

CITY OF BALTIMORE
ORDINANCE _____
Council Bill 08-0028

Introduced by: Councilmember Reisinger
At the request of: The Shapiro Company
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Introduced and read first time: January 28, 2008
Assigned to: Urban Affairs and Aging Committee
Committee Report: Favorable with amendments
Council action: Adopted
Read second time: September 15, 2008

AN ORDINANCE CONCERNING

**Urban Renewal – Key Highway East Industrial Area –
Amendment 1**

FOR the purpose of amending the Urban Renewal Plan for Key Highway East Industrial Area to permit a new land use in the Renewal Area, modify the objectives of the Renewal Plan, add a new Appendix to the Renewal Plan, clarify, conform, and correct certain language and references in the Plan, and revise 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.

BY authority of
Article 13 - Housing and Urban Renewal
Section 2-6
Baltimore City Code
(Edition 2000)

Recitals

The Urban Renewal Plan for Key Highway East Industrial Area was originally approved by the Mayor and City Council of Baltimore by Ordinance ~~87-989~~ 87-986.

An amendment to the Urban Renewal Plan for Key Highway East Industrial Area is necessary to permit a new land use in the Renewal Area, modify the objectives of the Renewal Plan, add a new Appendix to the Renewal Plan, clarify, conform, and correct language and certain references in the Plan, and revise certain Exhibits to the Plan.

Under Article 13, § 2-6 of the Baltimore City Code, no substantial change may be made in any approved renewal plan unless the change is approved in the same manner as that required for the approval of a renewal plan.

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.
Underlining indicates matter added to the bill by amendment.
~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from existing law by amendment.

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1 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That the
2 following changes in the Urban Renewal Plan for Key Highway East Industrial Area are
3 approved:

4 (1) In the Plan, amend A.2.a. and c. to read as follows:

5 A. Description of Project

6 2. Objectives

- 7 a. To maintain the Key Highway East area as an industrial employment area
8 WHILE ALLOWING FOR MIXED USE DEVELOPMENT.
- 9 c. To encourage re-use of waterfront parcels for [nonresidential] MIXED USE
10 development that is compatible with adjacent industrial and residential
11 areas.

12 (2) In the Plan, amend the first paragraph of B.1. to read as follows:

13 B. Land Use Plan

14 1. Permitted Land Uses

15 Only the use categories shown on the Land Use Plan Map, Exhibit No. 1, shall
16 be permitted within the project area. These are Industrial, MIXED USE, and
17 Public. Accessory uses (uses incidental and subordinate to and serving the
18 principal use) including landscaping, off-street parking and loading will be
19 permitted. In addition, present [non-complying] NONCOMPLYING STRUCTURES
20 and [non-conforming] NONCONFORMING uses will be permitted to continue,
21 subject to the provisions set forth below.

22 (3) In the Plan, after B.1.a. add new b. to read as follows:

23 B. MIXED USE

24 IN THE AREA DESIGNATED ON THE GENERAL LAND USE PLAN AS MIXED USE, USES
25 SHALL BE THOSE LISTED UNDER THE B-2 CATEGORY OF THE BALTIMORE CITY
26 ZONING CODE, WITH THE EXCEPTION OF THE FOLLOWING USES THAT ARE
27 PROHIBITED:

- 28 (1) AUTOMOBILE ACCESSORY STORES – INCLUDING RELATED REPAIR AND
29 INSTALLATION SERVICES
30 (2) DRIVE-IN ESTABLISHMENTS
31 (3) GARAGES, OTHER THAN ACCESSORY, FOR STORAGE, REPAIR AND
32 SERVICING OF MOTOR VEHICLES NOT OVER 1 ½ TONS CAPACITY
33 (4) GASOLINE SERVICE STATIONS
34 (5) PARKING, OPEN OFF-STREET AREAS, FOR THE PARKING OF 4 OR MORE
35 MOTOR VEHICLES.

36 THE INTENT OF A MIXED LAND USE CATEGORY IS TO ALLOW A DIVERSITY OF USES
37 IN AREAS NEAR THE WATERFRONT. ALL DEVELOPMENT IN THE MIXED LAND USE

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CATEGORY MUST CONFORM TO THE CONTROLS AND RESTRICTIONS ENUMERATED IN
APPENDIX A: MIXED USE DEVELOPMENT CONTROLS.

(4) In the Plan, amend existing B.1.c., d., and e. to read as follows:

[b] c. Public

In the area designated on the General Land Use Plan as Public, uses shall be limited to parks; recreation and cultural centers; off-street parking facilities; fire houses; other public facilities; and landscaping, parking and loading facilities related to above uses.

[c] d. [Non-Conforming] NONCONFORMING USE

A [non-conforming] NONCONFORMING use is any lawfully existing use of a building or other structure, or of land [which] THAT does not conform to the applicable use regulations of the district in which it is located according to [Article 30 of the Baltimore City Code (1983 Replacement Volume as amended), title "Zoning"] THE ZONING CODE OF BALTIMORE CITY. [Non-conforming] NONCONFORMING uses shall be permitted to continue, subject to the provisions of [Chapter 8 of said Article 30, title "Non-Conformance"] TITLE 13 OF THE ZONING CODE OF BALTIMORE CITY.

[d] e. [Non-Complying] NONCOMPLYING STRUCTURE

A [non-complying] NONCOMPLYING structure, as set forth in [Chapter 8 of Article 30 of the Baltimore City Code (1983 Replacement Volume, as amended) title "Zoning"] TITLE 13 OF THE ZONING CODE OF BALTIMORE CITY, is any lawfully existing structure [which] THAT does not comply with the bulk regulations of the zoning district in which it is located. These [non-complying] NONCOMPLYING structures shall be permitted to continue subject to the provisions of [Chapter 8] TITLE 13.

In addition, a [non-complying] NONCOMPLYING use - when such term is used herein - is any lawfully existing use of a building or other structure, or of land, [which] THAT does not comply with the land use regulations of this Plan. These [non-complying] NONCOMPLYING uses shall be permitted to continue for an indefinite period of time, except that:

- (1) Any [non-complying] NONCOMPLYING land use which is discontinued for a period exceeding 12 months shall not be reestablished.
- (2) No change in the permanent physical members of a structure, such as bearing walls, columns, beams, or girders, or no substantial change in the roof or in the exterior walls shall be made in or to a building or structure except those required by law or except to make the building and use thereof conform to the regulations of this Plan; and
- (3) No [non-complying] NONCOMPLYING land use shall be changed to any other [non-complying] NONCOMPLYING land use, except as provided by the Board of Municipal and Zoning Appeals.

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1 (5) In the Plan, amend B.2.a. to read as follows:

2 2. Regulations, Controls and Restrictions

- 3 a. Provisions Applicable to [All Land and Property] PROPERTIES IN THE
4 INDUSTRIAL AND PUBLIC AREAS AS SHOWN ON THE LAND USE PLAN MAP,
5 EXHIBIT NO. 1

6 (6) In the Plan, amend C.1. and 6. to read as follows:

7 1. Acquisition

8 Properties designated for acquisition are indicated on the Property Acquisition
9 Map, Exhibit 2. In the event that the acquisition of other properties is necessary
10 in order to accomplish the objectives of the Urban Renewal Plan, such acquisition
11 shall be in accordance with the appropriate provisions of Article 13 of the
12 Baltimore City Code [(1983 Replacement Volume as amended)] or any other
13 applicable codes, ordinances, or regulations.

14 6. Zoning

15 All appropriate provisions of the BALTIMORE CITY Zoning [Ordinance] CODE [of
16 Baltimore City] shall apply to properties in the [project area] PROJECT AREA.
17 Any change in the Zoning [Ordinance] CODE embodied in this Urban Renewal
18 Plan and designated on Exhibit 4, Zoning District Map, shall be approved by
19 ordinance in accordance with the procedural requirements of the BALTIMORE
20 CITY Zoning [Ordinance] CODE and Article 66-B of the Annotated Code of
21 Maryland (1957 Edition, as amended).

22 (7) Add new Appendix A to the Plan to read as follows:

23 APPENDIX A: MIXED USE DEVELOPMENT CONTROLS

24 A. STREETScape GUIDELINES

25 STREETScapeS ARE AMONG THE MOST IMPORTANT URBAN DESIGN FEATURES.
26 BECAUSE OF THEIR APPEARANCE, CHARACTER, AND THE IMPRESSIONS THEY
27 EVOKE, THEY CREATE THE PUBLIC IMAGE OF THE CITY. THAT IMAGE IS
28 SIGNIFICANT TO HOW RESIDENTS AND VISITORS THINK AND FEEL ABOUT THE CITY.
29 THESE STANDARDS ESTABLISH APPROPRIATE REQUIREMENTS FOR THE WIDTH,
30 DESIGN, AND USES OF PUBLIC AND PRIVATE STREET RIGHTS-OF-WAY (FOR
31 PEDESTRIANS, BICYCLES, AND LANDSCAPING).

32 THE FOLLOWING STANDARDS AND GUIDELINES APPLY TO BOTH THE DESIGN AND
33 CONSTRUCTION OF PUBLIC RIGHT-OF-WAY IMPROVEMENTS AND PRIVATELY
34 FINANCED IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY IN CONJUNCTION
35 WITH PROPOSED DEVELOPMENT. ALL DESIGN OF STREETScapeS SHALL BE
36 COORDINATED WITH THE DEPARTMENT OF PLANNING. THE FOLLOWING
37 STANDARDS SHOULD BE FOLLOWED IN THE DESIGN AND CONSTRUCTION OF ANY
38 STREETScape IMPROVEMENTS TO KEY HIGHWAY.

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1 **KEY HIGHWAY**

- 2 1. **SIDEWALK WIDTH - SIDEWALKS SHALL BE DESIGNED TO ACCOMMODATE**
3 **THE ACTIVE, LIVELY USE THAT IS GENERATED BY A MIXED USE**
4 **ENVIRONMENT. TO ENSURE CAFE SEATING, COMFORTABLE WALKING**
5 **SPACE, AND LUSH STREET TREES AND LANDSCAPING, SIDEWALKS SHALL BE**
6 **A MINIMUM OF 18’ WIDE. IF NECESSARY, BUILDINGS SHALL BE SET BACK**
7 **THE NECESSARY DISTANCE FROM THE EXISTING CURB TO PROVIDE THE**
8 **MINIMUM SPECIFIED WIDTH.**
- 9 2. **SIDEWALK PAVEMENT - PAVEMENT SHOULD BE DESIGNED TO DEFINE THE**
10 **VARIOUS AREAS OF A SIDEWALK. TREE PIT AREAS SHOULD BE PAVED WITH**
11 **A COBBLE OR SIMILAR MATERIAL TO DISCOURAGE PEDESTRIAN USE AND**
12 **ENCOURAGE STORM WATER PERMEABILITY. IN WALKING AND CAFE**
13 **SEATING AREAS, USE OF HIGH QUALITY CONCRETE IS ENCOURAGED FOR**
14 **BOTH MAINTENANCE AND PAVEMENT CONSISTENCY. SPECIAL PAVING TO**
15 **DIFFERENTIATE PROPERTIES OR BUILDINGS IS DISCOURAGED.**
- 16 3. **STREET TREES AND LANDSCAPING - STREET TREES SHOULD BE PLANTED**
17 **EVERY 25’ - 30’ ON CENTER WITHIN A MINIMUM 4’ WIDE TREE ZONE. TREES**
18 **SHALL BE A MINIMUM OF 3” CALIPER WHEN PLANTED. WHERE FEASIBLE,**
19 **TREES SHOULD BE PLANTED WITH CONTINUOUS TRENCH OR STRUCTURAL**
20 **SOILS TO PROVIDE ADEQUATE GROWING ROOM FOR TREE ROOTS.**
21 **BROADLEAF TREES, SUCH AS THE LONDON PLANETREE, ARE HIGHLY**
22 **PREFERRED FOR THEIR SHADE AND SURVIVABILITY PROPERTIES.**
23 **ADDITIONAL TREE PIT AND CURB SIDE LANDSCAPING, SUCH AS PLANTERS**
24 **AND LIGHT POLE FLOWER BASKETS, IS ALSO HIGHLY ENCOURAGED.**
25 **SPECIFICALLY, GROUND COVER IN TREE PITS WITH FENCING IS REQUIRED TO**
26 **REDUCE RUN-OFF AND DISCOURAGE WALKING ON TREE PITS.**
- 27 4. **STREET FURNITURE AND AMENITIES - PROVIDING STREET FURNITURE**
28 **ENSURES A COMFORTABLE AND INVITING PEDESTRIAN EXPERIENCE.**
29 **WHERE ADVANTAGEOUS, STREET FURNITURE, SUCH AS BENCHES, TRASH**
30 **CANS, AND BIKE RACKS, SHALL BE PROVIDED ALONG THE SIDEWALK.**
- 31 5. **LAMPOSTS AND LIGHTING - SEPARATE PEDESTRIAN SCALED LIGHTING IS**
32 **REQUIRED ALONG KEY HIGHWAY. HIGHWAY OR STREET LIGHTING SHALL**
33 **ENHANCE AND NOT DETRACT FROM PEDESTRIAN SPACES. ADDITIONALLY,**
34 **SPECIFIC ATTENTION SHOULD BE PAID TO REDUCING LIGHT POLLUTION AND**
35 **CONCENTRATING LIGHTING ON PAVED SURFACES RATHER THAN ON**
36 **BUILDING FACADES OR THE SKY. CONTEMPORARY NON-HIGHWAY**
37 **ORIENTED LAMP POSTS ARE ENCOURAGED. COBRA HEAD LIGHTS ARE**
38 **SPECIFICALLY DISCOURAGED.**

39 **B. MASSING AND BULK CONTROLS**

40 **THE PRIMARY DESIGN OBJECTIVE FOR DEVELOPMENT ALONG KEY HIGHWAY IS THE**
41 **CREATION OF AN APPROPRIATE STREET SCALE, ENSURING A HARMONIOUS**
42 **RELATION OF NEW DEVELOPMENT TO THE NEIGHBORHOOD FABRIC. THIS IS**
43 **ACHIEVED BY PROMOTING BUILDINGS OF “BOULEVARD SCALE”, 5 TO 8 STORIES,**
44 **ALONG KEY HIGHWAY, THUS PROMOTING NEIGHBORHOOD SCALE DEVELOPMENT**

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1 FOR PROPERTIES THAT ABUT THE NEIGHBORHOOD. ALL HEIGHTS MENTIONED IN
2 THIS SECTION ARE ABSOLUTE MAXIMUMS WITHOUT EXCEPTION OR EXEMPTION,
3 UNLESS SPECIFICALLY STATED OTHERWISE.

4 BUILDING MASSING

5 PROPERTIES LOCATED WITHIN THE AREA DESIGNATED MIXED USE, AS SHOWN
6 ON THE LAND USE PLAN MAP, EXHIBIT NO. 1, SHALL CONFORM TO THE
7 FOLLOWING HEIGHT REQUIREMENTS:

- 8 1. THE MAXIMUM HEIGHT OF ANY BUILDING OR STRUCTURE SHALL BE 90'
9 (AS MEASURED FROM THE MEAN ELEVATION OF KEY HIGHWAY ALONG
10 A BUILDING'S LOT LINE).
- 11 2. ALONG KEY HIGHWAY, BOYLE STREET, AND LAWRENCE STREET,
12 BUILDINGS MUST BE SET BACK A MINIMUM OF 12' FROM THE LOT LINE
13 ABOVE 65' (AS MEASURED FROM THE MEAN ELEVATION OF KEY
14 HIGHWAY ALONG A BUILDING'S LOT LINE).
- 15 3. ALONG HARVEY STREET, BUILDINGS MUST BE SET BACK A MINIMUM OF
16 30' FROM THE LOT LINE ABOVE 35' (AS MEASURED FROM THE MEAN
17 ELEVATION OF HARVEY STREET ALONG A BUILDING'S LOT LINE),
18 EXCEPT FOR THE AREA THAT IS WITHIN 70' OF LOT LINE ALONG
19 LAWRENCE STREET THAT MUST CONTINUE A MINIMUM SETBACK OF 12'
20 ALONG HARVEY STREET AT THE SAME HEIGHT AS THE SETBACK
21 PRESCRIBED ABOVE IN PART 2).
- 22 4. THAT WITHIN THE BOUNDARIES OF THE PLAN, ON THE LANDSIDE OF
23 KEY HIGHWAY, BUILDINGS WILL BE A MINIMUM HEIGHT OF 45' AND
24 NOT MORE THAN A MAXIMUM HEIGHT OF 90'. BUILDINGS ABOVE 35' IN
25 HEIGHT ON HARVEY STREET MUST BE SET BACK 30'. BUILDINGS
26 ABOVE 70' IN HEIGHT ON KEY HIGHWAY, LAWRENCE STREET, AND
27 FORT AVENUE MUST BE SET BACK 12'.

28 C. BUILDING DESIGN GUIDELINES

29 1. BUILDING WALL

30 THESE GUIDELINES WILL ENSURE THAT KEY HIGHWAY IS LINED WITH
31 BUILDINGS THAT HAVE SUFFICIENT WINDOWS AND ACTIVE GROUND FLOOR
32 USES TO CREATE SAFE, SECURE, HUMAN SCALE, AND ANIMATED STREETS. THE
33 STREET-LEVEL FLOOR SHALL BE OCCUPIED BY "ACTIVE USES". THESE "ACTIVE
34 USES" INCLUDE RETAIL, RESTAURANTS, CAFES, SERVICE-TYPE BUSINESSES
35 THAT ACTIVATE THE STREET WITH PEDESTRIAN TRAFFIC, AND BUILDING
36 ENTRIES AND LOBBIES. ALL KEY HIGHWAY FRONTAGE BUILDINGS SHALL, IN
37 THEIR GROUND LEVEL STREET FRONT FACADE AND FLOOR LAYOUT DESIGN,
38 ALLOW FOR POTENTIAL RETAIL USES. THE GUIDELINES REQUIRE:

- 39 A. KEY HIGHWAY, AS A BOULEVARD PEDESTRIAN-ORIENTED STREET,
40 SHOULD HAVE ACTIVE USES ON THE GROUND FLOOR, SUCH AS RETAIL

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1 BUSINESSSES, CAFES, OR OFFICES WITH STOREFRONT STYLE WINDOWS
2 AND DOORS FACING THE STREET.

3 B. GLASS ON THE GROUND FLOOR MUST BE CLEAR VISION GLASS; NO
4 HEAVILY TINTED OR HIGHLY MIRRORED GLASS IS PERMITTED.

5 C. UPPER FLOORS MUST HAVE STREET-FACING WINDOWS TO PROVIDE
6 "EYES-ON-THE-STREET". HEAVILY TINTED OR HIGHLY MIRRORED
7 GLASS IS PROHIBITED.

8 D. BUILDINGS SHOULD EMPHASIZE A DISTINCT BASE THAT IS COMPOSED
9 OF THE FIRST FLOOR OR FIRST TWO FLOORS OF THE BUILDING. EACH
10 BASE WILL BE DESIGNED TO GIVE THE APPEARANCE OF GREATER
11 HEIGHT THAN ANY OTHER SINGLE FLOOR.

12 E. PENTHOUSE PORTIONS OF THE BUILDING SHOULD BE DESIGNED TO
13 CREATE A SENSE OF DISTINCTLY FINISHING THE BUILDING. THIS
14 ARCHITECTURAL FINISH MAY BE ACCOMPLISHED BY CHANGE IN THE
15 WINDOW RHYTHM, CHANGE IN APPARENT FLOOR HEIGHT, SETBACK, OR
16 USE OF ALTERNATE MATERIALS, OR A COMBINATION OF THESE
17 ELEMENTS.

18 F. IT IS ENCOURAGED THAT THE ROOFTOP ELEMENTS, SUCH AS
19 MECHANICAL EQUIPMENT AND ROOFTOP ACCESS, MUST BE SCREENED
20 AND INTEGRATED INTO THE ARCHITECTURE OF THE BUILDING THROUGH
21 CONFIGURATION, MATERIALS, COLORATION, AND SURFACE DESIGN.

22 G. DISTINCTIVE CORNER AND ENTRY TREATMENTS ARE ENCOURAGED IN
23 ORDER TO ENHANCE THE BUILDING FACADES.

24 H. THE GROUND FLOOR OF BUILDINGS ON MAJOR STREETS SHOULD BE
25 DESIGNED TO ACCOMMODATE SIGNAGE IN A MANNER THAT ALLOWS
26 RETAIL/RESTAURANT TENANTS TO ACHIEVE A DISTINCT IDENTITY.

27 2. STREET FRONTAGE

28 IN ORDER TO ENSURE THE VITALITY OF STREET LIFE ALONG KEY HIGHWAY,
29 THE BUILDING WALL ALONG THE STREETS MUST HAVE A CERTAIN AMOUNT OF
30 TRANSPARENCY THROUGH THE INCORPORATION OF DOORS AND WINDOWS.
31 THE FOLLOWING ARE DESIGN STANDARDS FOR WINDOW/DOOR OPENINGS AND
32 TRANSPARENCY OF BUILDING ELEVATIONS:

33 A. KEY HIGHWAY

34 (1) GROUND FLOOR: A MINIMUM OF 70% OF THE LINEAR HORIZONTAL
35 DIMENSIONS OF THE FACADE SHOULD BE WINDOWS OR DOORS.

36 (2) UPPER FLOORS: A MINIMUM OF 50-60% OF THE LINEAL
37 HORIZONTAL DIMENSION OF THE FACADE OF EACH OCCUPIED FLOOR
38 SHOULD BE WINDOWS OR OPENINGS.

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B. LAWRENCE STREET FRONTAGE

(1) GROUND FLOOR: A MINIMUM OF 40% OF THE LINEAR HORIZONTAL DIMENSIONS OF THE FACADE SHOULD BE WINDOWS OR DOORS. NO HEAVILY TINTED OR MIRRORED GLASS IS PERMITTED.

(2) UPPER FLOORS: A MINIMUM OF 50-60% OF THE LINEAL HORIZONTAL DIMENSION OF THE FACADE OF EACH OCCUPIED FLOOR SHOULD BE WINDOWS OR OPENINGS.

3. BUILDING MATERIALS

THE MATERIALS PALETTE FOR BUILDING FACADES MAY INCLUDE A VARIETY OF DIFFERENT HIGH QUALITY CLADDING MATERIALS: GRANITE, BRICK, LIMESTONE, OTHER NATURALLY OCCURRING STONE OR CAST STONE OF HIGH ARCHITECTURAL QUALITY, ARCHITECTURALLY DISTINCT MASONRY PRODUCTS, GLASS CURTAIN WALL, METAL, AND PRE-CAST CONCRETE OR POURED IN PLACE CONCRETE OF HIGH ARCHITECTURAL QUALITY. IN MASONRY-TYPE WALLS, PUNCHED WINDOWS ARE ENCOURAGED AND SHOULD HAVE A DISTINCT RHYTHM. CONTINUOUS RIBBON WINDOWS ARE DISCOURAGED. FOR TOWER OR PENTHOUSE PORTIONS OF BUILDINGS, GLASS CURTAIN WALL AND METAL PANEL IS HIGHLY ENCOURAGED, TO PROVIDE A SENSE OF LIGHTNESS, TRANSPARENCY, AND OPENNESS. STUCCO OR STUCCO-LIKE MATERIALS ARE DISCOURAGED. THESE GUIDELINES ARE INTENDED TO OUTLINE OBJECTIVES REGARDING THE USE OF MATERIALS, RELATIVE SCALE, AND CREATION OF A HUMAN-SCALED ENVIRONMENT AT THE PEDESTRIAN LEVEL. THEY ARE NOT INTENDED TO IMPOSE A STRICT LIMITATION ON THE ARCHITECTONICS OF BUILDING FORM AND STYLE.

4. CURB CUTS AND SERVICING

IN ORDER TO PROMOTE A LIVELY URBAN CHARACTER, IT IS ESSENTIAL TO MINIMIZE THE IMPACT OF PARKING GARAGES ENTRANCES AND SERVICE AND LOADING AREAS ON THE PEDESTRIAN ENVIRONMENT. THE PLACEMENT OF VEHICULAR ENTRANCES AND LOADING AREAS SHALL RESPOND TO THE URBAN CONTEXT AND ADHERE TO THE FOLLOWING GUIDELINES:

A. PARKING GARAGE ENTRANCES: WHERE FEASIBLE, A PARKING GARAGE ENTRANCE SHALL NOT FACE KEY HIGHWAY.

B. LOADING AND SERVICING: LOADING AND SERVICING AREAS MUST BE INTERNAL TO THE BLOCKS AND TYPICALLY ACCESSED THROUGH SERVICE ALLEYS AND NOT THROUGH THE PEDESTRIAN-ORIENTED STREETS. NO OVERHEAD SERVICE DOORS SHALL FACE KEY HIGHWAY.

C. ALL SERVICE DOCKS WILL BE INTERNAL TO THE BUILDING ENVELOPE, EQUIPPED WITH CLOSABLE OVERHEAD DOORS. BAYS WILL BE DIMENSIONED SO THAT, DURING USE, TRUCKS (35 FEET AND LESS) WILL NOT PROJECT INTO THE VEHICULAR STREET SPACE.

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D. SERVICE ALLEYS: SERVICE ALLEYS SHALL BE SCREENED FROM THE PEDESTRIAN VIEW AS MUCH AS POSSIBLE, WITH BUILDING FACADES AND/OR SITE WALLS WITH LANDSCAPING. OPENINGS SHALL ALLOW FOR THE MINIMUM VEHICULAR CARTWAY AND SHALL BE DESIGNED FOR PEDESTRIAN ACCESS WHERE APPROPRIATE.

5. PARKING DESIGN

IT IS IMPORTANT TO MINIMIZE THE IMPACT OF PARKING STRUCTURES ON THE CHARACTER OF PEDESTRIAN SPACES AND STREETS, WHILE PROVIDING FOR SUFFICIENT AND CONVENIENT PARKING FOR RESIDENCES AND BUSINESSES.

A. STRUCTURED PARKING

PARKING SHALL BE “WRAPPED” WITH RESIDENTIAL OR COMMERCIAL USES AND NOT VISIBLE FROM KEY HIGHWAY OR LAWRENCE STREET. IF VISIBLE FROM OTHER STREETS, THE PARKING STRUCTURE MUST RESPOND TO THE URBAN CONTEXT AND ADHERE TO THE FOLLOWING GUIDELINES:

(1) THE MATERIALS PALETTE FOR PARKING GARAGE FACADES MAY INCLUDE A VARIETY OF DIFFERENT MATERIALS: GRANITE, BRICK, MASONRY, LIMESTONE, OTHER NATURALLY OCCURRING STONE OR CAST STONE, GLASS CURTAIN WALL, METAL, AND PRE-CAST CONCRETE OR POURED IN PLACE CONCRETE OF HIGH ARCHITECTURAL QUALITY.

(2) LIGHTING OF PARKING STRUCTURES: LIGHTING SHOULD BE ADEQUATE ENOUGH TO PROVIDE SAFETY AND SECURITY, BUT SHOULD BE SCREENED AND CONTROLLED SO AS NOT TO DISTURB SURROUNDING RESIDENCES AND PROPERTIES.

(3) OPENINGS: GARAGE FACADES SHOULD BE DESIGNED WITH A MODULATED SYSTEM OF VERTICAL OPENINGS AND FACADE DETAILING. FALSE FRONTS PRETENDING TO ENCLOSE OTHER USES ARE NOT ENCOURAGED. HOWEVER, DESIGN ATTENTION TO AN OVERALL BUILDING FACADE THAT FITS COMFORTABLY AND COMPATIBLY INTO THE PATTERN, ARTICULATION, SCALE, AND MASSING OF SURROUNDING STRUCTURES IS NEEDED. AS SUCH, THE SIZE AND PATTERN OF OPENINGS IS OF PARTICULAR CONCERN AND SHOULD BE OF A SCALE RELATED TO THE SYSTEMS OF FENESTRATION IN THE NEIGHBORHOOD. NO CONTINUOUS HORIZONTAL OPENINGS ARE ALLOWED.

(4) LOUVERS AND GRILLS: OPENINGS SHOULD HAVE SOME FORM OF SCREENING MATERIAL TO BLOCK VIEWS OF CARS ON UPPER LEVELS AND TO SCREEN SURROUNDING PROPERTIES FROM GARAGE LIGHTING AS IT IS USUALLY BRIGHTER THAN ADJACENT BUILDINGS AND STREET LIGHTS. LOUVERS FOR THE UPPER FLOORS AND VERTICAL GRILLS FOR THE GROUND FLOOR ARE SUGGESTED. FOR PUBLIC SAFETY THERE SHOULD BE A VIEW

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1 INTO THE GARAGE AT GRADE, BUT A COMBINATION OF A LOW
2 WALL AND/OR LANDSCAPING SHOULD SCREEN THE BUMPERS,
3 TIRES, AND HEADLIGHT OF CARS.

4 B. NO SURFACE PARKING LOTS SHALL BE PERMITTED.

5 6. SIGN GUIDELINES

6 ALL SIGNS MUST BE IN ACCORDANCE WITH THE ZONING CODE OF BALTIMORE
7 CITY. IN ADDITION, THE FOLLOWING PROVISIONS APPLY:

8 A. ALL SIGNS SHALL BE DESIGNED TO BE COMPATIBLE WITH THE
9 SURROUNDING NEIGHBORHOODS AND WITH THE SIGNAGE SYSTEM AND
10 TEMPLATES DEVELOPED FOR EACH INDIVIDUAL BUILDING DESIGN.

11 B. WHEN EXISTING SIGNS ARE REMOVED, ANY HOLES OR OTHER DAMAGE
12 SHALL BE PATCHED AND PAINTED AS NECESSARY TO MATCH THE
13 EXISTING WALL SURFACE, AND ALL UNUSED BRACKETS AND CONDUITS
14 SHALL BE REMOVED.

15 C. ALL LIGHTING AND ELECTRICAL ELEMENTS, SUCH AS WIRES, CONDUITS,
16 JUNCTION BOXES, TRANSFORMERS, BALLASTS, SWITCHES AND PANEL
17 BOXES, MUST BE CONCEALED FROM VIEW.

18 D. FLASHING OR MOVING SIGNS ARE NOT PERMITTED.

19 E. SIZE/ PLACEMENT

20 (1) THE TOTAL AREA OF SIGNS FOR A BUILDING FACADE MAY NOT
21 EXCEED 2 SQUARE FEET PER LINEAR FOOT OF BUILDING FRONTAGE.
22 THIS TOTAL AREA INCLUDES WINDOW SIGNS, AWNING SIGNS,
23 LOGOS, PRODUCT SIGNS, TEMPORARY SIGNS, OR ANY OTHER
24 SIGNAGE. HOWEVER, NO SIGN IDENTIFYING A BUILDING OCCUPIED
25 BY A SINGLE USER MAY EXCEED 60 SQUARE FEET; NO SIGN
26 IDENTIFYING INDIVIDUAL TENANTS IN A MULTI-TENANT BUILDING
27 MAY EXCEED 25 SQUARE FEET. A BUILDING SIGN MUST BE
28 MOUNTED FLAT AGAINST THE SURFACE OF THE BUILDING TO WHICH
29 IT IS ATTACHED.

30 (2) SIGNS SHALL NOT BE PLACED SO AS TO OBSTRUCT WINDOWS,
31 STOREFRONTS, ARCHITECTURAL DETAILS, OR CORNICES.

32 (3) IN NO CASE SHALL A SIGN EXTEND ABOVE THE ROOF LINE OR BE
33 PLACED ON MECHANICAL PENTHOUSES.

34 (4) ANY SIGN PLACED ABOVE THE SECOND FLOOR OF A BUILDING WILL
35 BE SUBJECT TO THE APPROVAL OF THE PLANNING COMMISSION.

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F. FLAT SIGNS

(1) FLAT SIGNS SHALL BE PLACED PARALLEL TO THE BUILDING FACE AND SHALL NOT PROJECT MORE THAN 12 INCHES FROM THE SURFACE OF THE BUILDING.

(2) PAINTED SIGNS ON BUILDING SURFACES OR USE OF SEPARATE CUTOUT LETTERS SHALL BE PERMITTED IN ACCORDANCE WITH THE ABOVE LIMITS FOR FLAT SIGNS.

G. PROJECTING SIGNS:

(1) PROJECTING SIGNS SHALL NOT EXTEND MORE THAN 3 FEET BEYOND THE BUILDING SURFACE.

(2) ALL SIGNS SHALL BE DOUBLE-FACED WITH A MAXIMUM THICKNESS OF 12 INCHES.

(3) NO SINGLE PROJECTING SIGN MAY EXCEED 12 SQUARE FEET.

H. FLAGS AND BANNERS MAY BE DISPLAYED ON A TEMPORARY AND PERMANENT BASIS, SUBJECT TO OBTAINING THE NECESSARY MINOR PRIVILEGE, SO LONG AS THE BANNER MATERIAL IS NOT FADED, TORN, OR FRAYED, AND THE POLES ARE WELL MAINTAINED. BANNERS MAY BE DISPLAYED ONLY FROM BUILDINGS AT LEAST 2 STORIES HIGH AND MAY NOT BE LESS THAN 10 FEET ABOVE THE SIDEWALK. ALL BANNER POLES ALONG ONE STREET SHOULD BE SET AT THE SAME ANGLE FROM THE HORIZONTAL PLANE. BANNERS MAY PROJECT UP TO ONE-THIRD THE WIDTH OF THE SIDEWALK, BUT NOT MORE THAN 5 FEET, WHICHEVER IS GREATER. ANY PROVISION FOR FLAGS AND BANNERS MUST OTHERWISE CONFORM TO THE PROVISIONS OF CITY ORDINANCES.

I. POLE MOUNTED AND FREE-STANDING SIGNS ARE NOT PERMITTED.

D. PARKING REQUIREMENTS

THE FOLLOWING REQUIREMENTS ARE SET FORTH TO ENSURE THE ADEQUATE PARKING OF DEVELOPMENTS WITH THE PLAN. THE OFF-STREET PARKING REQUIREMENTS ARE AS FOLLOWS:

(SPACES PER 1,000 SQUARE FEET OF FLOOR AREA UNLESS OTHERWISE NOTED)

OFFICE 3.0

RETAIL 3.0

HOTEL 1 SPACE PER GUEST ROOM

SINGLE FAMILY RESIDENTIAL: 2 SPACES PER DWELLING UNIT

MULTIPLE DWELLING UNITS:

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1	STUDIO UP TO 400 SQUARE FEET	1 SPACE PER DWELLING UNIT
2	1 BEDROOM OR STUDIO OVER	
3	400 SQUARE FEET	1.25 SPACES PER DWELLING UNIT
4	2 BEDROOMS	1.75 SPACES PER DWELLING UNIT
5	3-4 BEDROOMS	2.0 SPACES PER DWELLING UNIT
6	5+ BEDROOMS	2.5 SPACES PER DWELLING UNIT

7 (8) (~~7~~) Revise Exhibit 1, “Zoning Districts Map”, to reflect a change in the zoning district
8 classification for certain properties, as approved by separate ordinance, and revise
9 Exhibit 2, “Land Use Map” to reflect the change in permitted land use categories of
10 the Plan.

11 **SECTION 2. AND BE IT FURTHER ORDAINED,** That the Urban Renewal Plan for Key
12 Highway East Industrial Area, as amended by this Ordinance and identified as “Urban Renewal
13 Plan, Key Highway East Industrial Area, revised to include Amendment 1, dated December 6,
14 2007”, is approved. The Department of Planning shall file a copy of the amended Urban
15 Renewal Plan with the Department of Legislative Reference as a permanent public record,
16 available for public inspection and information.

17 **SECTION 3. AND BE IT FURTHER ORDAINED,** That if the amended Urban Renewal Plan
18 approved by this Ordinance in any way fails to meet the statutory requirements for the content of
19 a renewal plan or for the procedures for the preparation, adoption, and approval of a renewal
20 plan, those requirements are waived and the amended Urban Renewal Plan approved by this
21 Ordinance is exempted from them.

22 **SECTION 4. AND BE IT FURTHER ORDAINED,** That if any provision of this Ordinance or the
23 application of this Ordinance to any person or circumstance is held invalid for any reason, the
24 invalidity does not affect any other provision or any other application of this Ordinance, and for
25 this purpose the provisions of this Ordinance are declared severable.

26 **SECTION 5. AND BE IT FURTHER ORDAINED,** That if a provision of this Ordinance concerns
27 the same subject as a provision of any zoning, building, electrical, plumbing, health, fire, or
28 safety law or regulation, the applicable provisions shall be construed to give effect to each.
29 However, if the provisions are found to be in irreconcilable conflict, the one that establishes the
30 higher standard for the protection of the public health and safety prevails. If a provision of this
31 Ordinance is found to be in conflict with an existing provision of any other law or regulation that
32 establishes a lower standard for the protection of the public health and safety, the provision of
33 this Ordinance prevails and the other conflicting provision is repealed to the extent of the
34 conflict.

35 **SECTION 6. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on the date it
36 is enacted.

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Certified as duly passed this _____ day of _____, 20__

President, Baltimore City Council

Certified as duly delivered to Her Honor, the Mayor,
this _____ day of _____, 20__

Chief Clerk

Approved this _____ day of _____, 20__

Mayor, Baltimore City