


FROM	NAME & TITLE	THOMAS J. STOSUR, DIRECTOR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 417 E. FAYETTE STREET, 8 th FLOOR		
	SUBJECT	CITY COUNCIL BILL #09-0278/URBAN RENEWAL-REISTERSTOWN PLAZA TRANSIT STATION-RENEWAL AREA DESIGNATION ANDRENEWAL PLAN		

TO

DATE:
April 16, 2009

The Honorable President and
Members of the City Council
City Hall, Room 400
100 N. Holliday Street

At its regular meeting of April 2, 2009 the Planning Commission considered City Council Bill #09-0278, for the purpose of designating the Reisterstown Plaza Transit Station Urban Renewal Ordinance and Rezoning Bill implement the transit oriented development concepts in the Comprehensive Master Plan and the recommendations for Reisterstown Road in the Northwest Strategic Neighborhood Action Plan. The Urban Renewal Ordinance includes land use, zoning, and design recommendations for the transit station area and Reisterstown Road.

In its consideration of this Bill, the Planning Commission reviewed the attached staff report which recommend amendments to and approval of City Council Bill #09-0278 and adopted the following resolution, six members being present (six in favor).

RESOLVED, That the Planning Commission concurs with the recommendation of its departmental staff, and recommends that City Council Bill #09-0278 be amended and passed by the City Council.

If you have questions, please contact Mr. Wolde Ararsa, Division Chief of Land Use and Urban Design, at 410-396-4488.

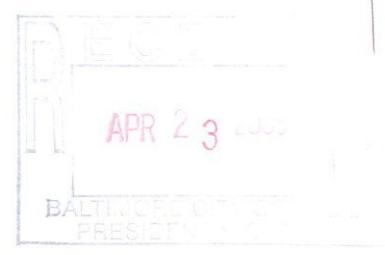
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Attachments

cc:

- Mr. Andy Frank, Deputy Mayor
- Mr. Demuane Millard, Chief of Staff
- Ms. Angela Gibson, Mayor's Office
- The Honorable "Rikki" Spector, City Council Commission Representative
- Mr. Geoffrey Veale, Zoning Administration
- Mr. David Tanner, BMZA
- Ms. Nikol Nabors-Jackson, DHCD
- Mr. Larry Greene, Council Services
- Ms. Kim Clark, BDC

FA



PLANNING COMMISSION

STAFF REPORT

April 2, 2009

REQUESTS:

- City Council Bill#09-0278/Urban Renewal – Reisterstown Plaza Transit Station – Renewal Area Designation and Renewal Plan

For the purpose of repealing the existing Reisterstown Plaza Urban Renewal Plan and replacing it by designating as a "Renewal Area" an area situated in Baltimore City, Maryland known as Reisterstown Plaza Transit Station, bounded generally by Northern Parkway on the south and east, Reisterstown Road on the north, and the western Baltimore City boundary line on the west; approving a Renewal Plan for Reisterstown Plaza Transit Station; establishing the objectives of the Plan; establishing permitted land uses in the Renewal Area; providing that where there may be a conflict between the provisions of the Renewal Plan and the provisions of any Planned Unit Development, the provisions of the Planned Unit Development control; providing for review of all plans for new construction, exterior rehabilitation, change in use, or demolition of any property; providing that the provisions of the Zoning Code apply to the properties in the Project Area; providing for the term of the Plan; approving an Appendix and certain exhibits to the Plan; waiving certain content and procedural requirements; making the provisions of this Ordinance severable; providing for the application of this Ordinance in conjunction with certain other ordinances; and providing for a special effective date.

- City Council Bill # 09-0279/Rezoning – Certain Properties in the Reisterstown Plaza Transit Station Urban Renewal Area

For the purpose of changing the zoning for certain properties or portions of them in the Reisterstown Plaza Transit Station Urban Renewal area: as outlined in blue on the accompanying plats, from the B-3-1 Zoning District to the B-2-1 Zoning District; as outlined in green on the accompanying plats, from the R-6 Zoning District to the O-R-2 Zoning District; as outlined in pink on the accompanying plats from the M-1-1 Zoning District to the O-R-2 Zoning District; as outlined in yellow on the accompanying plats from the R-6 Zoning District to the B-2-2 Zoning District; and as outlined in purple on the accompanying plats from the M-1-1 Zoning District to the B-2-2 Zoning District.

RECOMMENDATIONS:

- City Council Bill#09-0278/Urban Renewal: Amendments and approval
 - Appendix A: B.3.i. (2) Surface parking lots are not allowed to exceed 100 parking spaces.

Add: Waivers can be granted for up to 150 parking spaces in a surface parking lot under certain conditions; see Section j.
 - Appendix A: C.3.

Add: f. Waivers

The Department of Planning, on behalf of the Department of Housing and Community Development, may waive the above provisions if the Director of Planning, with input from Site Plan Review Committee (SPRC) and/or Urban Design & Architectural Review Panel (UDARP), determines that for a particular project a particular regulation undermines the goals established above and that the project meets the goals in other manners.

- Exhibit 3: Design Standards
See attached amended map. On the north side of the railroad tracks, the Transit Oriented Development Design Standards Area should be amended so that only the property that is currently zoned B-2 and is proposed to be rezoned to B-2 is included. The property on the north side of the railroad tracks that is remaining industrially zoned should be removed from the Transit Oriented Development Design Standards Area.

- City Council Bill # 09-0279/Rezoning: Approval

STAFF: Sara Paraniham

PETITIONER: The Administration (Department of Planning)

OWNERS: Various

SITE/GENERAL AREA

General Area: The Reisterstown Plaza Transit Station Urban Renewal Ordinance is generally bounded by Northern Parkway to the south; Reisterstown Road to the east; and the Baltimore City-Baltimore County line to the north and west. The area is primarily businesses, but contains some residential and institutional uses. The area also contains a major public transit station – the Reisterstown Road Plaza Metro Station – and various major vehicular routes, including Reisterstown Road, Wabash Avenue, and Patterson Avenue.

HISTORY

- Ordinance # 81-392, approved July 2, 1981, established the Reisterstown Plaza Transit Station Urban Renewal Ordinance. There have been 6 amendments. Amendment No. 6, dated August 16, 2001, was approved by the Mayor and City Council of Baltimore by Ordinance No. 01-254, dated October 22, 2001.
- The Northwest Community Planning Forum Strategic Neighborhood Action Plan was adopted by the Planning Commission on March 10, 2005.

CONFORMITY TO PLANS

The Urban Renewal Ordinance and the Rezoning bill conform to the City's Comprehensive Master Plan, LIVE EARN PLAY LEARN and the Northwest Community Planning Forum Strategic Neighborhood Action Plan. In fact, both bills are directly based on these plans and are efforts to implement the plans' recommendations. For example, the City's Comprehensive

Master Plan recommends implementing land use and zoning around transit stations that promote transit oriented development, which is one of the primary goals of this urban renewal ordinance and rezoning. The Northwest Community Planning Forum SNAP recommends implementing land use and design changes along Reisterstown Road, which is the second primary goal of the urban renewal ordinance and rezoning.

The existing Urban Renewal Ordinance dates from the 1980s and is largely out of date. The proposed Urban Renewal Ordinance is based on more recent planning and it therefore makes sense to repeal and replace the existing ordinance rather than try to make amendments.

ANALYSIS

City Council Bill#09-0278/ Reisterstown Plaza Transit Station Urban Renewal Plan

Acquisition and Disposition

The revised plan does not include any acquisition or disposition.

Land Use

The Urban Renewal Ordinance includes a Land Use map for the Reisterstown Plaza Transit Station (Exhibit 1).

The Land Use map designates the land use category for every property within the boundaries:

- Residential – various residential land uses, including both single family and multi-family
- Neighborhood Business – very limited commercial, either within a residential setting or as a transition to residential land uses
- Community Business – local commercial district;
- Community Commercial – more intense commercial uses; includes many auto-related uses
- Community Commercial “A” – similar to Community Commercial, but limits certain uses that are not compatible adjacent to residential uses, such as uses that generate noises, smells, etc.
- Office Residential – mix of office and residential uses; very limited retail
- Industrial “A” – business park
- Industrial – light industrial

Generally, the land use map follows current land use patterns with the following proposed changes:

- *Transit Oriented Development* – The area immediately adjacent to the Reisterstown Plaza Transit Station is currently used as a park and ride facility and consists of several large surface parking lots. Per the recommendations of the Comprehensive Master Plan, the Planning Department is attempting to encourage transit oriented development by making sure that the land use and zoning surrounding the transit stations permit and encourage transit oriented development. The existing zoning is a combination of R-6, a medium density residential district, and M-1, a light industrial district. Neither of these districts

permits or encourages transit oriented development. The proposed land use for the area is a combination of Community Business and Office Residential.

The Community Business land use is proposed for the station area itself as well as the area immediately surrounding the connection between the transit station and the existing parking lots. This Community Business area will connect to the existing Community Business along Patterson Avenue. This area is envisioned as a town square. The area is designed to allow convenience retail immediately adjacent to the metro station without being so large that it would compete with retail along Reisterstown Road.

The Office Residential land use is proposed for the remaining portion of the site. This land use provides for flexible transit oriented development while limiting retail. Both residential and office uses provide ideal candidates for transit use and are thus appropriate uses for a transit oriented development area.

- *Reisterstown Road* – The Northwest Community Planning Forum Strategic Neighborhood Action Plan identified a number of strategies for improving Reisterstown Road. The plan recommends improving the appearance of Reisterstown Road, both the public and private spaces. The plan recommends improving the functionality of the road in serving multiple modes, which is being addressed through the Reisterstown Road Streetscape project. The plan also recommends improving the land uses along Reisterstown Road to better serve the neighborhood and to create fewer conflicts between the commercial uses and the adjacent residential uses.

With respect to land uses, the community is very concerned about the proliferation of auto-related uses. The corridor is mostly B-3, which allows these types of uses. Since the uses are well-established in most of the corridor, it does not make sense to make them all non-conforming. However, these auto-related uses are less prevalent closer to Patterson Avenue where the zoning shifts to B-2. The proposal is to extend the B-2 zoning that is North of Patterson Avenue further south to the library, between Kenshaw and Fordleigh, to prevent further growth of these auto-related uses in this portion of the corridor.

One side of Reisterstown Road is adjacent to industrial land uses and the other side of Reisterstown Road is adjacent to residential uses. The strategic neighborhood action plan recommended making a distinction between the two sides of Reisterstown Road and prohibiting certain uses on the side of Reisterstown Road that is adjacent to residential. The following uses are proposed to be restricted in this area, labeled Community Commercial "A." The reasons why these uses are deemed incompatible with residential are noted:

- Ambulance services: noise
- After hours establishments: late night activity
- Amusement parks and permanent carnivals: this use will not fit
- Automobile painting shops: fumes
- Cartage and express facilities: use is obsolete
- Feed stores: use is obsolete

- Garages and lots for bus and transit vehicles: this use will not fit
- Garages, other than accessory, for storage, repair, and servicing of motor vehicles not over 1 ½ tons capacity – including body repair, painting, and engine rebuilding: noise, fumes
- Garages, other than accessory, for storage, repair, and servicing of motor vehicles over 1 ½ tons capacity – including body repair, painting, and engine rebuilding: noise, fumes
- Heliports: noise
- Racetracks: no space for this use
- Restaurants: drive in: no space for this use
- Stables for horses: smells
- Stadiums: no space for this use
- Taverns – including live entertainment and dancing: late night activity
- Theaters: drive in: no space for this use
- Welding equipment and supplies: sales and service: use is obsolete

Zoning

The Urban Renewal Ordinance Zoning map recommends changing the zoning to match the land use recommendations. The companion rezoning bill implements the zoning recommendations in the Urban Renewal Ordinance.

Design Standards

Appendix A of the Urban Renewal Ordinance is Design Standards. There are two sets of Design Standards, one for the transit station area and one for Reisterstown Road, as indicated on Exhibit 3: Design Standards. For each area, the Design Standards specify the goals of the standards and then list specific design requirements.

The TOD standards address street patterns, density, site plan, uses, amenities, elevations, screening, signage, and parking for new development. There is also a section that allows for waivers of specific requirements for specific reasons. These waivers are designed to permit flexibility for the requirements of large government agencies that would locate a large number of jobs on site; one of the goals of transit oriented development, but may have to meet regulations that prevent them from following all of the transit oriented development requirements. For example, Social Security Administration is expected to be the first tenant of the transit oriented development and the agency must meet federal homeland security regulations that require a minimum 50' setback from vehicular access. Staff recommends adding a waiver option for the requirement that limits surface parking lots to a maximum of 100 parking spaces to allow for greater flexibility. Staff recommends limiting this waiver to a maximum of 150 parking spaces in a surface parking lot.

The Reisterstown Road standards address creating a pedestrian oriented streetscape, buildings, parking lots, signage, and general requirements. Staff recommends adding a section to allow for waivers under special circumstances if the goals of the design standards are still met.

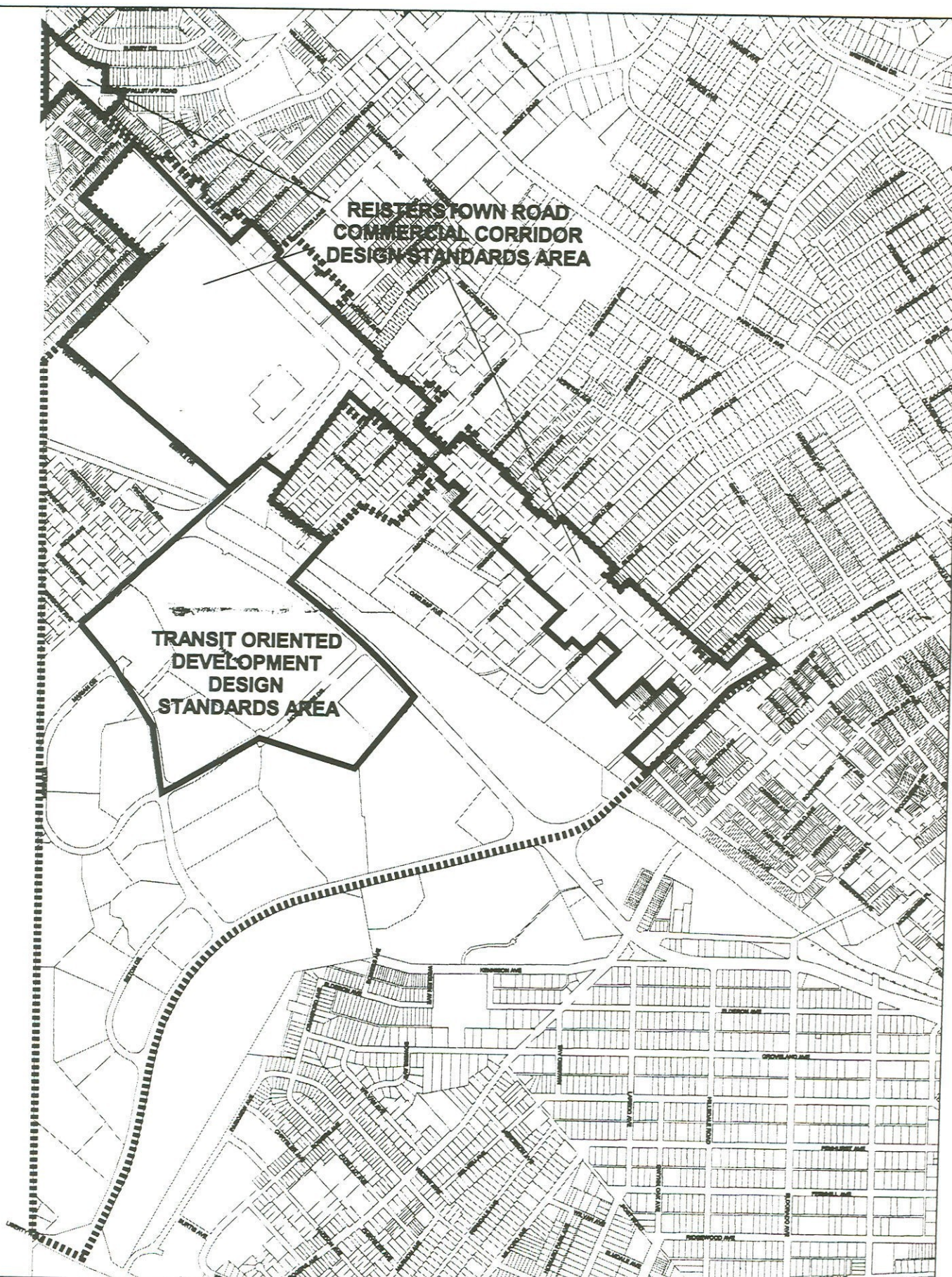
City Council Bill # 09-0279/Rezoning

The rezoning bill recommends rezoning approximately 15 properties. The properties fall into the two categories described above in the Land Use section: Transit Oriented Development and Reisterstown Road. To facilitate transit oriented development around the metro station, properties are being rezoned from M-1-1 and R-6 to O-R-2 and B-2-2. The new zoning categories will allow and encourage transit oriented development by providing for retail, residential, and office uses. To implement land use changes along Reisterstown Road, properties between Patterson Avenue and Fordleigh are being rezoned from B-3-1 to B-2-1. The properties north of Patterson Avenue are already B-2-1 so this zoning change will extend this zoning further south.

Staff held two community meetings in the fall to develop the recommendations. More than 450 businesses, residents, and community groups were notified of these meetings. Staff notified approximately 150 stakeholders, including occupants and property owners of the properties to be rezoned, of the two items being considered today by the Planning Commission.



Thomas J. Stosur
Director



**REISTERSTOWN ROAD
COMMERCIAL CORRIDOR
DESIGN STANDARDS AREA**

**TRANSIT ORIENTED
DEVELOPMENT
DESIGN
STANDARDS AREA**

REISTERSTOWN PLAZA

DESIGN STANDARDS

Date: 1/26/09

Revised: 4/2/09

EXHIBIT

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DISCLAIMER: THE CITY OF BALTIMORE MAKES NO WARRANTIES, EITHER EXPRESSED OR IMPLIED, REGARDING THE ACCURACY OF INFO CONTAINED IN THIS MAP. THE MAP IS SOLD AND/OR PROVIDED "AS IS" AND THE CITY WILL NOT BE LIABLE FOR ITS USE OR MISUSE BY ANY PARTY.