

# LAND USE & TRANSPORTATION COMMITTEE

## FINDINGS OF FACT

### City Council Bill No: 25-0137

MOTION OF THE CHAIR OF THE LAND USE AND TRANSPORTATION COMMITTEE, AFTER A PUBLIC HEARING AT WHICH AGENCY REPORTS AND PUBLIC TESTIMONY WERE CONSIDERED, AND PURSUANT TO SECTIONS 10-304 AND 10-305 OF THE MARYLAND LAND USE ARTICLE AND SECTION 5-508 OF THE BALTIMORE CITY CODE, THE CITY COUNCIL ADOPTS THESE FINDINGS OF FACT CONCERNING:

#### **Rezoning – 4308 Hayward Avenue, 4310 Hayward Avenue, 4312 Hayward Avenue, and Lot 31**

Upon finding as follows with regard to:

- (1) Population changes;
  - a. Since the adoption of Transform Baltimore in 2017, the population in the Woodmere Neighborhood Statistical Area is estimated by American Community Survey data to have declined by 502 residents, or by approximately 22%.
- (2) The availability of public facilities;
  - a. The area is well served by public facilities.
- (3) Present and future transportation patterns;
  - a. The proposed development may introduce some limited additional vehicular traffic. Development at Rogers Avenue Metro Station is also expected to increase transit ridership, walkability, and bikeability
- (4) Compatibility with existing and proposed development for the area;
  - a. The adjacent State-owned parcels are zoned TOD-1. MDOT is preparing to pursue development of the north parking lot, with additional development at the south parking lot to follow, pending public engagement and funding for transit infrastructure. The proposed rezoning can accommodate development that is compatible with existing development in the immediate vicinity and with development anticipated by the State.
- (5) The recommendations of the City agencies and officials, including the Baltimore City Planning Commission and the Board of Municipal and Zoning Appeals;

City Solicitor	Approved for form & sufficiency
Dept. of Housing & Community Development	Favorable
Dept of Transportation	Favorable
Dept of Planning/ Planning Commission	Favorable

Board of Municipal & Zoning Appeal	No Objection
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- (6) The proposed amendment's relationship to and consistency with the City's Comprehensive Master Plan.
  - a. The rezoning to TOD-1 is consistent with the adopted Comprehensive Plan, which identifies the area as a TOD Opportunity Zone.
- (7) Existing uses of property within the general area of the property in question;
  - a. The immediate area includes transit, residential, and industrial uses.
- (8) The zoning classification of other property within the general area of the property in question;
  - a. The surrounding areas are zoned TOD-1, R-5, R-6, and I-2
- (9) The suitability of the property in question for the uses permitted under its existing zoning classification;
  - a. Two of the properties have been undeveloped, while the remaining two have been used for residential purposes for more than 70 years.
- (10) The trend of development, if any, in the general area of the property in question, including changes, if any, that have taken place since the property in question was placed in its present classification.
  - a. The trend in the immediate area is toward more compact, walkable, transit-oriented development. This is evident in the State of Maryland's preparations to convert underutilized, adjacent surface parking to 5 CCB #25-0137/Rezoning – 4308 Hayward Avenue, 4310 Hayward Avenue, 4312 Hayward Avenue, and Lot 31 development; by the City Department of Transportation's Complete Streets redesign of Wabash Avenue; by TOD projects on the corridor that are underway or recently completed; and by the City of Baltimore's designation of the subject properties as part of a Transit-Oriented Development Opportunity Zone in the 2024 Comprehensive Plan
- (11) For a rezoning based on a SUBSTANTIAL CHANGE IN THE CHARACTER OF THE NEIGHBORHOOD, the following facts establish the substantial change since the time of the last comprehensive rezoning:
  - a. The use of R-5 zoning was appropriate during the last comprehensive rezoning in 2017 as the site continued to exist as medium-density residential. However, Rogers Avenue Metro is the central of three major transit stations connecting the Wabash Avenue corridor and has become a high-priority opportunity for transit-oriented development (TOD) in Northwest Baltimore.
- (12) For a rezoning based on a MISTAKE in the existing zoning classification, the following facts establish that at the time of the last comprehensive zoning the Council failed to consider then existing facts, or projects or trends which were reasonably foreseeable and/or that events occurring subsequent to the comprehensive zoning have proven that the Council's initial premises were incorrect:

SOURCE OF FINDINGS (Check all that apply):

[X] Planning Report – Planning Commission’s report, dated January 16, 2026

[X] Testimony presented at the Committee hearing.

Oral – Witness:

- Jason Wright - Department of Housing and Community Development
- Gabe Stuart-Sikowitz – Department of Finance
- Ty’lor Schnella – Mayor’s Office of Government Relations
- Eric Tiso - Department of Planning
- Michelle Toth – Department of Law
- Tom Wellington – Baltimore Development Corporation

Written:

- Planning Department Staff Report – Dated January 14, 2026
- Board of Municipal & Zoning Appeals – Dated February 25, 2026
- Department of Transportation – December 19, 2026
- Law Department, Agency Report – Dated February 19, 2026
- Department of Housing and Community Development, Agency Report – Dated February 20, 2026

**COMMITTEE MEMBERS VOTING IN FAVOR**

**Ryan Dorsey, - Chair**

**Phylicia Porter**

**Paris Gray**

**John Bullock**

**Mark Parker**