Transit Oriented Development
District Form Based Code

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Introduction

• In June 2010 the Aberdeen Train Station area was officially designated for transit-oriented development (TOD) by Governor Martin O’Malley

• Partnerships were created with the Maryland Department of Transportation, Maryland Transit Administration, and the Maryland Department of Planning

• The official boundary for the Aberdeen TOD was adopted by the State and City in 2012

• The Aberdeen TOD area is identified as properties within one-half mile of the Aberdeen MARC Station

• Technical assistance was provided to facilitate and develop the Aberdeen TOD Master Plan
TOD Designated Area

Aberdeen TOD Designated Area
TOD Master Plan

The concepts developed in the TOD Master Plan and TOD District were guided by the following goals for redevelopment in downtown:
- Making it walkable, accessible, and convenient;
- Reinforcing a small town character;
- Creating a sense of place;
- Enhancing safety; and
- Providing green space for recreation
Vision

View of TOD Master Plan with TOD 1 Highlighted

Station Square – East and West
Pedestrian Underpass
Railroad Tracks/Platforms
US 40 “Green Boulevard” at Station Square
TOD Master Plan

• Primary TOD Focus Areas:
  - Festival Square
  - Residential Square
  - Station Square

• Master Plan was adopted in May 2012

• Key recommendations and implementations were provided in the Plan

• First priority was to adopt City Code to envision, enable, and encourage development consistent with concepts in the Master Plan
TOD Master Plan

• Master Plan recommends that the form-based code for the TOD address these issues:
  - pedestrian-friendly design that reinforces key streets;
  - building setback/build to lines;
  - parking requirements;
  - building height restrictions;
  - mixed-use development; and
  - TOD and pedestrian-friendly storm water treatment strategies, improvements to landscaping, lighting, security features, and signage.
Aberdeen TOD District

- The City was awarded a demonstration grant through an Opportunity Collaborative for the Greater Baltimore Region in the Spring of 2013.
- In cooperation with MDOT, MTA, and MDP the City utilized the grant and technical assistance to prepare a form based code and corresponding zoning code amendments to implement and enable TOD within the areas designated in the Master Plan.
- Specifically, the Aberdeen TOD District regulates development to achieve urban form identified in the Master Plan.
- The Aberdeen TOD Master Plan - Land Use Concepts were used as the basis for establishing the TOD Districts.
- They were further refined, illustrated, and codified in the adopted TOD District Form Based Code.
Aberdeen Form Based Code

• The adopted code provides for:
  - establishment of building type and orientation,
  - site design standards that apply to all development proposed to be constructed in the TOD District.

• Excerpts from the Aberdeen Development Code:

  BUILDING CONFIGURATION – Within the Transit Oriented Development Districts, the form of a building, based on its mass, private frontage, and height. [Added 2-24-2014 by Ord. No. 14-O-05]

  BUILDING COVERAGE – That portion of a lot which is covered by buildings and structures.

  BUILDING DISPOSITION – Within the Transit Oriented Development Districts, the placement of a building on its lot. (See Illustration 21, Building Disposition). [Added 2-24-2014 by Ord. No. 14-O-05]

  TRANSIT ORIENTED DEVELOPMENT (TOD) – Development that combines a pedestrian-friendly environment with retail or entertainment ground floor uses, and generally located within one-half mile sidewalk route to a premium transit station. Specifically, a TOD provides continuous shaded sidewalks with street furniture and minimal driveway interruptions, and nearly continuous shop frontage. [Added 2-24-2014 by Ord. No. 14-O-05]
Aberdeen Form Based Code

• The TOD District allows a mix of residential, commercial, and institutional.
• The Aberdeen TOD Regulating Plan provides four distinct sub-districts (TOD Neighborhood, TOD Corridor, TOD Downtown, and Special District)
• The intent of the form based code amendments are to:
  - Promote a mix of vertical and horizontal land uses;
  - Emphasis storefronts and commercial uses at the street level;
  - Promote wide pedestrian friendly sidewalks and multimodal streets;
  - Encourage upper story residential and offices uses;
  - Park and open space bonuses; and
  - Provide parking placement standards and access through rear alleys or side streets.
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<th>R-3</th>
<th>B-1</th>
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Next Steps

• After the adoption of the Transit Oriented Development form based code in March 2014, the City initiated the sectional map amendment process
• In June 2014, 139 properties were rezoned to be consistent with the TOD Districts
• Since this time, we have reviewed several development and redevelopment plans within the TOD area.
Questions