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# Tomorrow's Towson

## Urban Design Principles Implementation



JUNE 2010

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## History of Report

Upon completion of the Towson Walkability Charrette in June 2007, Tomorrow's Towson developed an implementation strategy that included the creation of an Urban Design Committee to provide recommendations on the implementation of the adopted Urban Design Principles found on page iii, Executive Summary & Introduction of the Walkable Towson Plan –January 2008.

The first recommendation of the Urban Design Committee was to present the principles to the Planning Board along with a recommendation that the Planning Board also adopt Towson as a Walkable District. Tomorrow's Towson adopted the recommendation, and the Urban Design Principles and Walkable District were presented to and adopted by the Planning Board in Fall 2007. Upon adoption by the Planning Board the principles were provided to and used by the Design Review Panel when commercial projects are proposed in the Towson Design Review Area.

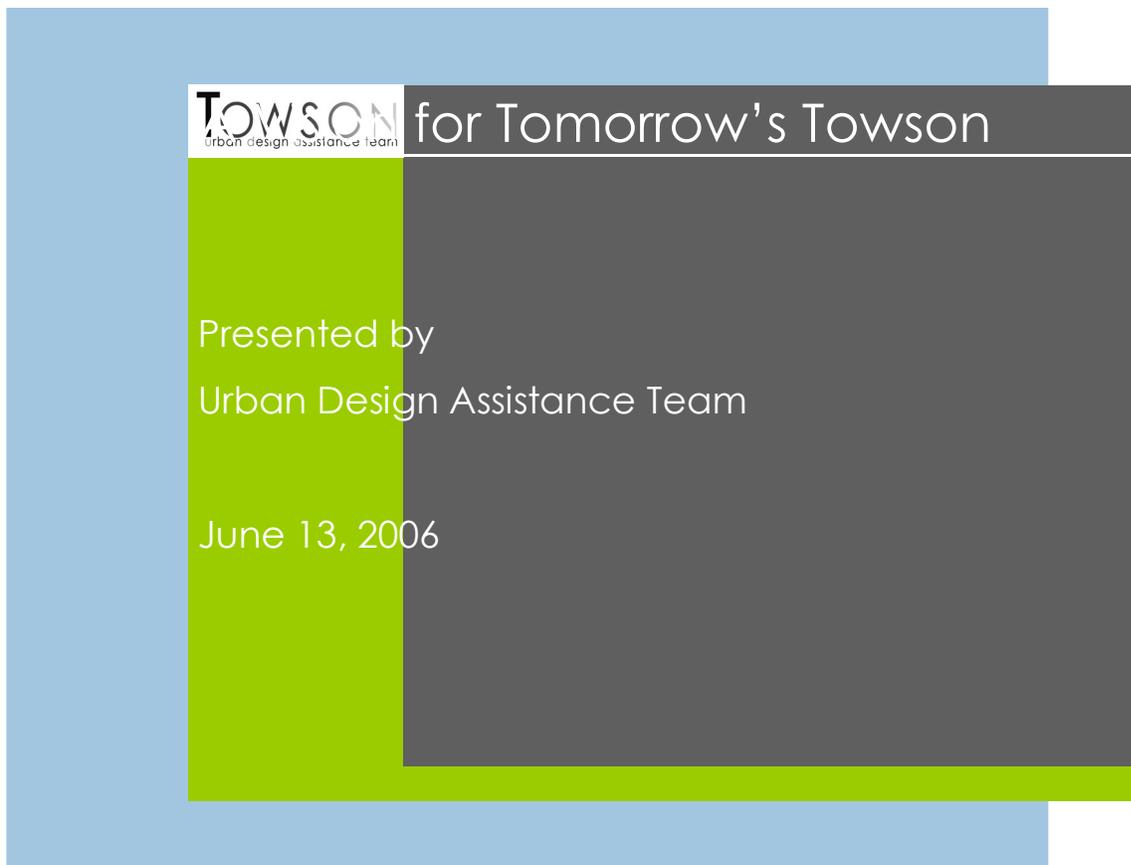
Because the Urban Design Principles are advisory only, the Urban Design Committee further recommended to Tomorrow's Towson that a new overlay zone for Towson that would incorporate the Urban Design Principles be developed. The committee was tasked with creating a regulatory mechanism "working with County agency staff to refine and send to the County Council for adoption." The committee was directed to work on this project on March 21, 2007. On June 2, 2010 at it's annual general meeting, Tomorrow's Towson voted to adopt this report as submitted by the Tomorrow's Towson-Urban Design Committee.

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## *I. Towson UDAT.*

During the week of June 7<sup>th</sup> – 13<sup>th</sup> 2006, the Towson UDAT, sponsored by Tomorrows Towson was undertaken. The UDAT involved a week of fact finding, brain storming and creating ideas to establish a unified vision for Towson. The week long process included involving members of the business and residential communities, Towson University, persons who worked in the area, county government as well as anyone else interested in Towson.

The UDAT developed a series of concepts and recommendations, including proposals on how the built form of Towson could beneficially affect businesses and pedestrians.



## Overall Goal

Core



Create a more vibrant, lively downtown, attractive to and connected to the rest of the Towson community.

Primary Recommendation:

## Pursue Policy Reform

- Goal

- Policies that foster walkability, trust, design cohesiveness and better town management through overlay districts

**Tools:**

- Pedestrian district
- Form-based zoning district
- Business improvement district

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## II. Towson Walkability Charrette

During June 4<sup>th</sup> – 9th 2007, the Tomorrows Towson hosted a Walkability Charrette during which the community was brought together to develop concepts to improve the walkability hence the economic viability of the Towson area and more specifically the business core. As part of the recommendations the charrette proposed a Master Plan Concept for Towson as well as building design principles.

Recommendations focused on short-term projects, and short-term policies. Short-term policies included the following items.

- ◆ Develop uniform design standards and modifications to the zoning ordinance.
- ◆ Create a parking management strategy.
- ◆ Incorporate a walkability index into local transportation planning.
- ◆ Implement a downtown façade program.
- ◆ Undertake a transit study.
- ◆ Create a public education program dealing with walkability.
- ◆ Study the feasibility of a downtown shuttle.



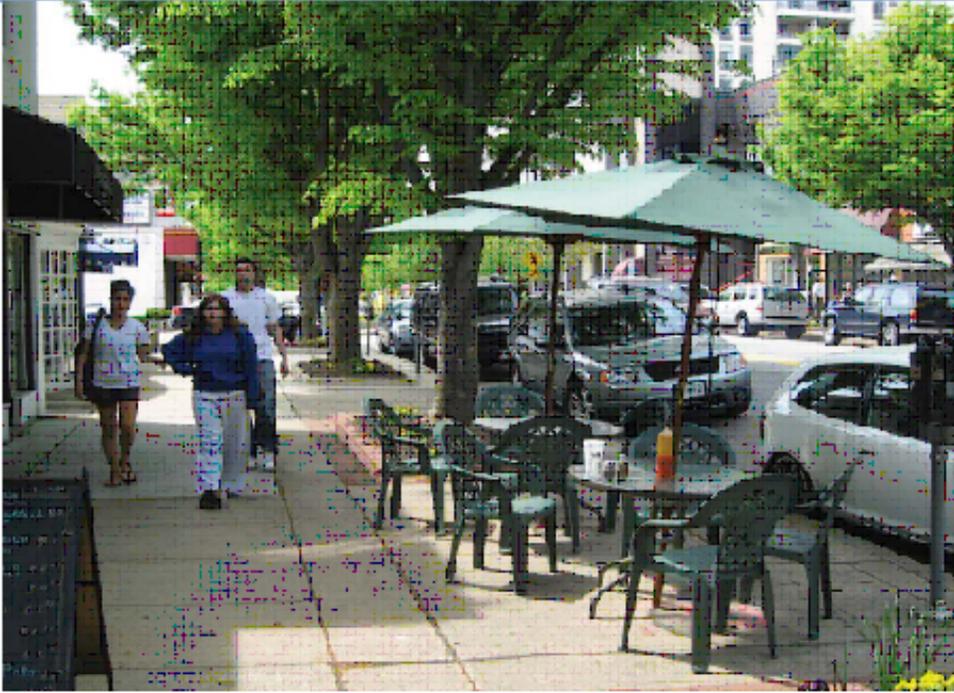
# Walkable Towson Plan

January 2008



*Consultants Report from the Walkable Towson Charrette, June 4-9, 2007*

## Planning Approach



**Allegheny Gets it Right** — Wide sidewalks, active building fronts with destination appeal and a comfortable parking buffer make Allegheny Avenue one of Towson's brightest "walkability" gems.

### Planning Approach and Evaluation

**T**here are significant challenges in bringing about walkability in Towson. Re-introducing conditions necessary to make places walkable requires rethinking the status-quo. Baltimore County is fortunate to have the kind of enlightened and progressive leadership that is necessary to do this, and the Towson UDAT was the first step in that process.

The Walkable Towson Plan builds on the important work started by the UDAT. The consultant team started by evaluating the UDAT recommendations and, whenever possible, either reinforced or carried the concept further. The team concurred with approximately 90% of the UDAT recommendations, and after evaluating them, folded them into the far-reaching recommendations that comprise this plan. The design approach and planning philosophy that the consultant team used to develop the plan are built on

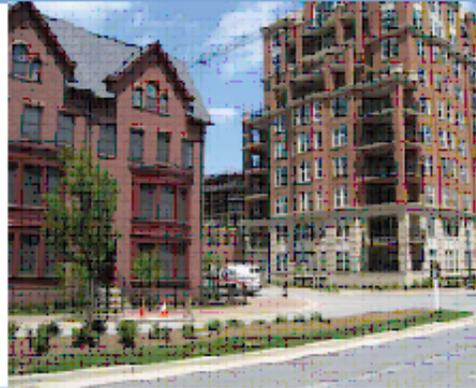
*"The team concurred with approximately 90% of the UDAT recommendations."*

core principles of place-making and New Urbanism, which are about making and restoring compact, walkable places. The UDAT document also emphasized these core principles, and thus, the two bodies of work are mutually reinforcing. After the UDAT, Tomorrow's Towson helped to quickly enact one of the key recommendations of the UDAT, which was the creation of a formally recognized Walkable District. Moreover, Tomorrow's Towson has proposed a set of urban design principles, consistent with the tenets of New Urbanism, that would henceforth be applied to redevelopment projects in the Walkable District.

*Executive Summary & Introduction*      *ii*

## Urban Design Principles

*These principles set a very important tone as the team began its work developing the Walkable Towson Plan. They helped the team strike a balance between pedestrian safety and access and the reasonable movement of vehicles.*



1. Orient buildings to the existing street/sidewalk grid as the primary pathway for pedestrians. Locate the building's front entrance at the back of the sidewalk, facing the street.
2. Provide sidewalks that are wide enough for a broad pedestrian pathway, street signs and parking meters, and pedestrian amenities such as shade trees with appropriate tree wells that facilitate walking, and lighting. In "main street" areas, sidewalks should be wider than in other areas to accommodate concentrated foot traffic and sidewalk cafes.
3. Locate building facades at the back of, and abutting, the sidewalk, aligned with adjacent existing building facades to a "build-to line." This will create a sense of enclosure along the street so that the street becomes a distinct public "place."
4. Build to at least two stories in height to provide appropriate urban densities and create a consistent street edge and sense of enclosure. Design tall buildings to avoid "canyon effect." Maintain a "pedestrian scale" at street level.
5. In "main street" areas, provide a mix of uses, preferably including residential, in the same project. Mix uses vertically, with retail, including retail services, at street level; residential, retail, and office above. The mix of uses enhances street activity providing for a safer, more stimulating pedestrian environment.
6. Provide doors and windows appropriate to the type and story of the building. In "main street" areas, provide storefront-type windows (storefronts with a higher percentage of glazing at street level), clear and un-tinted, in all buildings to enhance visual interest along the street. Street-level storefronts typically have a greater percentage of glazing than other types of buildings or upper stories.
7. Provide as much on-street parking as possible. Move toward parking boxes that allow use of credit cards in lieu of parking meters.
8. Locate off-street parking (surface or structured) and secondary entrances behind the buildings (on the interior of the block). Eliminate curb cuts that provide separate access for individual properties (such as along York Road from Burke to Towson Town Blvd.). This pattern is unsafe and discourages walking. Create or use a network of rear alleys behind the main buildings to provide rear access for loading and unloading.
9. In cases where surface parking must abut the sidewalk, provide a low wall (3-4 ft. in height) or a transparent decorative fence (4-5 ft. in height). Appropriate wall or fence height will allow for surveillance (eyes on the street) while defining the street edge.
10. To shorten walking distances and increase route options for pedestrians, blocks less than 400 feet in length are preferred. Where possible, restructure long "superblocks" by adding a midblock street or pedestrian walkway.

## Master Plan

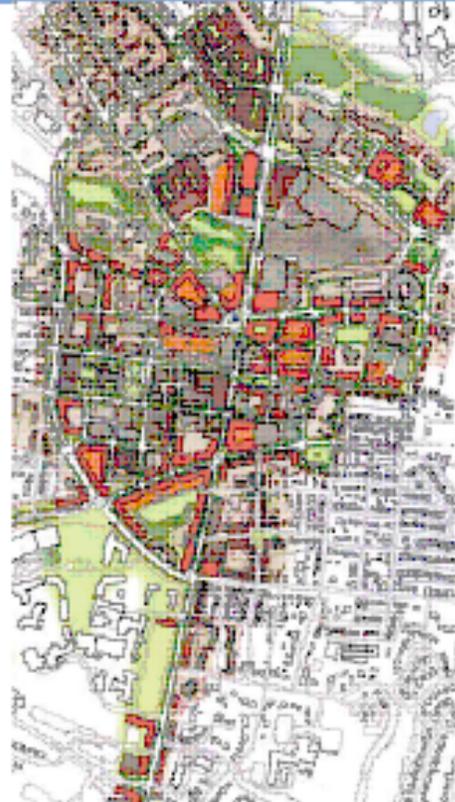
The charrette process resulted in a comprehensive set of recommendations that, collectively, constitute a walkability master plan for Towson. The recommendations include changes to the street network, improvements to the streetscape and building facades, changes in the development pattern, and changes to the regulatory and management framework that will help facilitate the increased pedestrian orientation sought.

It is important to recognize that each recommendation is part of a greater whole, the benefits of which will only be realized when a critical mass of recommendations are implemented. The recommendations address things directly in control of government, and also things that government has less control over but can guide and influence. Implementing the Master Plan will be a long-term process, but one that can begin immediately and happen incrementally.

The Executive Summary & Introduction presents a condensed listing of the projects comprising the Master Plan's Short-Term Recommendations. These recommendations offer immediate priorities and guidance to the Greater Towson community and its leadership groups — organizations that will be instrumental in implementing the plan.

The consultant team produced material beyond what is found in this published version of Volume I. That material — including a full assessment of Towson's walkability challenges and a history of the town's development — can be found online at

[www.baltimorecountymd.gov/go/walkabletowson](http://www.baltimorecountymd.gov/go/walkabletowson)



**Long-Term Buildout**—The Illustrative Master Plan above represents a conceptual view of Towson's long-term buildout with all land use and transportation recommendations implemented. Existing buildings are shown in grey; new buildings that are planned or under construction are brown; and proposed new or renovated buildings are shown in orange.

### Short-Term Recommendations

1. Work with the Maryland State Highway Administration (SHA) to redesign York Road between the roundabout and Towsontown Boulevard. Reduce travel lanes from four to two by adding full-time, on-street parking.
2. Modify the geometric design of the roundabout in order to slow traffic within the roundabout and at its entry and exit points. In addition, improve the landscape and hardscape within and around the roundabout to further calm traffic and increase the pedestrian orientation of this downtown focal point.
3. East and west of York Road, convert Chesapeake and Pennsylvania Avenues from one-way to two-way streets.
4. Install pedestrian improvements, including enhanced crosswalks, signage and other traffic calming measures, at key crossings along major streets within plan area. Also install enhanced lighting for pedestrians in the downtown district.

v Executive Summary & Introduction

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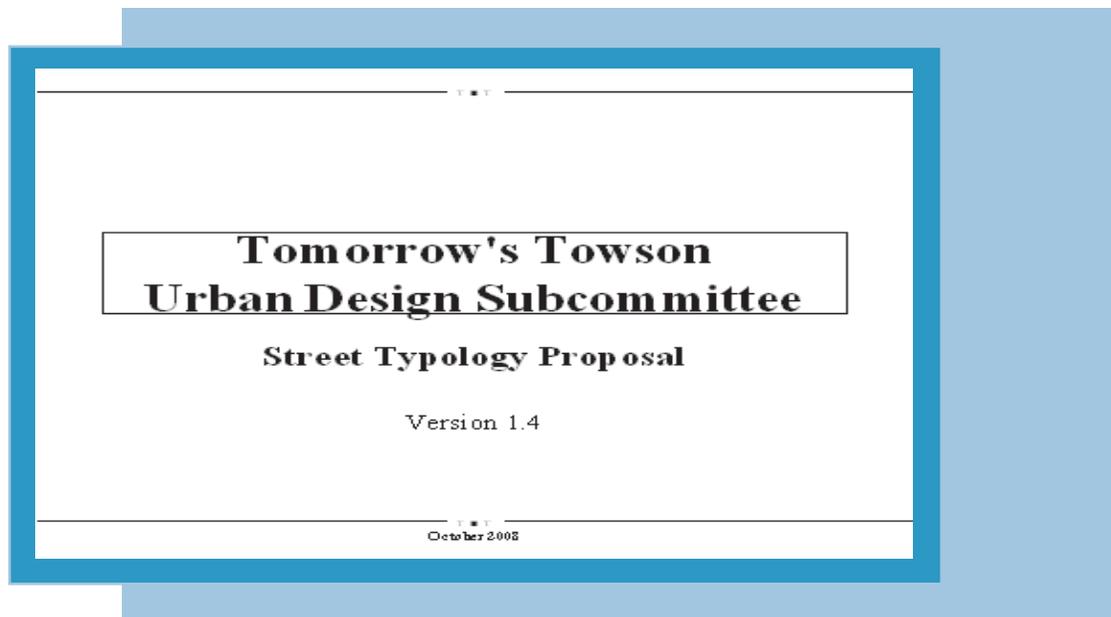
### III. Zoning Regulations.

#### Introduction.

Based upon recommendations of the UDAT and Walkability Charrette, Tomorrows Towson created an Urban Design Committee to investigate and implement methods to ensure that the Urban Design Principles would effectively guide the redevelopment of Towson. During this period, the committee recommended, and Tomorrows Towson as well as the Baltimore County Planning Board adopted, the Urban Design Principles for Downtown Towson.

The committee investigated the use of the Design Review Panel to implement the principles. Although the principles were presented to the Design Review Panel, ultimately the panel was deemed to be an ineffective mechanism in that green buildings, residential development, and previously approved plans are exempt from the purview of the Design Review Panel. It was determined therefore, that an optional zone or overlay district would be the most appropriate implementation mechanism.

The committee has been diligently meeting and working on developing a new zone or overlay district since Spring of 2008. Issues ranging from delineating a study area, building heights, building setbacks, building function, uses etc. were discussed. Work involved reviewing existing buildings that best represented walkability in Towson. Those buildings that functioned the best for pedestrians and created the best business environment for Towson were selected as models. This work resulted in the creation of three distinct street typologies with requisite design and setback elements. An overview is included as follows.



## Main Street Retail

Proposed Conditions	
	Distance
Pavement Width (from Building to Curb)	20- 22 feet
Planter from Curb	2.5 feet
Planter Width	5 feet
Walkway	6- 7 feet
Eating/Landscaping	6.5 - 8.5 feet

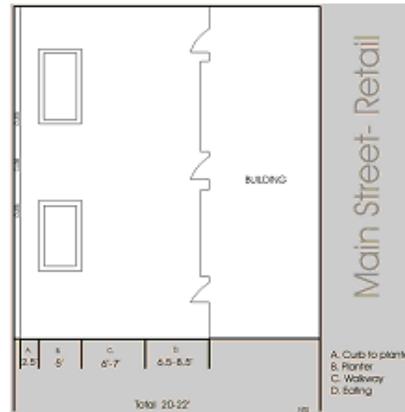
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## Main Street Retail

Pennsylvania Avenue: Model to emulate



- Existing Conditions:
- Curb to building 22 feet
  - Planter from curb 3'7" feet
  - Planter width 6 feet
  - Walkway 6 feet
  - Outdoor eating area 7 feet



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## Town Center

<b>Proposed Conditions:</b>	
	<b>Distance</b>
Pavement Width (from Building to Curb)	18- 20 feet
Planter from Curb	2.5 feet
Planter Width	5 feet
Walkway	6- 7 feet
Eating/Landscaping	5.5 - 6.5 feet

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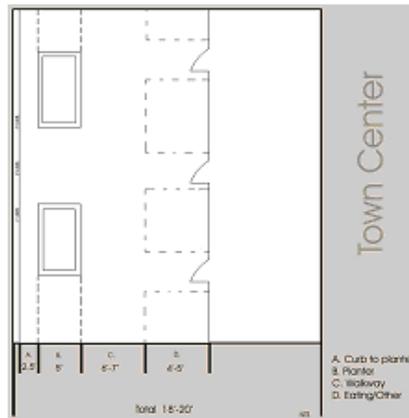
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## Town Center

502 Washington Avenue: Model to emulate



- Existing Conditions:
- Curb to building 24 feet
  - Curb to column 18 feet
  - Planter from curb 3 feet
  - Planter width 5 feet
  - Walkway/Outdoor area 16 feet  
(planter to bldg.)



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## Boulevard

Proposed Conditions:	
	Distance
Pavement Width (from Building to Curb)	24 feet
Planter from Curb/Landscaping	1.5 feet
Planter Width/Landscaping	5 feet
Walkway	8 feet
Eating/Landscaping	9.5 feet

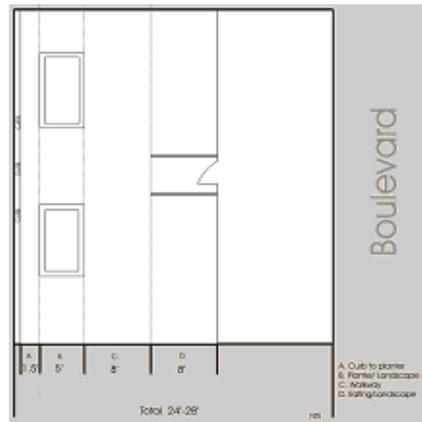
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## Boulevard

Towsontowne Boulevard: Model to emulate

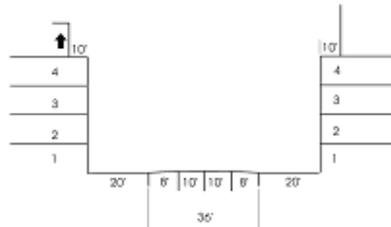


Existing Conditions:	
- Curb to building	26 feet
- Planter from curb	1 feet
- Planter Width	4 feet
- Walkway	4 feet
- Landscape	17 feet



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## Building Heights



### Main Street Retail & Town Center –

- No Height Limit.
- Buildings must be a minimum of 2 stories
- Buildings up to 4 floors in height, no step back required
- Buildings exceeding 4 floors must be stepped back 10 feet

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## Building Heights

- Town Center –**
  - Minimum 2 stories, maximum 6 stories.  
York Road between Towsontown and Bosley/Hillen
- Town Center –**
  - Minimum 3 stories, maximum 5 stories.  
Baltimore Avenue between Joppa Road and Pennsylvania Avenue
- Boulevard –**
  - Minimum 3 stories, maximum 6 stories.  
Bosley Avenue (east side) between Allegheny and Towsontown
- Boulevard –**
  - Minimum 12 stories, maximum 18 stories.  
Towsontown between Bosley Avenue and York Road
- Boulevard –**
  - Minimum 2 stories, maximum 4 stories.  
Bosley Avenue (east side) between Joppa Road and Allegheny Avenue

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## Proposed Regulations

### Sec. 235B.8 C.T. Towson Zone

#### A. Purpose and Intent.

The objective of this section is to encourage redevelopment within the Towson business core in accordance with the Regulating Plan. The regulations contained in this section are intended to further the following Urban Design Principles.

1. Orient buildings to the existing street/sidewalk grid as the prime pathway for pedestrians. Locate the building's front entrance at the back of the sidewalk, facing the street.
2. Provide sidewalks that are wide enough for a broad pedestrian pathway, street signs and parking meters, and pedestrian amenities such as shade trees with appropriate tree wells that facilitate walking, and lighting. In "main street" areas, sidewalks should be wider than in other areas, to accommodate concentrated foot traffic and sidewalk cafes.
3. Locate building facades at the back of, and abutting, the sidewalk, aligned with adjacent existing building facades to a "build-to line." This will create a sense of enclosure along the street so that the street becomes a distinct public "place."
4. Build to at least two stories in height, to provide appropriate urban densities and create a consistent street edge and sense of enclosure. Design tall buildings to avoid "canyon effect." Maintain a "pedestrian scale" at street level.
5. In "main street" areas, provide a mix of uses, preferably including residential, in the same project. Mix uses vertically, with retail, including retail services, at street level; residential, retail, and office above. The mix of uses enhances street activity providing for a safer, more stimulating pedestrian environment
6. Provide doors and windows appropriate to the type and story of the building. In "main street" areas, provide storefront-type windows (storefronts with a higher percentage of glazing at street level), clear and untinted, in all buildings, to enhance visual interest along the street. Street-level storefronts typically have a greater percentage of glazing than other types of buildings or upper stories.
7. Provide as much on-street parking as possible. Move toward parking boxes that allow use of credit cards, in lieu of parking meters.
8. Locate off-street parking (surface or structured) and secondary entrances behind the buildings (on the interior of the block). Eliminate curb cuts that provide separate access for individual properties (such as along York Road from Burke to Towson Blvd). This pattern is unsafe and discourages walking. Create or use a network of rear alleys behind the main buildings to provide rear access for loading and unloading.

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9. In cases where surface parking must abut the sidewalk, provide a low wall (3-4 ft. in height) or transparent decorative fence (4-5 ft. in height). Appropriate wall or fence height will allow for surveillance (eyes on the street) while defining the street edge.

To shorten walking distances and increase route options for pedestrians, blocks less than 400 feet in length are preferred. Where possible, restructure long “superblocks” by adding a mid-block street or pedestrian walkway.

## **B. Applicability.**

1. The regulations provided within this section are intended to be used as an alternative to the existing underlying zoning.
2. As an alternate zone, an applicant may choose to use either but not to mix. Land uses, heights, review process etc. must be followed per the zone selected or used.
3. The existing underlying zoning shall remain in place until December 1<sup>st</sup>, 2016 at which time the existing underlying zone shall be removed or the alternate zone be removed.

## **C. Alternate Development Plan Approval Process**

1. Plans submitted using the provisions of this section shall be processed as limited exemptions per Baltimore County Code Sec. 32-4-106 (b), and shall provide all information as required in Baltimore County Code, Sections 32-4-222, 32-4-223, and 32-4-224, including architectural elevations of all building facades. All requirements of this section shall be considered standards.
2. Plans shall be submitted to the Department of Permits and Development Management. Plans shall be reviewed and certified for compliance with this section by the Office of Planning, and scheduled before the Design Review Panel within 30 working days of receipt of the Development Plan, excluding the month of August wherein the Design Review Panel does not meet.
3. In the event that a Development Plan is not accepted for scheduling by the Office of Planning, the applicant shall be notified within 10 working days stating the reasons.
4. Any modifications to standards in this section shall be noted on the Development Plan, reviewed and approved by the Design Review Panel, in order to assure that such modifications are in keeping with the spirit and intent of these regulations.
5. The Design Review Panel may either approve, deny or modify a proposed plan and any proposed modifications of standards.
6. Recommendations made by the Design Review Panel shall be considered binding on the Development Plan (and all other subsequent plans). The Design Review Panel may establish policies and procedures necessary to fulfill these requirements.

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## D. Street Types:

### 1. Main Street Retail.

Main street retail is a shopping street with the street level first floor containing retail uses. Buildings may contain mixed-use above or behind retail uses. Streets have either parallel or angled parking. Awnings are encouraged to help give the street narrower proportions and better spatial definition.

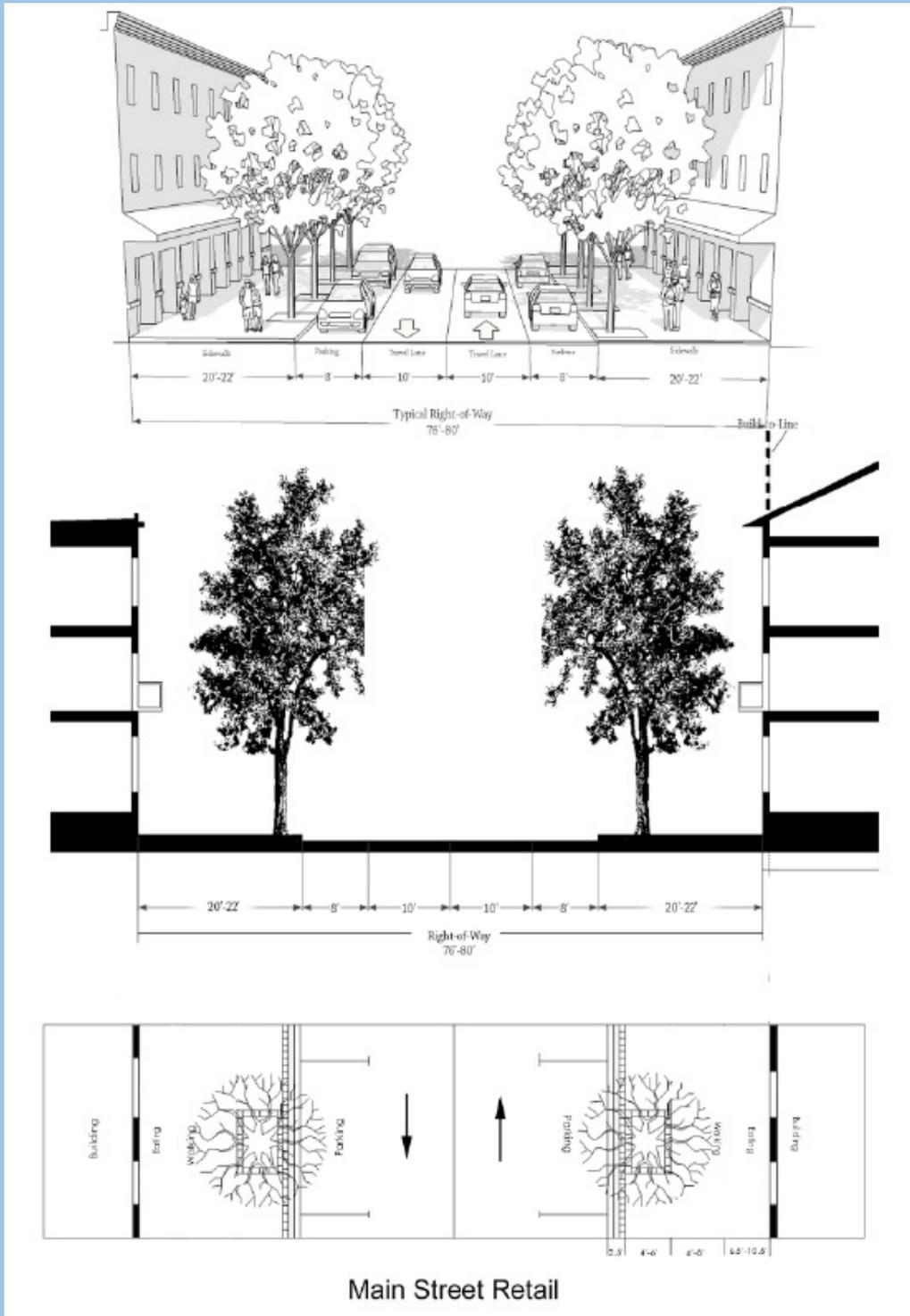
- a. Required Building Elements:
  1. Regardless of use, the first floor must be designed to accommodate retail users.
  2. Entrance should be provided at a minimum distance of 1 entrance per 50 feet of street-frontage and spaced at a maximum of 50 feet apart.
  3. Pedestrian scale lighting, and wider sidewalks shall be provided to meet Amenity Open Space.
  4. Outdoor dining and associated temporary signage within the right of way is permitted.
  5. Street trees, and landscaping located within the right-of-way shall be provided.
  6. Upper building stories, or the building area located behind retail shops, may contain any of the allowed uses.
  7. Awnings, if provided, shall extend a minimum of 6 feet from the building, and may be located within the right-of-way.
  8. New curb cuts are prohibited, access should be via existing alleys.
  9. Window treatment at the first floor shall include 75-95% glazing. Glazing must be un-tinted and non-reflective. Upper floors shall consist of 40-60% glazing and maintain vertical window proportions of 2:1 and 3:2.
- b. Building Placement:

Build to line: 20-22 feet from the face of curb.  
Space between buildings: 0 feet.  
Rear Yard: 0 feet.
- c. Building Height:

Minimum 2 stories  
Maximum: Refer to Regulating Plan.  
Building must be stepped back from any street frontage, at the build to line 10 feet after the 4<sup>th</sup> floor.
- d. Streetscape Dimensions:

Curb face to building face dimensions: 20 feet to 22 feet.  
Curb face to tree wall: 2.5 feet.  
Planter width, tree well: 5 feet.  
Planter edge of tree well to building face: 12.5 feet to 14.5 feet.

  1. Frontage Types Allowed: Shopfront. Forecourts may be used only when a hotel is provided.



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## 2. Town Center.

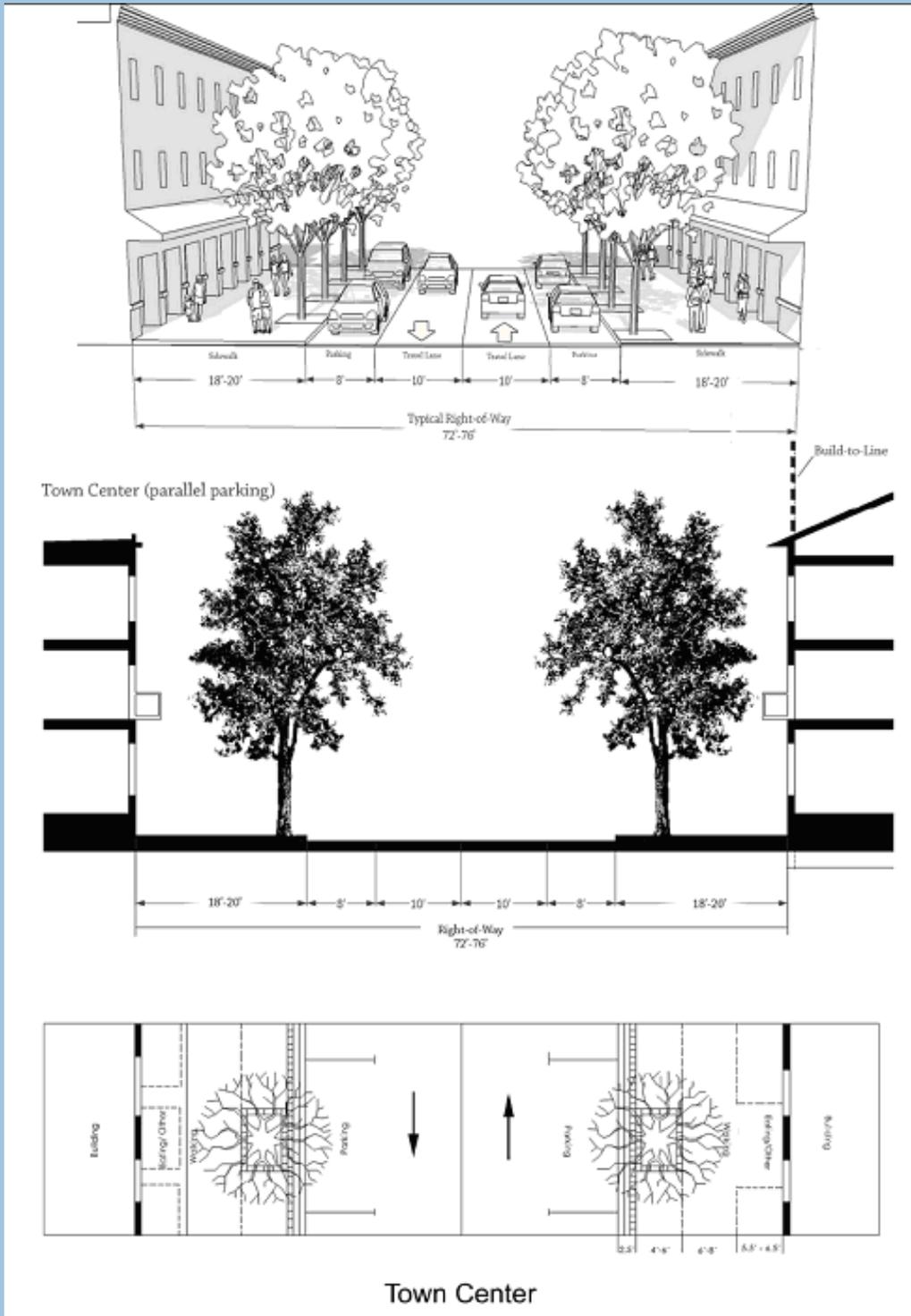
Town Center first floor may contain retail, office, residential, or any allowed uses. It features parallel or angled parking and wider sidewalks. The design objective is to accommodate pedestrians and motorists. Sidewalks with street wells for trees or landscaped green strips are acceptable. Upper building stories may contain any allowed uses.

- a. Required Building Elements:
  1. Pedestrian scale lighting, and wider sidewalks shall be provided to meet Amenity Open Space.
  2. Outdoor dining and associated temporary signage within the right-of-way is permitted.
  3. Street trees, and landscaping located within the right-of-way shall be provided.
  4. Awnings, if provided, shall extend a minimum of 6 feet from the building, and may be located within the right-of-way.
  5. Window treatment shall provide a minimum 40-60% glazing and maintain vertical window proportions of 2:1 and 3:2.
- b. Building Placement:

Build to line: 18-20 feet from the face of curb.  
Space between buildings: 10 feet minimum.  
Rear yard: 0 feet.
- c. Building Height:

Minimum 2 stories.  
Maximum: Refer to Regulating Plan.  
Buildings must be stepped back from any street frontage, at the build to line 10 feet after the 4th floor.
- d. Streetscape Dimensions:

Curb to building face dimensions: 18 feet to 20 feet.  
Curb face to tree well or landscape strip: 2.5 feet.  
Planter width, tree well area or landscape strip: 5 feet.  
Sidewalk from planter tree well edge: 6 feet to 7 feet.  
Edge of sidewalk to building may include paving or landscaping: 4.5 feet to 6.5 feet.  
Planter edge, tree well or landscape strip to building face: 12.5 feet to 14.5 feet.
- e. Frontage Types Allowed: Shopfront, Forecourt, Gallery.



*Travel ways between curbs to be determined by the Department of Public Works.*

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### 3. Boulevard.

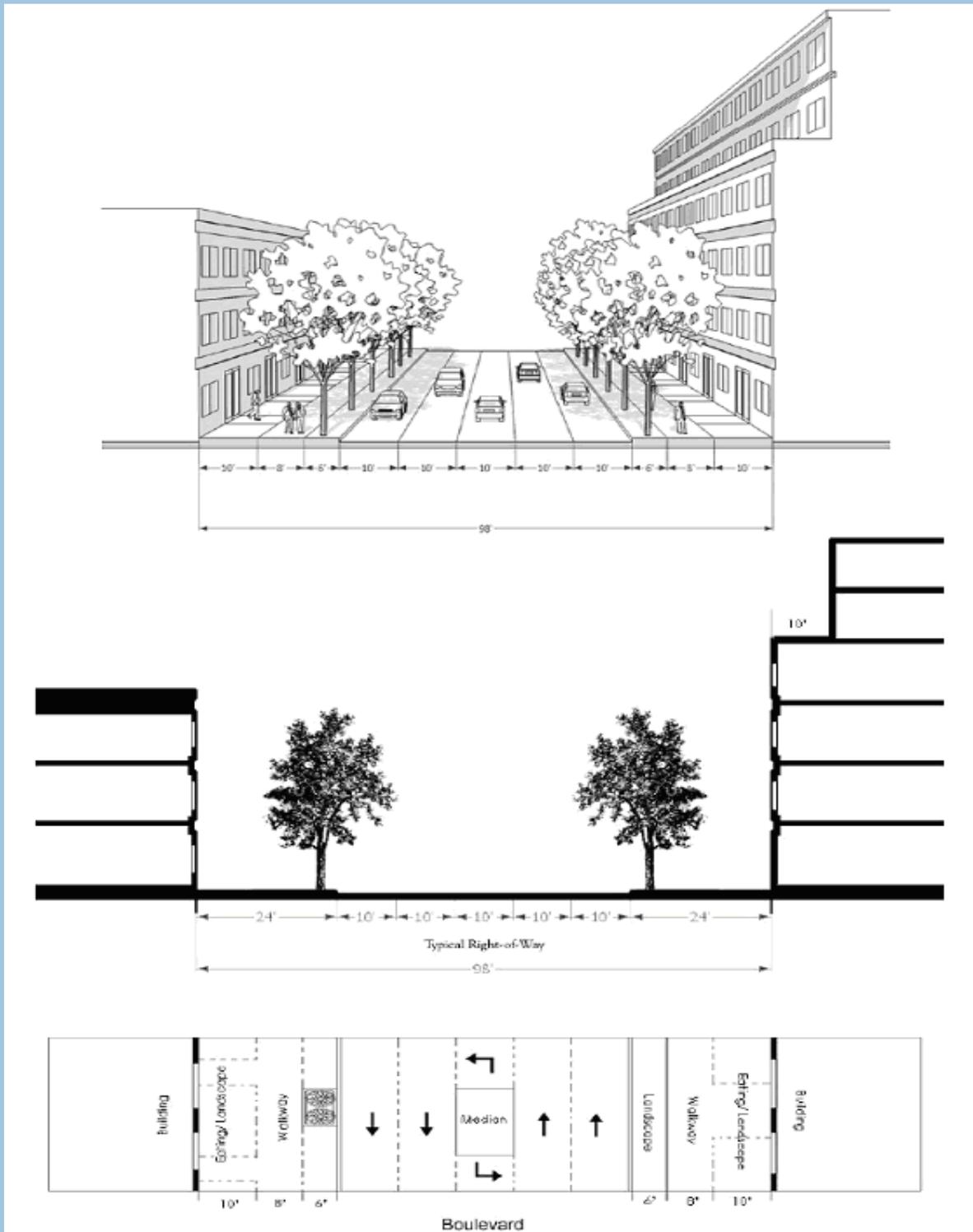
The Boulevard is designed for locations where the movement of larger volumes of traffic is desired. This street usually has a minimum of four travel lanes in addition to turning lanes. Parallel or angled parking is generally not provided. Wider sidewalks should be set back from the street in order to accommodate pedestrian traffic and increase pedestrian safety, ease and comfort.

- a. Required Building Elements:
  1. Pedestrian scale lighting, and wider sidewalks shall be provided to meet Amenity Open Space.
  2. Street Trees, and landscaping located within the right-of-way shall be provided.
  3. Awnings if provided shall extend a minimum of 6 feet from the building, and may be located within the right-of-way.
  4. Window treatment shall provide a minimum 40-60% glazing and maintain vertical window proportions of 2:1 and 3:2.
- b. Building Placement:

Build to line: 24 feet from the face of curb.  
Space between buildings: 10 feet minimum.  
Rear yard: 0 feet.
- c. Building Height:

Minimum 2 stories.  
Maximum: Refer to Regulating Plan.  
Buildings must be stepped back from any street frontage, at the build to line 10 feet after the 4th floor.
- d. Streetscape Dimensions:

Curb to building face dimensions: 24 feet.  
Curb face to soil in planter or landscape strip: 1.5 feet.  
Planter width, soil area or landscape strip: 5 feet.  
Sidewalk from planter edge of soil: 8 feet.  
Edge of sidewalk to building may include paving or landscaping: 9.5 to 13.5 feet.  
Planter edge of soil or landscape strip to building face: 17.5 feet.
- e. Frontage Types Allowed: Shopfront, Forecourt, Gallery.



*Travel ways between curbs to be determined by the Department of Public Works.*

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## **D. Building Function:**

### **1. Uses permitted.**

Residential.

Office.

Retail.

Lodging.

Civic: recreation, open space, religious.

Other uses as stated on the approved Development Plan.

### **2. Uses prohibited in addition to those prohibited in the BM-CT District.**

Check cashing.

Bail bondsman.

Gas stations.

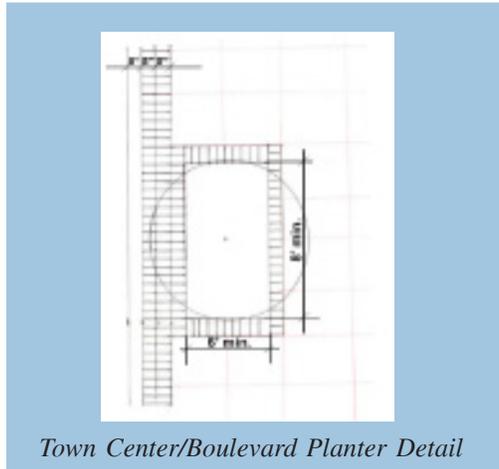
Automotive stand alone service, except where currently existing.

Other uses as stated on the approved Development Plan.

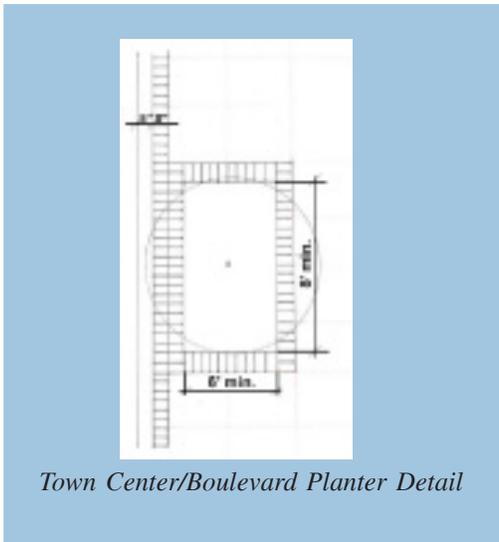
## **E. General Provisions:**

- 1. Alleys** – Existing alleys shall remain and be used to minimize curb cuts, provide access to parking, service areas/loading docks (private or public), dumpsters etc. Alleys may be incorporated into parking lots as drive isles and fire lanes.
- 2. Pedestrian and vehicular access** – As shown on the Regulating Plan, pedestrian and/or vehicular access shall either remain or be provided at the designated locations.
- 3. Corner Lots** – Buildings facades located along a street shall meet the requirements for each street, as shown on the Regulating Plan.
- 4. Street corner radii & clear zones** – Corner radii shall be 15 feet. This fairly tight turning radii is intended to shorten pedestrian crossings and inhibit drivers from turning corners at high speeds. To allow for emergency vehicles to turn corners, a 25 foot radius Clear Zone, shall be established free of all vertical obstructions including but not limited to telephone poles, sign poles, fire hydrants, electrical boxes, or newspaper boxes.

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5. **Street Trees** - Trees shall be planted at 30 feet to 60 feet intervals on center. Street tree type will be specified by the Baltimore County, Landscape Architect.



*Town Center/Boulevard Planter Detail*



*Town Center/Boulevard Planter Detail*





**Bench:** Victor Stanley Inc. RB-28, 6' long dark green finish, steel contoured to be bolted into concrete and secured with epoxy.

8. **Frontage Percentages** - Frontage percentage is the percentage of the width of the lot that is required to be occupied by the building façade. A minimum of 80% building frontage is required for every street façade. The remainder of the façade may be set back from the build to line up to 10 feet. Main Street Retail shall have 100% of the street building frontage (excluding Forecourt) located along the street.
9. **Principal Entrances** - The principal entrance of every building must face a street. Street entrances must be at grade or near grade. Entrances may be recessed up to 5 feet and entrances at corners are strongly encouraged. For Main Street Retail, one entrance per a minimum of 50 feet shall be provided.
10. **Preserved pedestrian and vehicular connections** - As shown on the Regulating Plan, pedestrian and or vehicular access shall be provided. It is intended that these accesses remain open and available to the public.
11. **Parking –**
  - a. Parking shall be accessed by rear or side alleys, when such are available.
  - b. Open parking areas shall be masked from the street frontage by a building or brick streetscreen and located no closer than 10 feet to the public right of way.
  - c. Parking garages located on Main Street Retail streets shall be designed to have first floor retail uses or be located behind liner buildings.
  - d. Entrances and exits from parking lots or garages shall not exceed 24 feet in width.

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**Elements to be provided:**

1. The forecourt should be at grade.
2. The forecourt should be no deeper than 40 feet.

**Arcade:** The building façade is a colonnade that overlaps the sidewalk. The entrance(s) to the building is located at the build to line, while the upper levels above the first floor extend into the public right-of-way at the same plane as the colonnade. The arcade should be no less than 12 feet wide and should overlap the sidewalk up to 2.5 feet of the curb.

**Terrace or Lightwell:** The building frontage is set back from the sidewalk, street trees, lighting, etc. The building entrance is either accessed up via steps (Terrace), or down via steps (Lightwell). This frontage type is most suitable for residential uses.

## G. General Definitions

**Build-to Line (BTL):** A line appearing graphically on the regulating plan or stated as a setback dimension, along which a building façade or percentage of a facade must be placed.

**Commercial:** A term defining workplace, office and retail use collectively.

**Façade:** The vertical surface of a building, generally set facing a street (“street façade”).

**Frontage:** Means the length of the front property line of the lot, lots or tract of land abutting a public street, road or highway.

**Frontage Line:** The property lines of a lot fronting a street or other public way, or a park, green or paseo.

**Height:** A limit to the vertical extent of a building that is measured in number of stories. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, and similar structures, which may be of any height approved by the Director.

**Liner Building:** A building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

**Lodging:** A facility (typically a hotel or motel) with guest rooms or suites, with or without kitchen facilities, rented to the general public for transient lodging. Hotels typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

**Mixed-use:** Multiple functions within the same building integrated either horizontally or vertically.

**Office:** premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses.

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**Regulating Plan:** A zoning map that defines the area within the zone that differentiates standards for building placement, height, design, and use; and identifies the parcels subject to the standards located within the area.

**Residential:** Characterizing premises available for long-term human dwelling.

**Retail:** Means the sale on premises of goods, wares, and merchandise to the ultimate consumer.

**Shopfront:** The portion of a building at the ground floor that is made available for retail or other commercial use. Shopfronts shall be directly accessible from the grade at the sidewalk.

**Story:** A habitable floor level within a building, typically 8' to 12' high from floor to ceiling. Individual spaces, such as lobbies and foyers may exceed one story in height. In Shopfront spaces, the ceiling height of the first story may be as high as 16'.

**Use, permitted:** means a use of land permitted as a matter of right or by special exception anywhere within the zone.

**Use, prohibited:** means a use not permitted as a matter of right or by special exception anywhere within the zone or the BM-CT District.

**Wholesale sales:** Means the sale of goods, wares, and merchandise to other than the ultimate consumer or user for the purpose of resale.





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