



Legislation Text

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EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

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INTRODUCTORY*

CITY OF BALTIMORE
COUNCIL BILL

Introduced by: Councilmember Reisinger
At the request of: The Shapiro Company
Address: c/o Mark Shapiro, 15 Charles Plaza, Suite 101B, Baltimore, Maryland 21201
Telephone: 410-347-1594
A BILL ENTITLED

AN ORDINANCE concerning
Urban Renewal - Key Highway East Industrial Area - Amendment _

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.

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.

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

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

A. Description of Project

2. Objectives

a. To maintain the Key Highway East area as an industrial employment area WHILE ALLOWING FOR MIXED USE DEVELOPMENT.

c. To encourage re-use of waterfront parcels for [nonresidential] MIXED USE development that is compatible with adjacent industrial and residential areas.

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

B. Land Use Plan

1. Permitted Land Uses

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

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

B. MIXED USE

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

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

THE INTENT OF A MIXED LAND USE CATEGORY IS TO ALLOW A DIVERSITY OF USES IN AREAS NEAR THE WATERFRONT. ALL DEVELOPMENT IN THE MIXED LAND USE 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.
- (5) In the Plan, amend B.2.a. to read as follows:

2. Regulations, Controls and Restrictions

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

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

1. Acquisition

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

6. Zoning

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

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

APPENDIX A: MIXED USE DEVELOPMENT CONTROLS

A. STREETSCAPE GUIDELINES

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

THE FOLLOWING STANDARDS AND GUIDELINES APPLY TO BOTH THE DESIGN AND CONSTRUCTION OF PUBLIC RIGHT-OF-WAY IMPROVEMENTS AND PRIVATELY FINANCED IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY IN CONJUNCTION WITH PROPOSED DEVELOPMENT. ALL DESIGN OF STREETSCAPES SHALL BE COORDINATED WITH THE DEPARTMENT OF PLANNING. THE FOLLOWING STANDARDS SHOULD BE FOLLOWED IN THE DESIGN AND CONSTRUCTION OF ANY STREETSCAPE IMPROVEMENTS TO KEY HIGHWAY.

KEY HIGHWAY

1. SIDEWALK WIDTH - SIDEWALKS SHALL BE DESIGNED TO ACCOMMODATE THE ACTIVE, LIVELY USE THAT IS GENERATED BY A MIXED USE ENVIRONMENT. TO ENSURE CAFE SEATING, COMFORTABLE WALKING SPACE, AND LUSH STREET TREES AND LANDSCAPING, SIDEWALKS SHALL BE A MINIMUM OF 18' WIDE. IF NECESSARY, BUILDINGS SHALL BE SET BACK THE NECESSARY DISTANCE FROM THE EXISTING CURB TO PROVIDE THE MINIMUM SPECIFIED WIDTH.
2. SIDEWALK PAVEMENT - PAVEMENT SHOULD BE DESIGNED TO DEFINE THE VARIOUS AREAS OF A SIDEWALK. TREE PIT AREAS SHOULD BE PAVED WITH A COBBLE OR SIMILAR MATERIAL TO DISCOURAGE PEDESTRIAN USE AND ENCOURAGE STORM WATER PERMEABILITY. IN WALKING AND CAFE SEATING AREAS, USE OF HIGH QUALITY CONCRETE IS ENCOURAGED FOR BOTH MAINTENANCE AND PAVEMENT CONSISTENCY. SPECIAL PAVING TO DIFFERENTIATE PROPERTIES OR BUILDINGS IS DISCOURAGED.

3. STREET TREES AND LANDSCAPING - STREET TREES SHOULD BE PLANTED EVERY 25' - 30' ON CENTER WITHIN A MINIMUM 4' WIDE TREE ZONE. TREES SHALL BE A MINIMUM OF 3" CALIPER WHEN PLANTED. WHERE FEASIBLE, TREES SHOULD BE PLANTED WITH CONTINUOUS TRENCH OR STRUCTURAL SOILS TO PROVIDE ADEQUATE GROWING ROOM FOR TREE ROOTS. BROADLEAF TREES, SUCH AS THE LONDON PLANETREE, ARE HIGHLY PREFERRED FOR THEIR SHADE AND SURVIVABILITY PROPERTIES. ADDITIONAL TREE PIT AND CURB SIDE LANDSCAPING, SUCH AS PLANTERS AND LIGHT POLE FLOWER BASKETS, IS ALSO HIGHLY ENCOURAGED. SPECIFICALLY, GROUND COVER IN TREE PITS WITH FENCING IS REQUIRED TO REDUCE RUN-OFF AND DISCOURAGE WALKING ON TREE PITS.

4. STREET FURNITURE AND AMENITIES - PROVIDING STREET FURNITURE ENSURES A COMFORTABLE AND INVITING PEDESTRIAN EXPERIENCE. WHERE ADVANTAGEOUS, STREET FURNITURE, SUCH AS BENCHES, TRASH CANS, AND BIKE RACKS, SHALL BE PROVIDED ALONG THE SIDEWALK.

5. LAMPPOSTS AND LIGHTING - SEPARATE PEDESTRIAN SCALED LIGHTING IS REQUIRED ALONG KEY HIGHWAY. HIGHWAY OR STREET LIGHTING SHALL ENHANCE AND NOT DETRACT FROM PEDESTRIAN SPACES. ADDITIONALLY, SPECIFIC ATTENTION SHOULD BE PAID TO REDUCING LIGHT POLLUTION AND CONCENTRATING LIGHTING ON PAVED SURFACES RATHER THAN ON BUILDING FACADES OR THE SKY. CONTEMPORARY NON-HIGHWAY ORIENTED LAMP POSTS ARE ENCOURAGED. COBRA HEAD LIGHTS ARE SPECIFICALLY DISCOURAGED.

B. MASSING AND BULK CONTROLS

THE PRIMARY DESIGN OBJECTIVE FOR DEVELOPMENT ALONG KEY HIGHWAY IS THE CREATION OF AN APPROPRIATE STREET SCALE, ENSURING A HARMONIOUS RELATION OF NEW DEVELOPMENT TO THE NEIGHBORHOOD FABRIC. THIS IS ACHIEVED BY PROMOTING BUILDINGS OF "BOULEVARD SCALE", 5 TO 8 STORIES, ALONG KEY HIGHWAY, THUS PROMOTING NEIGHBORHOOD SCALE DEVELOPMENT FOR PROPERTIES THAT ABUT THE NEIGHBORHOOD. ALL HEIGHTS MENTIONED IN THIS SECTION ARE ABSOLUTE MAXIMUMS WITHOUT EXCEPTION OR EXEMPTION, UNLESS SPECIFICALLY STATED OTHERWISE.

BUILDING MASSING

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

1. THE MAXIMUM HEIGHT OF ANY BUILDING OR STRUCTURE SHALL BE 90' (AS MEASURED FROM THE MEAN ELEVATION OF KEY HIGHWAY ALONG A BUILDING'S LOT LINE).
2. ALONG KEY HIGHWAY, BOYLE STREET, AND LAWRENCE STREET, BUILDINGS MUST BE SET BACK A MINIMUM OF 12' FROM THE LOT LINE ABOVE 65' (AS MEASURED FROM THE MEAN ELEVATION OF KEY HIGHWAY ALONG A BUILDING'S LOT LINE).
3. ALONG HARVEY STREET, BUILDINGS MUST BE SET BACK A MINIMUM OF 30' FROM THE LOT LINE ABOVE 35' (AS MEASURED FROM THE MEAN ELEVATION OF HARVEY STREET ALONG A BUILDING'S LOT LINE), EXCEPT FOR THE AREA THAT IS WITHIN 70' OF LOT LINE ALONG LAWRENCE STREET THAT MUST CONTINUE A MINIMUM SETBACK OF 12' ALONG HARVEY STREET

AT THE SAME HEIGHT AS THE SETBACK PRESCRIBED ABOVE IN PART 2).

C. BUILDING DESIGN GUIDELINES

1. BUILDING WALL

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

A. KEY HIGHWAY, AS A BOULEVARD PEDESTRIAN-ORIENTED STREET, SHOULD HAVE ACTIVE USES ON THE GROUND FLOOR, SUCH AS RETAIL BUSINESSES, CAFES, OR OFFICES WITH STOREFRONT STYLE WINDOWS AND DOORS FACING THE STREET.

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

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

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

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

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

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

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

2. STREET FRONTAGE

IN ORDER TO ENSURE THE VITALITY OF STREET LIFE ALONG KEY HIGHWAY, THE BUILDING WALL ALONG THE STREETS MUST HAVE A CERTAIN AMOUNT OF TRANSPARENCY THROUGH THE INCORPORATION OF DOORS AND WINDOWS. THE FOLLOWING ARE DESIGN STANDARDS FOR

WINDOW/DOOR OPENINGS AND TRANSPARENCY OF BUILDING ELEVATIONS:

A. KEY HIGHWAY

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

(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.

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.

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

B. NO SURFACE PARKING LOTS SHALL BE PERMITTED.

6. SIGN GUIDELINES

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

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

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

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

D. FLASHING OR MOVING SIGNS ARE NOT PERMITTED.

E. SIZE/ PLACEMENT

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

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

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

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

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:

STUDIO UP TO 400 SQUARE FEET 1 SPACE PER DWELLING UNIT

1 BEDROOM OR STUDIO OVER

400 SQUARE FEET 1.25 SPACES PER DWELLING UNIT

2 BEDROOMS 1.75 SPACES PER DWELLING UNIT

3-4 BEDROOMS 2.0 SPACES PER DWELLING UNIT

5+ BEDROOMS 2.5 SPACES PER DWELLING UNIT

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

SECTION 2. AND BE IT FURTHER ORDAINED, That the Urban Renewal Plan for Key Highway East Industrial Area, as amended by this Ordinance and identified as "Urban Renewal Plan, Key Highway East Industrial Area, revised to include Amendment __, dated December 6, 2007", is approved. The Department of Planning shall file a

copy of the amended Urban Renewal Plan with the Department of Legislative Reference as a permanent public record, available for public inspection and information.

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

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

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

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

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