SECTION 230
Business, Local (B.L.) Zone Use Regulations

~~**§ 230.1 Permitted uses.**~~

A. ~~The following uses only are permitted (See Section 230.2.):~~
   ~~4. Fast-food, drive-through-only restaurant, carry-out restaurant, fast-food restaurant, and standard restaurant, tearoom, convenience store and dairy barn, except that a special exception is required for a fast-food, drive-through-only restaurant or a fast-food restaurant that is located on property that is zoned BM-CT and is adjacent to the property line of any residentially used property in the Towson Commercial Revitalization District.~~

SECTION 235B
Special Regulations for C.T. Districts

§ 235B.4 Open space ratio; streetscaping.

A. ~~Except in the C.T. District of Towson,~~ The minimum permitted amenity open space ratio shall be 0.1, except for above-grade floor space used for accessory off-street parking spaces, the ratio shall be 0.02.

B. ~~In the C.T. District of Towson:~~

   ~~1. Tree plantings and street furniture shall be provided between the curb and building according to the Towson Streetscape Standards adopted pursuant to Section 504 and set forth in the Comprehensive Manual of Development Policies.~~

   ~~2. The width of the streetscape area shall be consistent with the adjacent setback of neighboring properties, based upon the recommendations of the Director of Planning. In no case shall the width of the streetscape area exceed 25 feet.~~

   ~~3. If streetscaping has already been provided, the Director of Permits, Approvals and Inspections or the hearing officer shall require an applicant to pay a fee determined by the Director of Public Works, not to exceed the cost of providing the streetscape area, to be used for the maintenance of the streetscape in the C.T. District of Towson.~~

~~**§ 235B.7 C.T. District of Towson.**~~

A. ~~This subsection applies to a proposed development located in that portion of the C.T. District of Towson bounded by the following streets and roads: York Road, Chesapeake Avenue, Washington Avenue, and Towsontown Boulevard, if the proposed building lot does not abut any residential zone line other than one having an N.C. overlay district.~~

B. ~~Upon the filing of a development plan that qualifies under Subsection A above, the applicant may file a request for exemption with the Director of Permits, Approvals and Inspections.~~

C.

1. ~~If the Director of Permits, Approvals and Inspections finds that the proposed development meets the requirements of Subsection A, the Director shall exempt the proposed development from any required front, side or rear yard setback, or any setback from the center line of any street, or any building height limitation.~~

2. ~~

~~(I) For a proposed development that is subject to review by the Design Review Panel, the Director may also exempt the development from any laws or regulations governing the height, area, bulk, or signage requirements applicable to the development, subject to the requirements of this paragraph.~~

~~(II) The Director shall give public notice of a request for exemption and shall post the property at least 10 days prior to his decision on the proposed exemption. The Director's decision may be appealed under Section 32-3-401 of the County Code.~~

~~(III) The calculation of required off-street parking may include any spaces located in any publically-owned or privately-owned surface or structured parking lot located within the development.~~

~~(IV) The Director may not grant an exemption to permit any outdoor advertising signs within the development, or to permit any roof-mounted signs within the development.~~

3. ~~The Director shall certify the exemption in writing, including an explanation of how the exemption is not detrimental to the public health, safety or general welfare, and shall file a copy of the certification with the Zoning Commissioner or hearing officer if a hearing is otherwise required for the proposed development. If a hearing is not required for the proposed development, the developer shall place a copy of the certification on the plans to accompany the application for the building permit.~~

4. ~~Any open space waiver fees paid to the county in association with a development project under this section shall be utilized by the county for improvements within a three-mile radius of the project site.~~

~~§ 235B.7.1 C.T. District of Towson: signs.~~

~~This section applies to a Class A office building in the B.M.C.T. District of Towson that is located within 600 feet of the East Towson Community Conservation Area. The following requirements apply:~~

A. ~~Notwithstanding the requirements of Section 450.4:~~

~~1. A freestanding business sign is permitted. However, the height of the sign may not exceed six feet. If the sign is mounted on a pole, the pole shall be enclosed by a brick or masonry foundation, or the base of the pole shall be landscaped with plantings that shield the base from view.~~

~~2. A neon illuminated sign is permitted. However, the size of the sign may not exceed four square feet.~~

~~3. Miscellaneous exterior temporary signs, as described in Sections 450.4 and 450.7.E, are not permitted to be displayed anywhere on the premises, including windows.~~

~~§ 235B.8. Towson Business Core; alternate development process.~~

A. ~~Definitions. As used in this section, the following words have the meanings indicated:~~

~~ALTERNATE PROCESS -- The development plan approval process in Subsection D.~~

~~DESIGN PRINCIPLES -- The Towson Business Core Design principles adopted by the County Council in Resolution 64-11.~~

~~TOWSON BUSINESS CORE -- The area of Towson bounded by Bosley Avenue on the west, to Joppa Road on the north, to Virginia Avenue on the east, to Towsontown Boulevard on the south, west to York Road, south to Burke Avenue, and west to Bosley Avenue, inclusive of both sides of all streets.~~

B. ~~Intent. The purpose of this section is to encourage redevelopment in the Towson Business Core in accordance with the design principles, utilizing the alternate process.~~

C. ~~Scope. The design principles shall govern the review and approval of a development plan filed for a property located in the Towson Business Core, if the applicant elects the alternate development process of this section.~~

D. ~~Alternate process.~~

~~1. As an alternative to the development review process of Article 32, Title 4 of the County Code, an applicant may elect the process described in this subsection for a development plan filed for a property located in the Towson Business Core.~~

~~2. Permitted and prohibited uses.~~

~~a. Except as provided in Paragraph 2.b, any use permitted in the B.M.-C.T. District and any residential, office, retail, lodging, civic, or governmental use is permitted.~~

~~b. The following uses are prohibited: check cashing, bail bondsman, gas station, or automotive stand-alone service.~~

~~3. A development plan submitted under the alternate process shall be processed as a limited exemption under Section 32-4-106(b) of the Baltimore County Code.~~

~~4. The design principles shall govern the review and approval of the plan by the Design Review Panel. All other requirements or restrictions, including use restrictions, of the underlying zone or of these regulations do not apply. However, the requirements of Sections 32-4-222, 32-4-223, and 32-4-224 of the County Code shall apply.~~

~~5. A development plan shall be submitted to the Department of Permits, Approvals and Inspections. The plan shall be reviewed and certified for compliance with this section by the Department of Planning. The plan shall be scheduled before the Design Review Panel within 30 working days of receipt of the plan.~~

~~6. If a development plan is not accepted for scheduling by the Department of Planning, the applicant shall be notified, and the reasons stated, within 10 working days.~~

~~7. A proposed modification to any of the design principles shall be noted on the development plan and reviewed by the Design Review Panel.~~

~~8. The Design Review Panel may approve, deny or modify a proposed development plan and any proposed modification of the plan or of any of the design principles.~~

~~9. A recommendation made by the Design Review Panel is final and binding.~~

~~SECTION 300~~
~~**Height Exceptions**~~

~~**§ 300.3 East Towson Community Conservation Area.**~~

~~A building located in, or within 100 feet of, the East Towson Community Conservation Area (Resolution 12-92) may not exceed 45 feet in height.~~

SECTION 409
Off-street parking and Loading

§ 409.6 Required number of parking spaces.

A.

2. Commercial and service uses.

Type of Use	Minimum Number of Required Off-Street Parking Spaces
Fast-food and standard restaurants: general rule	16 per 1,000 square feet of gross floor area with at least 10 spaces required in all cases, ~~except that no parking spaces are required for restaurants in the C.T. District of Towson~~…
Nightclub, tavern, striptease business, catering hall or drive-in restaurant	20 per 1,000 square feet of gross floor area with at least 10 spaces required in all cases, ~~except no spaces required for nightclubs or taverns in the C.T. District of Towson~~…
Office — general	~~In the C.T. District of Towson: 3.3 per 1,000 square feet of gross ground floor area and 2 per 1,000 square feet of gross floor area of upper floors~~.
Retail — general	~~3 per 1,000 square feet of gross floor area in the C.T. District of Towson~~;…
Shopping center (100,000 square feet or more of gross leasable area)	~~In the C.T. District of Towson: the required number of spaces shall be calculated according to the particular types of tenants in the shopping center, i.e., each tenant shall be considered as a separate use.~~

4. Recreational and institutional uses.

Type of Use	Minimum Number of Required Off-Street Parking Spaces
Athletic club or health spa	10 per 1,000 square feet of gross floor area, excluding any area devoted to tennis/racquetball courts or other similar courts, in which case there shall be 3 per court, ~~except that 3 parking spaces per 1,000 square feet of gross floor area are required for athletic clubs or health spas in the C.T. District of Towson.~~

B. Adjustments to general requirements.

1. Transit adjustment

~~d. The transit adjustment shall not apply to general offices in the C.T. District of Towson.~~

2. Ridesharing adjustment. The required number of off-street parking spaces for any office or industrial use with 100 or more employees may be reduced by 10% for participation in a continuous, personalized ridesharing assistance program. ~~The ridesharing adjustment shall not apply to general offices in the C.T. District of Towson.~~

3. Shared parking adjustment. Two or more uses shall be permitted to share their off-street parking spaces in a common parking facility if the hours or days of peak parking for the uses are so different that a lower total will provide adequately for all uses served by the facility, without conflict or encroachment. To assure that no conflict or encroachment occur, shared parking spaces for such uses shall be provided according to the following table. ~~The shared parking adjustment shall not apply to uses in the C.T. District of Towson, except for theater uses and office or industrial uses.~~

§ 409.7 Location of parking.

B. Uses other than residential.

1. Except in C.T. Districts and R-O-A and R-O Zones, off-site parking spaces for uses other than residential and lodging shall be located within 500 feet walking distance of a building entrance to the use that such spaces serve. In C.T. Districts, such spaces shall be permitted within 1,000 feet walking distance of the building entrance. ~~In the C.T. District of Towson, such spaces shall be permitted within 1,500 feet walking distance of the building entrance, provided that they are located within the town center boundary~~.

§ 409.8 Design standards.

A. Requirements for parking facilities in all zones. All off-street parking facilities shall be subject to the following requirements:

4. Distance to street line. No parking space in a surface parking facility for a nonresidential use shall be closer than 10 feet to the right-of-way line of a public street, excluding vehicle overhang, ~~except that in the C.T. District of Towson such setback is not required if the parking facility is screened from the street in accordance with the Landscape Manual.~~

§ 409.14 Bicycle parking.

A. General requirements. Bicycle parking shall be provided and installed as part of all new construction projects (excluding single-family detached residential) and remodeling projects of over 50% expansion in the ~~C.T. District of Towson~~, the Loch Raven Commercial Revitalization District, the Perry Hall Commercial Revitalization District, the Catonsville Commercial Revitalization District, the Arbutus Commercial Revitalization District, the Lansdowne Commercial Revitalization District, the Baltimore National Pike Commercial Revitalization District, Towson Urban Center District and in the Honeygo Area as follows:

1. The minimum amount of bicycle parking required shall be determined by multiplying the total number of off-street parking spaces required for the applicable use set forth in Section 409.6 by .04 (4%).

2. If the calculation is determined to be a number less than .5 space, then providing and installing bicycle parking is optional.

3. In all other cases, the amount of bicycle parking required shall be the next highest whole number.

B. Location. Bicycle parking shall be located:

1. On the same lot as the principal use;

2. In a manner that prevents damage to bicycles by motor vehicles;

3. In a convenient, highly visible, active, well-lit area;

4. In a manner that does not interfere with pedestrian movements; and

5. As near the principal entrance of the building as practical.

C. Design features. Bicycle parking racks or facilities shall be permanent fixtures on the property, and shall be consistent with the surroundings in color and design, and shall whenever possible be incorporated into building or street furniture design. Bicycle parking shall also be designed to:

1. Allow each bicycle to be supported by its frame;

2. Allow the frame and wheels of each bicycle to be secured against theft and to avoid damage to the bicycles;

3. Be anchored in a manner that resists rust or corrosion, or removal by vandalism; and

4. Facilitate easy locking without interfering with adjacent bicycles.

D. The provisions of this section may not be waived, except that a variance may be granted, consistent with the provisions of Section 307.1, only upon a finding that the bicycle parking rack or facility cannot be located on the same lot as the principal use and must be located on a property within at least 300 feet of the principal use lot or on publicly owned land by agreement with the property owner.

SECTION 450
Signs

§ 450.5 Structural types of signs.

6. Projecting sign: A sign having its structural framework or supporting elements attached to a wall of a building with a face which is more than one foot from the wall at any point on the face or is not in a plane parallel to the wall. "Projecting sign" does not include wall-mounted, roof, canopy or awning signs. Projecting signs are subject to the following:

a. A projecting sign may not be higher than the lesser of:

(1) The height of the eave, cornice or parapet at the top of the wall to which it is attached or:

(2) A height of 25 feet from the base of the wall below the sign~~, unless in the C.T. District of Towson, where the sign may extend to a height of 75 feet from the base of the wall below the sign~~.

[Bill No. 25-2013]

b~~. Except for a sign permitted in the C.T. District of Towson under Section 450.4.5(p)~~, a projecting sign may not extend horizontally more than four feet from the wall to which it is attached, except that a projecting sign may extend five feet and may have a maximum area up to 10% larger than would be permitted under Section 450.4 if the sign is:

[Bill No. 25-2013]

(1) Attached to a building on a corner lot at an angle that approximately bisect the angle of the corner, and

(2) The only projecting sign on the building.

c. If a projecting sign extends over a sidewalk or walkway, no part of the sign may be closer than:

(1) One foot horizontally from the vertical plane of the nearest curb face and

(2) Ten feet vertically from the nearest point on a sidewalk beneath the sign.

~~d. Except for a sign permitted in the C.T. District of Towson under Section 450.4.5(p), no part of a projecting sign may be closer than 10 feet to a side or rear lot line.~~

~~[Bill No. 25-2013]~~

~~e. Except for a sign permitted in the C.T. District of Towson under Section 450.4.5(p), a projecting sign's structural framework of supporting elements may not be visible.~~

~~[Bill No. 25-2013]~~

§ 450.7 Special requirements for particular classes.

B. Changeable copy signs. In addition to the limitations of Section 450.4, changeable copy signs are subject to the following:

[Bill Nos 106-2008; 65-2011; 74-2011; 3-2014

1. Changeable copy signs assessor to a planned shopping center or any separate commercial establishment in a Business Zone are subject to the following limitations:
    a. A freestanding changeable copy sign may be erected only as an integral part of the otherwise permitted enterprise or joint identification sign.
    b. Up to 50% of the erected sign area of a permitted enterprise or joint identification sign may be devoted to changeable copy. This paragraph does not apply to a sign ~~that is accessory to at state-operated use or facility, that has a minimum of 1,000square fee in the C.T. District of Towson between West Joppa Road and~~

~~Dulaney Valley Road north of the York Road circle and south of Bosley Avenue and Fairmont Avenue or a sign~~ located within a state-designated transit oriented development in the C.T. District of Owings Mills.
[Bill No. 16-2015]

4 Attachment 1

TABLE OF SIGN REGULATIONS

I	II	III	VI	IX
Class	**Structural Type**	**Zone or Use**	**Maximum No./Premises**	**Addition Limitations**
CHANGEABLE COPY ~~(2) Paragraph (1) does not apply to a sign that is accessory to a state-operated use or facility that has a minimum of 1,000 square feet and is located in that part of the C.T. District of Towson between West Joppa Road and Dulaney Valley Road north of the York Road circle and south of Bosley Avenue and Fairmount Avenue~~	~~(d) Wall-mounted~~	~~Accessory to a state-operated use or facility located within a commercial development with a minimum of 150,000 square feet of office and/or retail gross floor area in the C.T. District of Towson~~		
ENTERPRISE	~~(p) Wall-mounted; canopy; projecting; roof~~	~~Plan of development with a minimum of 500,000 square feet of retail and/or office gross floor area in B.L., B.M., B.R., and M.L.-I.M.; or a minimum of 300,000 square feet of retail and/or office gross floor area in the C.T. District of Towson~~		~~Structured parking must be provided; signage may be installed on or attached to any building wall or attached or detached structured parking facilities; signage installed on or attached to structured parking facilities may not advertise products or~~

I	II	III	VI	IX
Class	**Structural Type**	**Zone or Use**	**Maximum No./Premises**	**Addition Limitations**
				~~services associated with individual tenants; no changeable copy is permitted in the C.T. District of Towson, roof signage may extend no more than 2 1/2 feet above the roofline, and the Director of Planning shall confirm that the location for the signs will not adversely conflict with architectural elements of the building. Canopy signs may extend 2 1/2 feet above the face of the canopy. A canopy sign may extend more than 2 1/2 feet with a finding by the Director of Planning that all components of the sign are compatible with the architectural elements of the building.~~
ENTERPRISE	~~(q) Wall-mounted;~~	~~A commercial development with a minimum~~		

I	II	III	VI	IX
Class	**Structural Type**	**Zone or Use**	**Maximum No./Premises**	**Addition Limitations**
	~~canopy; awning; roof~~	~~of 150,000 square feet of office and/or retail gross floor area in that part of the C.T. District of Towson between West Joppa Road and Dulaney Valley Road north of the York Road circle and south of Bosley Avenue and Fairmount Avenue~~		
7. **JOINT IDENTIFICATION**	~~(a) Wall-mounted; canopy~~		~~One per frontage; and 2 per frontage in that part of the C.T. District of Towson between West Joppa Road and Dulaney Valley Road north of the York Road circle and south of Bosley Avenue and Fairmount Avenue for a commercial development with a minimum of 150,000 square feet of office and/or retail gross floor area~~	

Note: Section 3 of Bill No. 72-14 stated the following:

SECTION 3. AND BE IT FURTHER ENACTED, that a property located within the boundaries of the area described in Section 235.B.7.A, as in effect immediately prior to the adoption of this Act, shall continue to be eligible for the exemption provided in Section 235B.7.C.1, and the provisions of this Act do not apply to any development for which a letter granting an exemption under Section 235B.7.C has been issued by the Director of Permits, Approvals and Inspections prior to the effective date of this Act.

Basic services mapping standards.

A. Generally. The standards contained herein are intended to form the basis for the delineation of areas on the Basic Services Maps as well as for the evaluation of development applications in accordance with the requirements of this article.

B. Water supply standards.
   1. Intent. The water supply standards and maps are intended to regulate nonindustrial development where there are serious deficiencies in the public water supply system, as evidenced by county tests of water flows from a substantial sample of fire hydrants.

   2. Standard. Residual water pressure at the public fire hydrant nearest the site of the proposed nonindustrial development must meet the standards established by the National Board of Fire Underwriters fire flow test.

   3. Exception. This subsection does not apply to any development that will not be served by a public water supply system.

C. Sewerage standards.
   1. Intent. The sewerage standards and maps are intended to regulate nonindustrial development where it has been determined that the county's share of public sewerage capacity is substantially less than the capacity necessary both to serve already established uses and to serve new uses likely to be established pursuant to this legislation.

   2. Determination of reserve capacity. The county's share of public sewerage capacity must be capable of serving already established uses and new uses likely to be established under the provisions of this legislation.

   3. Maximum level of nonindustrial development. The maximum level of nonindustrial development per sewerage area shall not be greater than that capable of being provided with available sewerage capacity based on the following:

a. The county's share of the maximum reserve capacity of the sewerage in the area on the effective date of mapping of the area minus the daily quantity of sewerage from any industrial buildings for which construction permits are expected to be issued between that date and the time the "basic services" map is next revised, in millions of gallons of sewerage per day; and

b. The maximum level of nonindustrial development allowable in the district as determined based on the following assumptions:

(1) Each dwelling unit with three bedrooms or more shall be considered to result in a yield of 225 gallons of sewage per day.

(2) Each dwelling unit with less than three bedrooms shall be considered to result in a yield of 200 gallons of sewage per day.

(3) Each square foot of gross floor area of a building or a part of a building devoted principally to retail use shall be considered to result in a yield of 0.05 gallon of sewage per day.

(4) Each square foot of gross floor area of a building or a part of a building devoted principally to office use shall be considered to result in a yield of 0.09 gallon of sewage per day.

c. The quantity of sewage yielded by a building or a part of a building to be devoted principally to uses other than dwelling or retail or office uses shall be determined by the Department of Public Works.

4. Exception. This subsection does not apply to any development that will not be served by a public sewerage system.

D. Transportation.

1. Intent. The transportation standards and maps are intended to regulate nonindustrial development where it has been determined that the capacity of arterial and arterial collector intersections is less than the capacity necessary to accommodate traffic both from established uses and from uses likely to be built pursuant to this article. Such development is not intended to be restricted unless there is a substantial probability that an arterial and arterial collector intersection situated within the mapped area will, on the date the map becomes effective, be rated at level-of-service E or F under standards established by the Highway Capacity Manual, 1965, published by the Highway Research Board of the Division of Engineering and Industrial Research, National Academy of Sciences National Research Council.

2. Determination of critical vehicle-trip number.

a. For the purpose of this paragraph, the "critical vehicle-trip number" of an intersection is determined by the formula:

C = F - E/2 + E, in which each letter represents a number of daily vehicle trips through a given intersection at peak hour and
C= The critical vehicle-trip number.
F= That number which if reduced by one would result in a change in the intersection's level of service from F to E.
E= that number which if reduced by one would result in a change in the intersection's level of service from E to D.

b. Determination of reserve capacity. It is intended that the reserve capacity be determined for each district by the formula:
N = C - (T + I)
in which
N= Reserve capacity
C= The critical vehicle-trip number for the most congested arterial intersection in a transportation mapped area on the date the designation becomes effective.
T= The number of daily peak-hour vehicle trips, based on actual traffic counts taken by the Department of Traffic Engineering,[1] passing through the most congested arterial intersection in a transportation mapped area
I= The projected number of additional daily peak-hour vehicle trips to be generated by nonindustrial developments that have been approved under the provisions of this article and have not yet been constructed and would most likely pass through that intersection. For partially completed nonindustrial developments, the amount of peak-hour vehicle trips shall be prorated based on number of completed units or square footage. However, if N is less than zero under the formula, the reserve capacity in the area shall be zero.

[1]: Editor's Note: Under Bill No. 36-1987, the Department of Traffic Engineering was abolished and its duties and responsibilities were transferred to the Bureau of Traffic Engineering of the Department of Public Works. See Section 1 of the Laws of Baltimore County, 1999 (Bill No. 31-1999).

3. Maximum level of nonindustrial development.
   a. The level of additional nonindustrial development in a mapped area, as provided above, may not exceed that which would generate the number of daily peak-hour vehicle trips equal to the reserve capacity of that mapped area, based on the following assumptions:

(1) Every 100 dwelling units, other than for the elderly, shall be considered to result in the generation of eighty-five-peak-hour vehicle trips daily.
(2) Every 100 dwelling units in housing for the elderly shall be considered to result in the generation of twenty-five-peak-hour vehicle trips daily.
(3) Every 1,000 square feet of gross floor area of a building or a part of a building devoted principally to retail use shall be considered to result in the generation of 14.70 peak-hour vehicle trips daily.
(4) Every 1,000 square feet of gross floor area of a building or a part of a building devoted principally to office use shall be considered to result in the generation of 2.34 peak-hour vehicle trips daily.

b. The number of daily peak-hour vehicle trips generated by a building or a part of a building to be devoted principally to uses other than dwellings or retail or office uses shall be determined by the Department of Traffic Engineering.[2]

[2]:*Editor's Note: Under Bill No. 36-1987, the Department of Traffic Engineering was abolished and its duties and responsibilities were transferred to the Bureau of Traffic Engineering of the Department of Public Works. See Section 1 of the Laws of Baltimore County, 1999 (Bill No. 31-1999).*

E. General exceptions to basic services mapping standards.
1. The provisions of Section 4A02.4.A, B, C and D do not apply to any of the following:
a. Any development of three or fewer single-family detached dwellings, or establishment of their accessory uses, on a lot of record as of November 19, 1979 (see Section 101).
~~b. To any development in a C.C.C. District for which, prior to January 21, 1980, a subdivision plan was finally approved or for which, prior to January 21, 1980, an application for a building permit had been made.~~
~~c. To any development in a C.S.A. District for which, prior to January 21, 1980, a subdivision plan was finally approved or for which, prior to January 21, 1980, an application for a building permit has been made.[3]~~

[3]:*Editor's Note: The former C.N.S., C.S.A., C.S.-1 and C.S.-2 Districts were consolidated into the A.S. District by Bill No. 172-1993, effective 1-27-1994. See Section 259.2.B.*

~~d. To any development in an R.A.E. Zone for which, prior to January 21, 1980, a subdivision plan was finally approved or for which, prior to January 21, 1980, an application for a building permit had been made.~~
e. To any development located in the Towson Urban Center District. ~~or community center for which an official detailed plan was approved by the Planning Board as of the effective date of Bill No. 178-1979. For purposes of this exception, an "official detailed plan" includes an official "revitalization"~~

~~plan or similar plan prepared by the Department of Planning or a consultant to the county, but does not include a subdivision plan or other developer's plan.~~

[Bill No. 55-2011]

f. On-site expansions of existing hospitals; any development of a "continuing care facility" as defined in § 7 of Article 70B of the Annotated Code of Maryland.

g. ~~Any development in an area for which an official detailed plan has been prepared that contains a recommendation that the area be exempted from basic services restrictions. For purposes of this exception, an "official detailed plan" includes an official "revitalization" plan or similar plan prepared by the Department of Planning or a consultant to the county and approved, subsequent to July 1, 1982, by the Planning Board and the County Council, but does not include a subdivision plan or other developer's plan.~~

[Bill No. 55-2011]

F. South Perry Hall — White Marsh Area. No grading permit or other building permit shall be issued for development pursuant to a development plan approved after February 1, 2001, for any development project that will be accessed from Bucks School House Road or White Marsh Road, until all of the following road projects have been contracted for construction:

[Bill No. 35-2001[4]]

1. Replace the box culvert under White Marsh Road that crosses the tributary of White Marsh Run located between Perry Ridge Court and Selwin Court.

2. Widen the paved section of White Marsh Road between Bucks School House Road and Selwin Court to 20 feet.

3. Widen the paved section of Bucks School House Road between Ridge Road and Perry Hall Boulevard to 20 feet.

4. Realign horizontal curves along Bucks School House Road so that the minimum radius of the center line for any horizontal curve is not less than 380 feet.

[4]: *Editor's Note: This bill provided for the renumbering of former Subsection F as Subsection G. It also stated that the provisions of this subsection shall expire and be of no further effect when all of the road projects listed have been contracted for construction, or May 25, 2004, whichever shall first occur.*

G. Petitions for special variance from provisions of this subsection.

1. The Zoning Commissioner may, after a public hearing, grant a petition for a special variance from a provision of this subsection, only to an extent that will not violate that provision's purpose, pursuant to a finding:

a. That the demand or impact of the development proposed will be less than that assumed by the district standard that would otherwise restrict or prohibit the

development, or that the standard is not relevant to the development proposal; and

b. That the granting of the petition will not adversely affect a person whose application was filed prior to the petitioner's application in accordance with Section 4A02.3.G.2.b.

2. The Department of Planning shall give a report on the petition to the Zoning Commissioner prior to his consideration of the petition.

[Bill No. 55-2011]

3. The Zoning Commissioner may grant or deny the petition, or grant it subject to any conditions or limitations consistent with the criteria set forth in Paragraph 1 above.

4. An appeal may be filed with the County Board of Appeals within 30 days of the decision of the Zoning Commissioner.

§ 259.2 Statements of legislative intent for districts.
(Compliance with a statement of legislative intent shall not, in itself, be sufficient cause to classify property within the district to which such statement applies.)

A. C.R. (Commercial, Rural) District.

[Bill No. 103-1988]

1. The C.R. District is established to provide opportunities for convenience shopping and personal services that are customarily and frequently needed by the rural residential and agricultural population and tourists. It is intended that the C.R. District be applied only to areas where such facilities are not available within a reasonable distance, where sewerage treatment and a potable water supply can be provided without an adverse effect on the environment and neighboring uses, and where public roads are capable of handling the anticipated increase in traffic without adverse impacts on surrounding areas. The commercial centers within C.R. Districts are not intended to be regional facilities providing specialty goods to a population outside of the rural area.

2. C.R. Districts may be assigned to areas of commercial development beyond the urban-rural demarcation line for which C.R. District designation is recommended in the Master Plan. The underlying zone may be B.L., B.M., B.R. or R-O. The C.R. District may also be applied to land zoned R.C.5 which is adjacent to a C.R. District, provided that the location, configuration and physical characteristics of the site and the potential for access to an adequate public road make the land suitable for commercial development.

B. A.S. (Automotive Services) District. The A.S. District may be applied within the urban-rural demarcation line (URDL) to certain parcels of land zoned B.L., B.M. or B.R., which are appropriate for uses dominated by the parking and servicing of automobiles or characterized by frequent parking turnover, such as fuel service stations and car wash operations. Any land heretofore classified as C.N.S., C.S.A., C.S.-1 or C.S.-2 on the effective date of Bill No. 172-1993 shall hereby be classified an A.S. District. For a parcel of land that is assigned with a combination of B.M.-I.M. and B.L.-A.S. zoning, a use permitted in the B.M.-I.M. Zone will also be permitted on the B.L.-A.S.-zoned portion of the land.

[Bill Nos. 172-1993[1]; 2-2014]

[1]: *Editor's Note: This bill repealed former Subsections E, F and G of this Section 259.2, which subsections contained the legislative intent for the C.S.A. (Commercial, Supporting Area) District; C.S-1 (Commercial, Strip) District; and the C.S-2 (Commercial, Strip) District.*

C. C.C.C. (Commercial, Community Core) District. C.C.C. Districts may be applied only to certain existing or proposed centers of shopping and auxiliary commercial activity which are on land zoned B.L., B.M. and/or B.R., any one of which centers must be intended to serve between 30,000 and 50,000 persons; provide shopping opportunities for convenience goods, appliances and, optionally, furniture; and include one or more junior department stores or variety stores. A planned shopping center having such characteristics may lie wholly or partially within a C.C.C. District.

D. C.T. (Commercial, Town-Center Core) District. C.T. Districts may be applied only to primary shopping areas within town centers on land zoned B.L., B.M., B.R. and/or M.L., the primary shopping area of any such center being that area which contains or is intended to contain a high incidence of pedestrian-oriented retail uses of a type ordinarily producing relatively high income and profit per square foot of sales area; includes or is intended to include major business generators (such as department stores); and also includes, or is intended to include, certain auxiliary services (such as offices) typically not occupying ground-floor frontage. Certain planned shopping centers having such characteristics may lie wholly or partially within C.T. Districts.

E. I.M. (Industrial, Major) District. I.M. Districts may be applied only to certain areas individually containing 100 acres or more of land zoned for industrial or semi-industrial use (M.H., M.L., M.L.R., M.R., B.R. and/or B.M.), undivided by expressways or freeways. In I.M. Districts, greater industrial use of prime industrial land is promoted by discouraging nonauxiliary commercial usage.

F. T.U.C. (Towson Urban Center) Master Plan 2020 identifies Towson as the Urban Center of Baltimore County and lists policies and actions that foster the redevelopment of Towson into a premier walkable mixed use hub of activity. The following regulations are designed help foster redevelopment and implement the goals in Master Plan 2020.

1. Locational Requirements.
    a. The Towson Urban Center Land Management Area of the most current Master Plan shall provide guidance as to the application of the T.U.C.
    b. Should only be mapped on land zoned B.L., B.M., B.R., R.A.E. 1, R.A.E. 2, O.R 1, O.R. 2, D.R. 10.5 and D.R. 16.
2. Area Requirements.
    a. Building height and floor area ratio is not restricted.
    b. All properties are exempt from front, side or rear yard setbacks or any setback from the center line of any street.
3. Use Requirements
    a. Uses are permitted as stated in the underlying zone.
    b. Additionally, regardless of the underlying zone, residential uses, apartments, and elderly housing are permitted by right and not limited by density. These uses are permitted on all floors of any building.
4. Parking Requirements
    a. Within the T.U.C. district, there are no minimum parking requirements except
        i. Parking for residential and lodging uses be located no further than 1,500 feet from the use and must be located within the T.U.C district.
    b. At the time of development or redevelopment, the applicant shall identify the parking needs associated with the proposed uses and how the parking demand will be accommodated. The applicant shall address the following in demonstrating how the parking demand will be accommodated.
        i. Identification of each use within the development and the parking demand assumption for each use.
        ii. The method of suppling the parking for the development such as on-site, leased, shared and how any other alternative transportation methods are incorporated into addressing transportation demand.
        iii. For residential-only buildings, identification of a secondary method for providing additional parking should the original parking supply prove to be inadequate.
5. Sign Requirements
    a. All signs shall be reviewed by the Design Review Panel (DRP).
    b. The DRP may establish procedures in which certain types of signs may be reviewed administratively by the Department of Planning.
6. Design Guidelines The purpose of the design guidelines contained within the overlay district is to provide a clear, comprehensive document outlining the level of design quality expected of all proposed improvements located in the T.U.C. The guidelines acknowledge the evolved character of downtown Towson as well as the blending of activities and mixed use nature. Urban site design and architecture are divided into 6 general categories including: Block Configuration/Site Design, Parking, Outdoor Site Design/Streetscape, Building Principles/Architecture, Building Materials, Lighting and Signage.
    a. Block Configuration/Site Design
        i. Block configuration should respect adjacent buildings and shall result in a cohesive pedestrian realm along streets and alleys.
        ii. Primary building facades should be oriented toward the street and the pedestrian realm.

iii. Building should line the sidewalk and frame the public realm.
iv. Parking areas should be screened by architectural and landscape treatments.
v. Corners of blocks should be given specific design consideration and should be emphasized by locating unique architectural features, entrances, or special streetscape features at corner locations.
vi. Where there are midblock connections, pedestrian amenities and entrances to uses should be included to break up large building wall expanses.
vii. Pathways from parking areas to the street should have purpose, be safe and be visually interesting.
viii. The number of curb cuts should be minimized to reduce conflicts between pedestrians and vehicles.

b. Parking
   i. Structures
      1. The design of parking structures should be architecturally integrated with the design and structure of buildings they serve. The façade of the parking structure portion of a building should be consistent with the face of the rest of the building.
      2. Facades of a parking structure should be masked in such a way as to maintain a high level of architectural design and finish, minimizing blank walls.
      3. Facades on parking structures should be compatible in character and quality with adjoining buildings, plazas and streetscapes and activated with ground floor uses and/or pedestrian amenities.
      4. Parking structures should have signage that clearly identify parking opportunities.
      5. The horizontal and vertical elements of the parking structure façade should complement those of adjacent structures.
      6. Parking structures should be designed to conceal the view of all parked cars and angled ramps from adjacent plazas, public rights of way, private streets and plazas or open spaces
      7. The location of all parking garage access points should be placed to minimize the impact to the public realm or adjacent uses.
   ii. Off Street Surface Parking
      1. Shade trees should be located throughout all surface parking areas.
      2. Existing and proposed surface parking areas should include screening walls and/or landscaping.

c. Outdoor Site Design/Streetscape
   i. Open spaces such as plazas and courtyards should be provided to give relief and interest to the streetscape.
   ii. Each development should provide an open space/gathering area appropriate to the scale and character of the development.

iii. Plazas should be designed to be easily accessible to the public and provide year round use where possible.
iv. Plazas and courtyards should be made comfortable by using architectural and landscape elements to create a sense of place, enclosure and security.
v. Blank walls shall be limited and plazas and courtyards should be considered an integrated part of the design.
vi. Buildings should accommodate special amenities such as café seating, sculptures and planters, art and lighting.
vii. The development of outdoor spaces for building users should be integrated into all design.
viii. Trash and recycling receptacles should be strategically placed.
ix. Plazas should feature entrances to retail/restaurant spaces along their perimeters to activate the space.
x. Paving material of varied physical texture, color and pattern should be used to guide movement and define functional areas.
xi. Every effort should be made to use sustainable practices in design and development of outdoor spaces that will reduce energy and water use, minimize run off, prevent indoor and outdoor air pollution and include green space that will provide relief to the built environment.
xii. The use of trees for shading and cooling is encouraged.
xiii. The preservation of existing trees where practical is encouraged.
xiv. Amenity/recreational space for all ages should be incorporated into the design.
xv. Bicycle racks and storage shall be incorporated into the design of all developments.
xvi. A consistent framework of materials and treatment is needed for the public realm of the TUC in order to blend with what has already been built and landscaped. The standards outlined in Section F (Towson Streetscape Standards) of the Comprehensive Manual of Development Policies (CMDP) should form the minimum standards for the public realm for new development in the TUC, subject to approval by the Design Review Panel.

d. Building Principles/Architecture
i. A wide variety of appropriate architectural styles, materials and details throughout the district are encouraged to create a thriving, attractive district.
ii. New buildings should be contextual in scale and style to the surrounding structures.
iii. Variation in building scaling and detail should relate to the scale and function of pedestrian active uses along the streets.
iv. All sides of the building should be given design consideration, including the roofs.
v. All building sides should be designed purposefully.
vi. New buildings should fit within the context in terms of mass and scale to enhance the character of a block or street.

vii. The location of buildings should define and contain the street space in order to concentrate and reinforce pedestrian activity.

viii. Portions of the building that are not aligned with the right of way line should be related to the building uses that complement pedestrian activities along the street such as plazas, patios, and building entries.

ix. Design of new development that is directly contiguous to single family residential communities should respect the scale, form, and development pattern of the existing communities. Specifically:

1. Architectural massing and site design should be carefully considered to ensure an effective transition between the TUC and adjacent community.
2. The scale of the buildings that directly border a single family residential community should be reduced by stepping back the upper stories of the building to reduce the impact on adjacent properties.
3. Building lighting and/or street lighting fixtures that directly abut single family residential communities should be sited in such a way to prevent light spillage into the residential community.

x. Use of structural bays, expressed columns, window mullions, horizontal fenestration etc. should be utilized to promote a pedestrian scale.

xi. Rooftop equipment should be fully screened from horizontal view. Screenings should be expressed as part of the buildings composition and fully integrated architecturally.

xii. Building corners should be given special treatment. This may include signature entries, special roof shapes and taller, iconic architectural elements.

xiii. Variations in fenestration patterns should be used to emphasize building features such as entries, shifts in building form or differences in function and use.

xiv. Building rooftops and parapets should enhance the character of the skyline and strengthen the identity of individual buildings.

xv. The use of green roofs should be considered for both aesthetic and environmental benefits.

xvi. Ground floor use should be activated and activities in new developments should be integrated with existing retail uses and activities along the street front and provide flexibility for changing market demands.

xvii. The ground level of buildings should be developed to provide visual interest to pedestrians. This means either outdoor dining areas, retail display windows or service oriented activities that can be viewed through storefront glazing. If the building face at the sidewalk edge cannot be glazed, then the blank wall should be treated in an interesting way with decorative architectural finishes, screens, display cases, sculpture, murals or plant material.

xviii. If the façade wall is to be set back from the property line to create courtyards or niches, then other elements (such as columns**,** planters, changes in paving materials, or railings) should be used to define the street wall.

e. Building Materials
   i. Innovative use of high quality materials should be encouraged.
   ii. The character and image should be reinforced by using high quality materials, texture, patterns, and colors in well-designed innovative ways including the utilization of natural materials that will age well.
   iii. Finishes and materials should reinforce those used in that architectural style originally. For example, a colonial style building should utilize brick.
   iv. The consistent use of quality materials appropriate to the urban environment should be ensured.
   v. Human scaled building should be encouraged through the use of well detailed and articulated materials, individually and in combination. Material selection on the ground floor should be given careful consideration to aid in creating a pleasing pedestrian environment in addition to being able to weather well.
   vi. All facades of a building should be treated equally in terms of materials, color and design detail. The building should have a finished appearance on all sides.
   vii. The use of replacement materials that imitate or falsely replicate natural material applications should be avoided.

f. Lighting
   i. Lighting should be used to provide illumination that complements the aesthetic appeal and safety, thereby promoting comfortable, safe pedestrian activity at night.
   ii. Highlighting of significant architectural features, trees and artwork with accent lighting should be considered.
   iii. Fixtures should be designed and installed in scale and context with the architecture of the building.
   iv. Light sources on private development should complement lighting within the public realm of the district.
   v. Lighting as a nighttime amenity should be considered.
   vi. Lighting associated with signage on the upper stories of a building or on a rooftop should not become overwhelming or dominant in the skyline.

g. Signs
   i. Signs shall be oriented toward and scaled for the pedestrian realm.
   ii. Signs should be integrated within the architectural features of the façade and complement the building's architecture.
   iii. Building signage programs should follow a hierarchy.
   iv. Signs should not be designed to maximize square footage but instead be designed to enhance their graphic impact to the public.
   v. Signs should add visual interest, facilitate way finding and enhance the character of the area.

vi. Signs on rooftops and the upper stories of a building should have a proportional relationship between the size of the building and the size of the sign. These types of signs should have a corresponding design to the building architecture and not become overwhelming or dominant in the skyline.

The following are additional requirements that should incorporated into any version of legislation adopting the T.U.C. overlay district.

- All prior approved plans remain valid until materially amended.
- Parking leases associated with prior approved plan shall remain in effect, until the development plan is materially amended.