartments

Approximately 797 units proposed across 8 buildings including a minimum of 250 work force rental units

Townhomes

Approximately 65 townhomes

Within these two types of residential development, a mix of the following is proposed:

- Market Rate Rental Units
- Home Ownership Units
- Senior Housing Units

OPEN SPACE

Approximately 4.8 acres of park and community space.

RETAIL

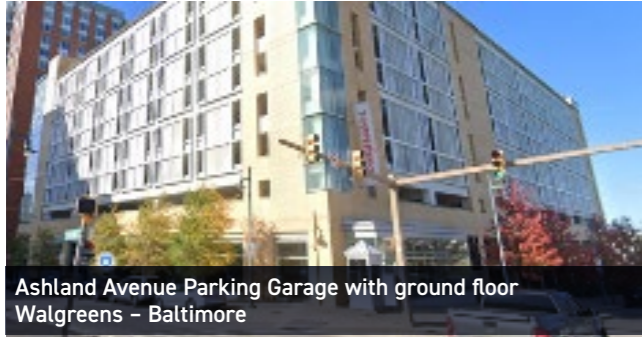
Approximately 53,000 square feet across 8 buildings.

SHARED RIDE AND PARKING CONSOLIDATION

Shared parking garage facility to include dedicated spaces for transit users, electric vehicle charging stations and bicycle parking.

PARKING MANAGEMENT TOOLS

Source: Google Earth

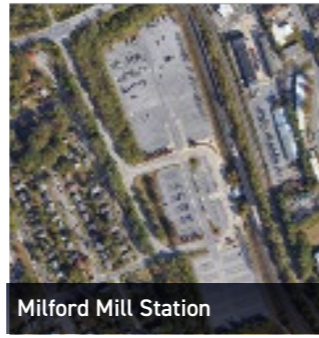


Ashland Avenue Parking Garage with ground floor Walgreens – Baltimore

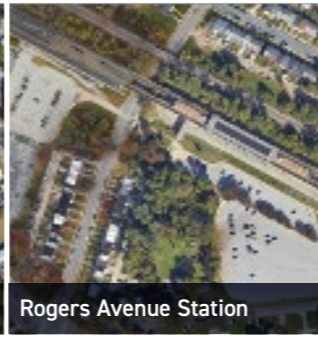
SHARED PARKING GARAGE WITH GROUND FLOOR RETAIL

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

- Better utilize parking spaces to support a variety of complementary activities.
- Aesthetically and functionally designed to align with surrounding buildings and activities.
- Provide electric vehicle charging stations and bicycle parking.



Milford Mill Station



Rogers Avenue Station

Source: Google Earth

UTILIZE COMMUTER PARKING OPPORTUNITIES AT ADJACENT STATIONS

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 the demand for Park and Ride spaces at Reisterstown Plaza Metro Station.
- Both stations are a less than five-minute drive from Reisterstown Plaza Metro Station.



On-street Parking

Source: Google Earth

ON-STREET PARKING NEAR DESTINATIONS

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

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

Locate and right-size parking so it can be shared by a mix of compatible uses and connect with multiple transportation options.

VISION PLAN SUMMARY

PROPOSED CONCEPT DEVELOPMENT PLAN

Residential

The plan targets around 862 units of housing of various types. Approximately 797 multifamily units proposed across 8 buildings which will include a minimum of 250 work force rental units in addition to 65 townhomes.

Open Space

Approximately 4.8 acres of park and community space.

Retail

Approximately 53,000 square feet of proposed retail square footage across 8 buildings.

Shared Ride & Parking Consolidation

Shared garage facility to include dedicated spaces for transit users, electric vehicle charging stations and bicycle parking.

STATION AREA ACCESS AND TRANSIT ENHANCEMENTS

Direct Connections - between the station area and existing MTA bus service offering easy and direct transfers for riders.

Transit Enhancements – potential enhanced layover facility with zero-emission bus charging and additional bus services to the station.

Mobility Hub – multimodal transit plaza at the station to enable seamless connections for riders.

Shared-Use Paths – offering pedestrian, bicycle and recreation connections between the TOD and Seton Park Business Park, and along Wabash Avenue that connect to broader multimodal networks.

COMPLETE STREETS AND ACCESSIBILITY IMPROVEMENTS

Pedestrian Safety Improvements

Planned in and around the TOD and station area including at-grade ADA compliant crossings, sidewalks, traffic calming.

Accessible Connections to and from Area Destinations

Including the Reisterstown Plaza Metro Station, mobility hub, housing opportunities, parks and community spaces, retail and area neighborhoods.

Please note that this plan represents an ideal vision for the Reisterstown Metro TOD. MDOT and its development partners are actively working to refine the overall site plan with the intent to execute the plan into reality with advice and approval from the planning department of the City of Baltimore.



**REISTERSTOWN PLAZA
METRO STATION
TOD SITE VISION**

**WABASH AVENUE AND PATTERSON
AVENUE INTERSECTION VISION**



REISTERSTOWN PLAZA METRO STATION ENTRANCE AREA VISION



WABASH AVENUE REDESIGN AND PARK VISION



For additional information and updates on the Reisterstown Plaza Metro Station TOD Vision Plan and related projects, stay involved through MDOT's online resources.

On the web at mdot.maryland.gov

@MDOTnews on these social platforms

